Appendix K.1

Transportation Impact Analysis

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ROCAS GRANDES II RESIDENTIAL

TRAFFIC IMPACT ANALYSIS

APRIL 27, 2026

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic impact analysis prepared for the proposed Rocas Grandes II residential development project. The project includes the construction of 460 multi-family dwelling units. The project site is located on the southeast corner of Darwin Drive and Alessandro Boulevard in the City of Moreno Valley (City).

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a traffic impact analysis established by the City of Moreno Valley's *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment*, (June 2020). The study area, analysis scenarios, and analysis methodologies are based on the City guidelines and in discussion with City staff. The approved scoping agreement is included in Appendix A.

1.2 Project Location & Study Area

The project is located on the southeast corner of Darwin Drive and Alessandro Boulevard. The project proposes the construction of 460 multi-family dwelling units.

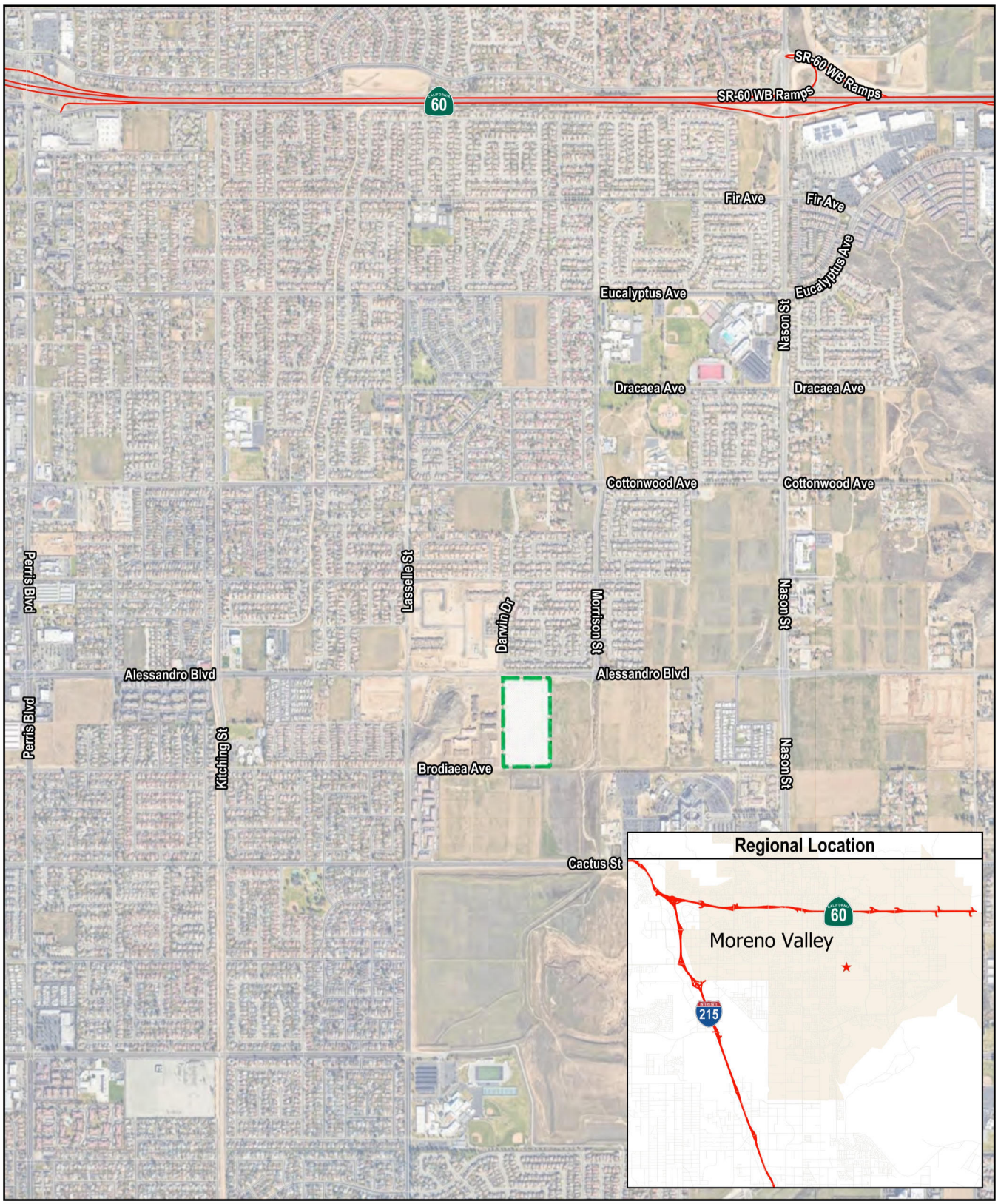
Figure 1 shows the regional location of the project. The project opening year is 2027. Figure 2 illustrates the site plan of the proposed project. Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following intersections and roadway segments for traffic operations:

Study Intersections

1. Perris Boulevard & Alessandro Boulevard.
2. Kitching Street & Alessandro Boulevard.
3. Lasselle Street & Alessandro Boulevard.
4. Lasselle Street & Brodiaea Avenue.
5. Darwin Drive & Alessandro Boulevard.
6. Darwin Drive & Driveway 1-Cumulative Driveway.
7. Darwin Drive & Brodiaea Avenue.
8. Driveway 2 & Brodiaea Avenue.
9. Morrison Street & Alessandro Boulevard.
10. Nason Street & SR-60 WB Ramps.
11. Nason Street & SR-60 EB Ramps.
12. Nason Street & Fir Avenue.
13. Nason Street & Eucalyptus Avenue.
14. Nason Street & Dracaea Avenue.
15. Nason Street & Cottonwood Avenue.
16. Nason Street & Bay Avenue.
17. Nason Street & Alessandro Boulevard.
18. Driveway 3 & Alessandro Boulevard.

Study Roadway Segments

1. Alessandro Boulevard from Perris Boulevard to Kitching Street.
2. Alessandro Boulevard from Kitching Street to Chervil Street.
3. Alessandro Boulevard from Chervil Street to Lasselle Street.
4. Alessandro Boulevard from Lasselle Street to Darwin Drive.
5. Alessandro Boulevard from Darwin Drive to Morrison Street.
6. Alessandro Boulevard from Morrison Street to Nason Street.



Legend

Project Boundary

FIGURE 1

Rocas Grandes II Residential
Regional Project Location

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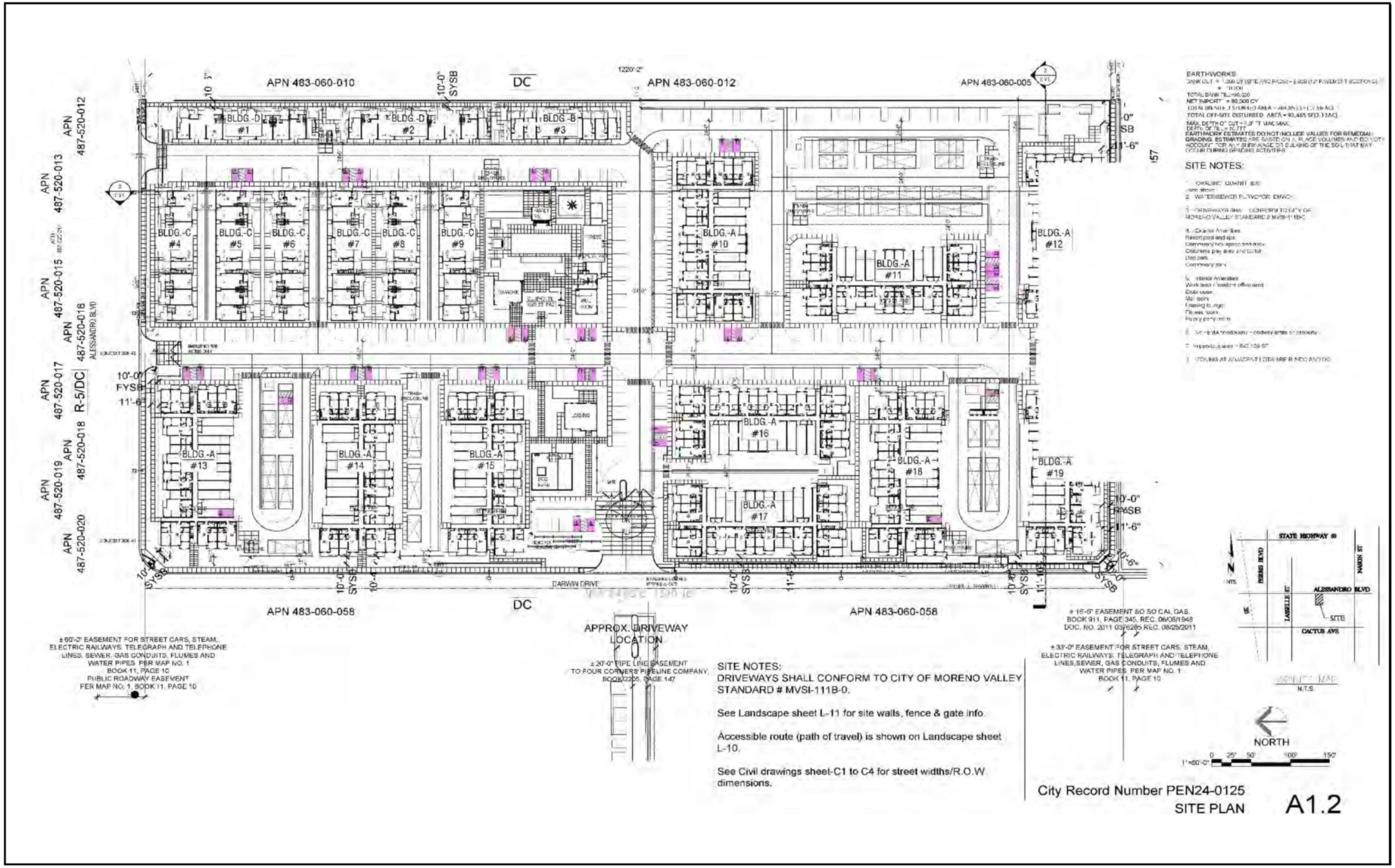


FIGURE 2

Rocas Grandes II Residential
Site Plan

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P:\Rincon - Rocas Grandes II Residential\Analysis v2\Figure 2 Site Plan (4/22/2026)

The study area intersections and roadway segments are shown in Figure 3.

This report analyzes weekday daily, a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments were analyzed during a 24-hour period using daily volume counts.

1.3 Analysis Scenarios

This report analyzes traffic operations for the following scenarios:

1. Existing Without Project Conditions.
2. Project Completion Year (2027) Without Project Conditions (existing plus ambient growth plus cumulative projects).
3. Project Completion Year (2027) With Project Conditions (existing plus ambient growth plus cumulative projects plus project).

2.0 PROJECT DESCRIPTION

The project proposes the construction of 460 multi-family dwelling units on a 20.01-acre vacant lot.

2.1 Site Access

Access to the project will be provided by three driveways. Driveway 1 is located on Darwin Drive and will connect at the existing Rocas Grandes I driveway at the east leg. Driveway 2 is located on Brodiaea Avenue and is full access. Driveway 3 is located on Alessandro Boulevard and is restricted to right-out access only. The driveway locations are shown in Figure 2.

2.2 Project Trip Generation

Trip generation for the project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition) and are based on Land Use 220 “Multifamily Housing (Low-Rise) Not Close to Transit”. Table A shows a summary of the project trip generation. As shown in Table A, the project is anticipated to generate 184 trips during the a.m. peak hour, 235 trips during the p.m. peak hour, and 3,100 daily trips.

2.3 Project Trip Distribution & Assignment

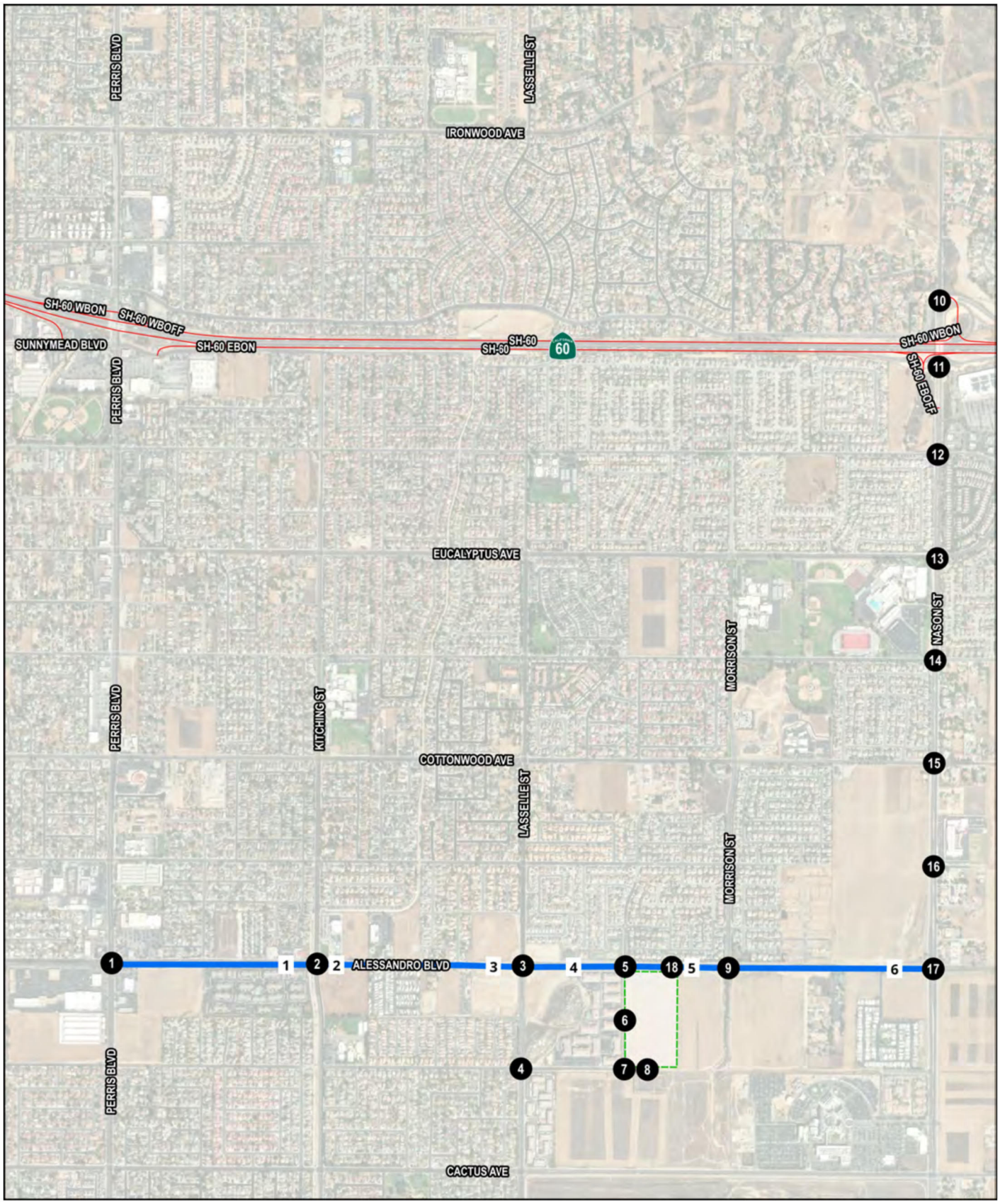
Project trip distribution patterns for the proposed project were developed based on location of local/regional destinations and in consultation with City staff. The trip distribution is shown in Figure 4. The project trip generation was applied to each of the trip distribution patterns to develop the trip assignment for project trips. Figure 5 shows the project trip assignment.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

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

3.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 7th Edition (HCM) delay methodologies using Synchro 11 software, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection,



Legend

Project Boundary

Study Area Intersections

Study Area Roadway Segments

FIGURE 3

Rocas Grandes II Residential
Study Area Intersections and Roadway Segments

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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
Stacked Flats								
Trip Generation Rates [1]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation	460 DU	44	140	184	148	87	235	3,100
Total Trip Generation		44	140	184	148	87	235	3,100

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).

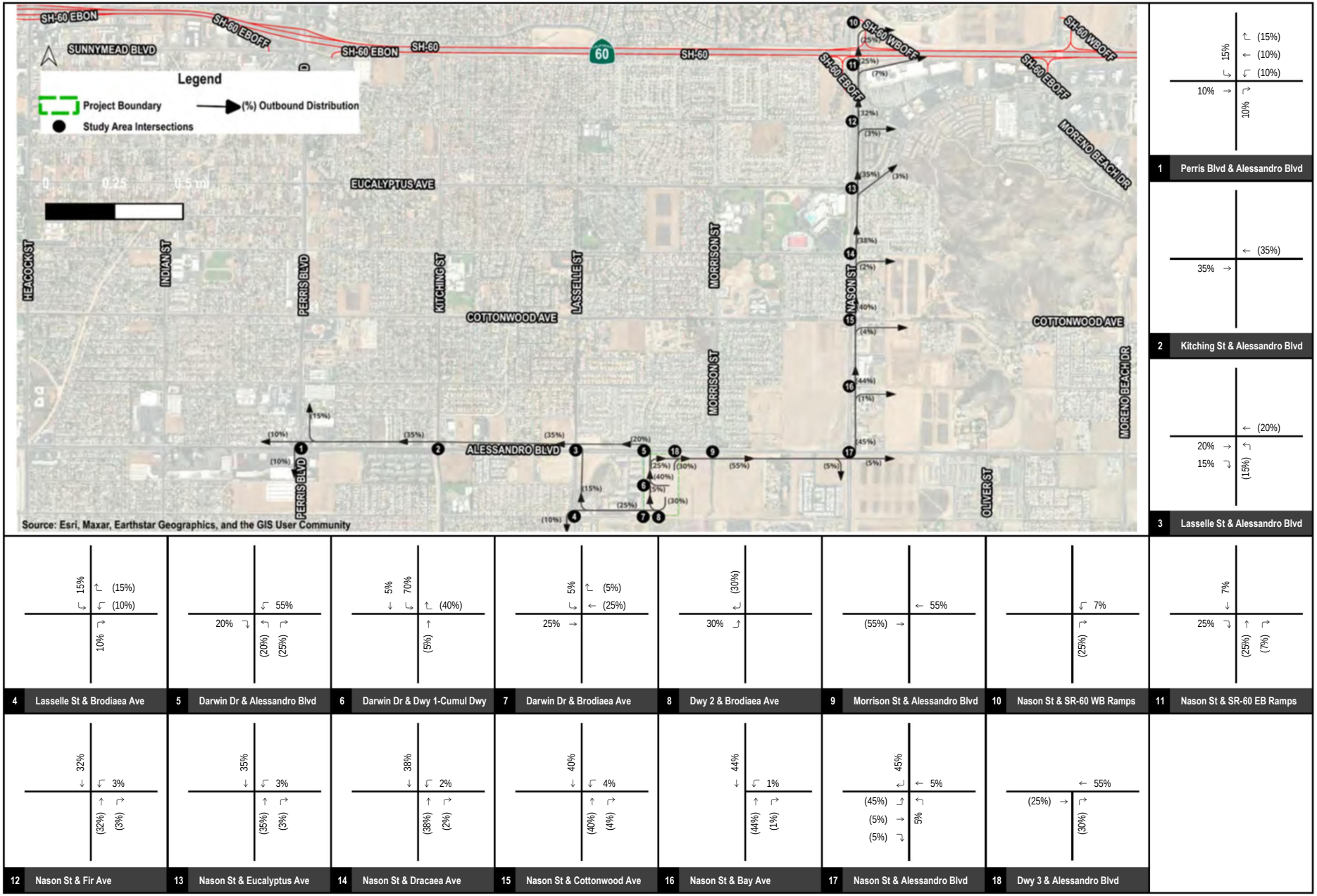


FIGURE 4

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

Rocas Grandes II Residential
Project Trip Distribution

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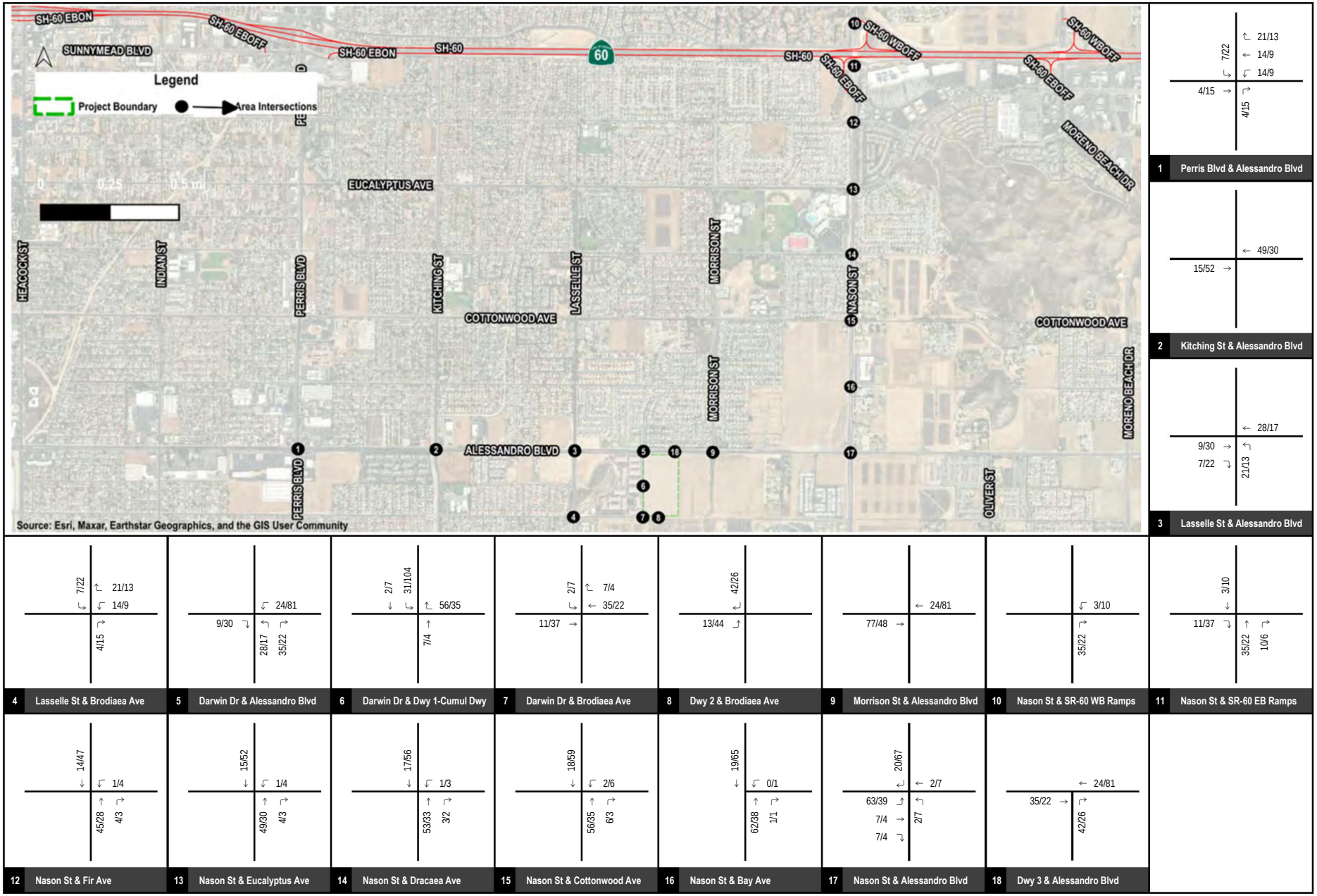


FIGURE 5

XX/YY AM/PM Peak Hour Project Trips

Rocas Grandes II Residential
Project Trip Assignment

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whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

3.2 Intersection General Plan Consistency Requirements

The City General Plan has established minimum target Levels of Services for study area intersections and roadways. LOS D is applicable to intersections that are adjacent to freeway on/off ramps, and adjacent to employment generating land uses. LOS C is applicable to all other intersections. For boundary intersections, LOS D is assumed to be acceptable. The City LOS standards are shown in Figure 6. Consistent with the acceptable LOS in the City's General Plan, the City considers the following criteria for application in a traffic study to identify infrastructure improvements required to provide acceptable operations. For signalized intersections, the City has established the following operating requirements:

- Any signalized study intersection operating at acceptable LOS without project traffic in which the addition of project traffic causes the intersection to degrade to unacceptable LOS shall identify improvements to provide acceptable LOS.
- Any signalized study intersection that is operating at unacceptable LOS without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

For unsignalized intersections, the City has established that an operational improvement would be required if the study determines that either section a) or both sections b) and c) occur:

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

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

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

3.3 Roadway Segment Capacities and Levels of Service

Based on discussion with City staff, an analysis of the average daily traffic (ADT) was conducted consistent with the City Guidelines for roadway segment assessment included in the methodologies for level of service analysis. The daily service volume standards provided in Table 1 of the City's Guidelines was used in the analysis and are shown in Table C.

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Table B: Level of Service Criteria

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

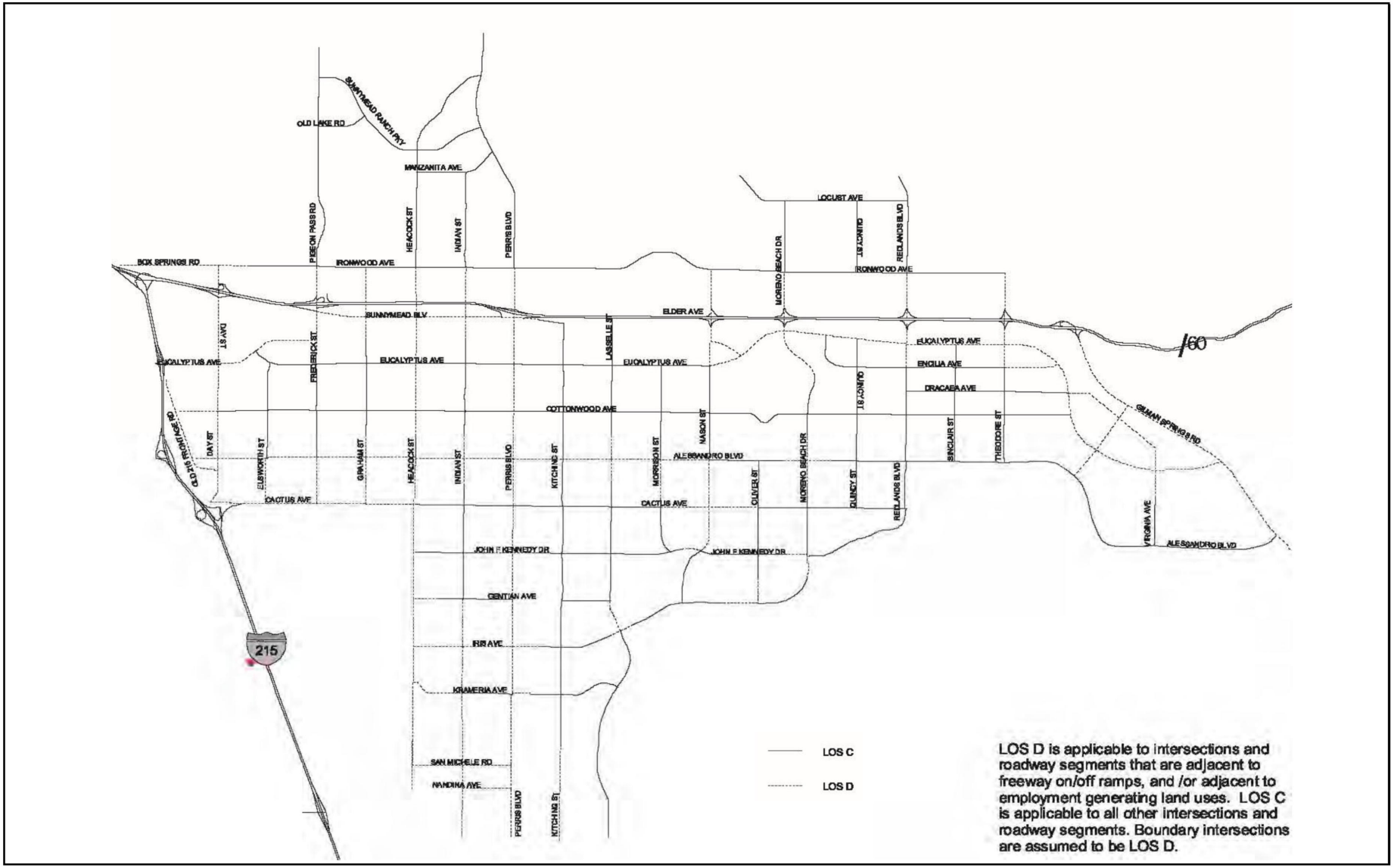


FIGURE 6

Rocas Grandes II Residential
City of Moreno Valley's LOS Standards

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P:\Rincon - Rocas Grandes II Residential\Analysis v2\Figure 6 City of Moreno Valley's LOS Standards (4/22/2026)

Table C: City of Moreno Valley Roadway Capacities and Levels of Service

Roadway Classification	Level of Service				
	A	B	C	D	E
Six-Lane Divided Arterial	33,900	39,400	45,000	50,600	56,300
Four-Lane Divided Arterial	22,500	26,300	30,000	33,800	37,500
Four-Lane Undivided Arterial	15,000	17,500	20,000	22,500	25,000
Two-Lane Industrial Collector	7,500	8,800	10,000	11,300	12,500
Two-Lane Undivided Residential	N/A	N/A	N/A	N/A	2,000

Source: City of Moreno Valley *Transportation Impact Analysis Preparation Guide for VMT and LOS Assessment* (June 2020).

3.4 Roadway Segment General Plan Consistency Requirements

Consistent with the City's acceptable LOS, the following roadway segment requirements should be considered, and improvements recommended if the project exceeds the noted operational goals:

- Any study roadway segment operating at acceptable LOS without project traffic in which the addition of project traffic causes the segment to degrade to unacceptable LOS should identify improvements to achieve acceptable LOS.
- Any roadway segment that operates at unacceptable LOS in the no project scenario where the project adds traffic in excess of 5% of the roadway capacity (e.g., a volume-to-capacity ratio increase of 0.05) should identify improvements to add capacity to the segment.

4.0 VOLUME DEVELOPMENT METHODOLOGY

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

4.1 Existing Conditions Traffic Volumes

Existing traffic volumes for intersections and roadway segments are based on peak hour intersection turn movement counts and daily counts collected by Counts Unlimited in May 2024. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all study area intersections. Consistent with City guidelines, PCE volumes at these intersections were computed using a PCE factor of 1.5 for 2-axle, 2.0 for 3-axle, and 4.0 for 4-axle trucks. Count sheets are contained in Appendix B. Detailed volume development worksheets are included in Appendix C.

4.2 Project Completion Year (2027) Without Project Traffic Volumes

Project completion year (2027) without project conditions traffic volumes for intersections and roadway segments were developed by applying a compounded annual growth rate of 2 percent per year for 3 years (6.12%) to the existing traffic volumes and adding traffic generated by cumulative projects. The cumulative projects included in the analysis are illustrated in Figure 7. Appendix C lists the cumulative projects included in the analysis. The cumulative projects are anticipated to generate 20,828 net a.m. peak hour trips, 23,641 net p.m. peak hour trips, and 267,644 net daily trips.

4.3 With Project Traffic Volumes

Traffic volumes for project completion year (2027) with project conditions were developed by adding the trip assignment to the without project peak hour traffic volumes.

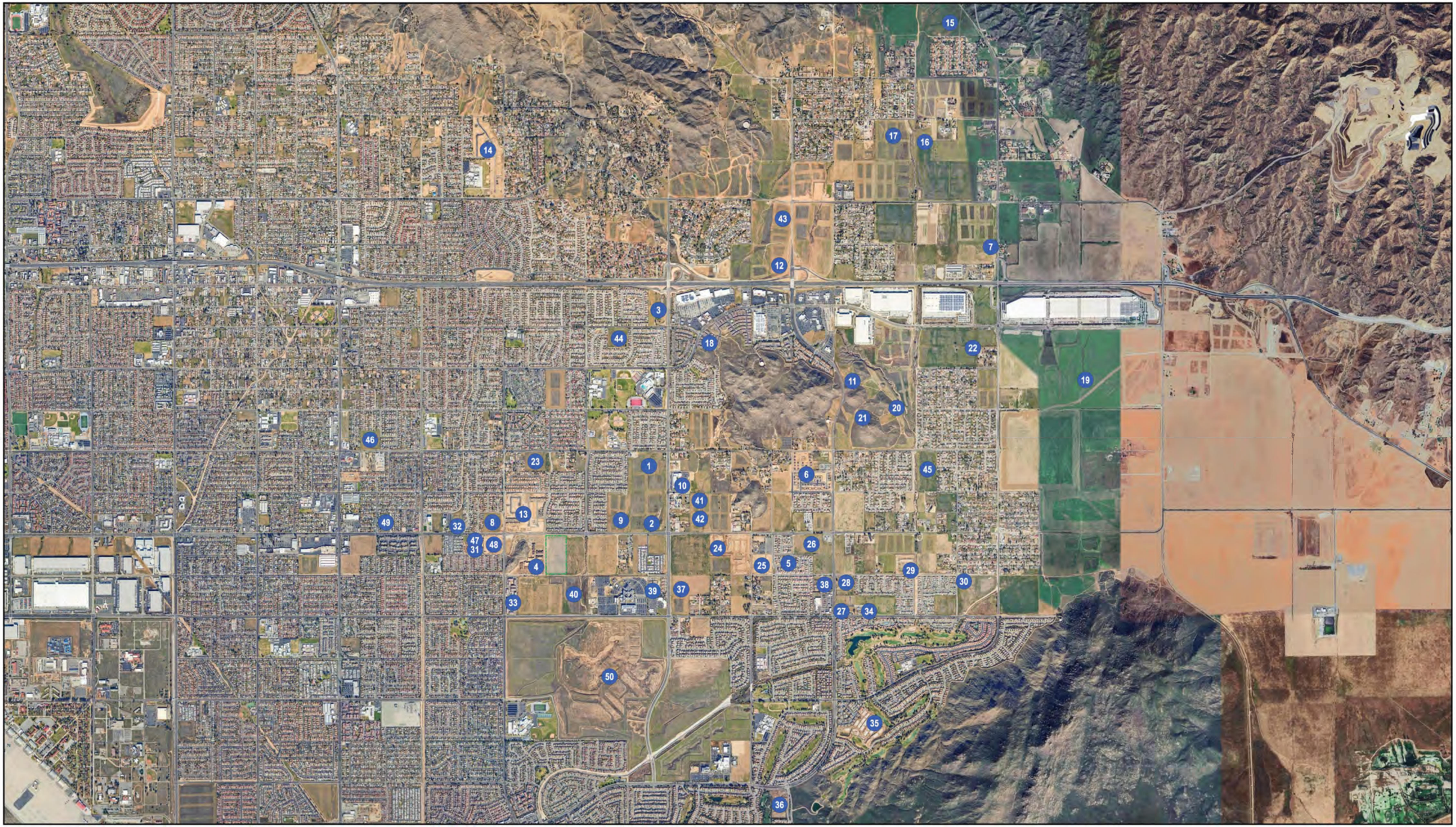
5.0 EXISTING CONDITIONS

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

5.1 Existing Roadway Conditions

Regional access to the project site is provided by SR-60 to the north. Local access to the project will be provided by the following roadways:

- Nason Street is oriented in the north-south direction and is a 4-lane roadway within the project study area. The City's circulation element designates Nason Street as a "Modified Divided Major Arterial". The speed limit on Nason Street is 40 miles per hour.
- Alessandro Boulevard is oriented in the east-west direction and is a 2-lane/3-lane roadway within the project study area. The City's circulation element designates Alessandro Boulevard as an "Divided Major Arterial". The speed limit on Alessandro Boulevard is 50 miles per hour. On-street parking is prohibited.
- Eucalyptus Avenue is oriented in the east-west direction and is a 4-lane roadway within the project study area. The City's circulation element designates Eucalyptus Avenue as an "Arterial" roadway. The speed limit on Eucalyptus Avenue is 35 miles per hour.



Legend

Cumul Projects Project Boundary

FIGURE 7

Rocas Grandes II Residential
Approved and Pending Project Locations

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- Fir Avenue is oriented in the east-west direction and is a 2-lane/4-lane roadway within the project study area. The City's circulation element designates Fir Avenue as an "Arterial" roadway. The speed limit on Fir Avenue is 25 miles per hour.
- Cottonwood Avenue is oriented in the east-west direction and is a 2-lane/3-lane roadway within the project study area. The City's circulation element designates Cottonwood Avenue as a "Minor Arterial" roadway. The speed limit on Cottonwood Avenue is 45 miles per hour.
- Morrison Street is oriented in the north-south direction and is a 4-lane roadway within the project study area. The City's circulation element designates Morrison Street as a "Minor Arterial" roadway. The speed limit on Morrison Street is 35 miles per hour.
- Laselle Street is oriented in the north-south direction and is a 2-lane/4-lane roadway within the project study area. The City's circulation element designates Laselle Street as an "Arterial" roadway. The speed limit on Laselle Street is 45 miles per hour.

The City's circulation plan and roadway cross-sections are shown in Figures 8 and 9.

5.2 Existing Transit Service

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

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

- Route 41 provides transit service on Alessandro Boulevard within the project area. Route 41 has a major stop at the Riverside University Medical Center on the northwest corner of Nason Street and Cactus Avenue. Route 41 operates at 90-120-minute headways on weekdays.
- Route 20 provides transit service on Alessandro Boulevard within the project area. Route 20 has a major stop at the Riverside University Medical Center on the northwest corner of Nason Street and Cactus Avenue. Route 20 operates at 60-90-minute headways on weekdays.

Figure 10 illustrates the existing transit services. As shown in Figure 10, the closest transit route to the project is located on Alessandro Boulevard via Route 41 and Route 20.

5.3 Existing Pedestrian & Bicycle Facilities

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

- Class I Multi-use Paths: Class I multi-use paths are physically separated from motor vehicle routes, with exclusive rights-of-way for non-motorized users like cyclists and pedestrians and with motor vehicle cross flows kept to a minimum.
- Class II Bicycle Lanes: Class II facilities provide an exclusive roadway space for cyclists, demarcated through pavement marking and signage. Bicycle lanes must be one-way facilities and carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.
- Class III Bicycle Routes: Class III facilities are suggested bicycle routes marked by signs designating a preferred route between destinations. They are recommended where traffic volumes and roadway speeds are fairly low.

Figure 11 illustrates the existing bikeways within the project area. As shown in Figure 11, there are existing bike lanes on Alessandro Boulevard, Lasselle Street, and Nason Street within the project area. Pedestrian circulation within the City is primarily provided via sidewalks. The existing pedestrian sidewalks adjacent to the project are illustrated in Figure 12. As illustrated in Figure 12, there are existing sidewalks on the north side of Alessandro Boulevard adjacent to the project site.

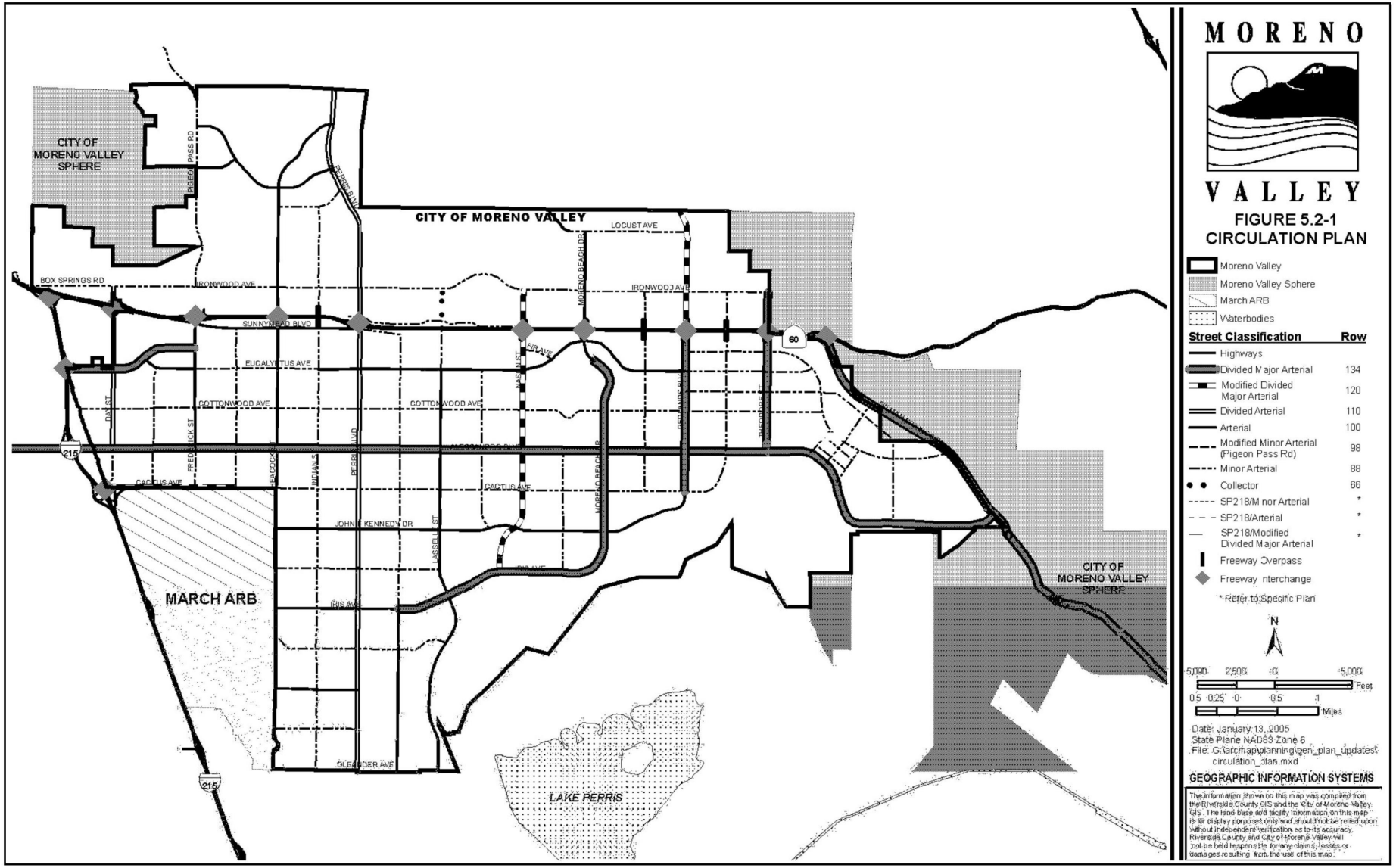


FIGURE 8

Rocas Grandes II Residential
City of Moreno Valley's Circulation Plan

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P:\Rincon - Rocas Grandes II Residential\Analysis v2\Figure 8 City of Moreno Valley's Circulation Plan (4/22/2026)

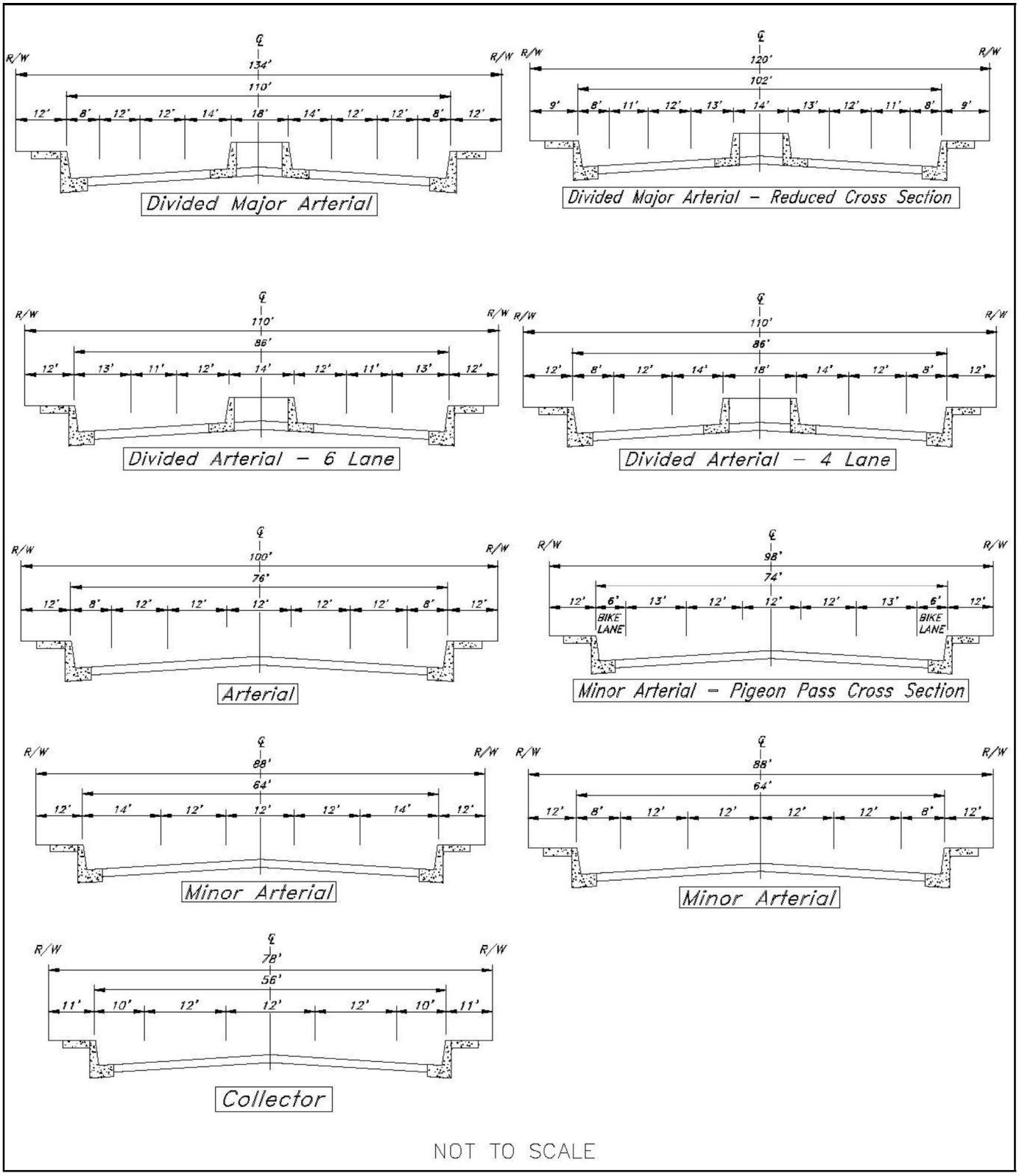
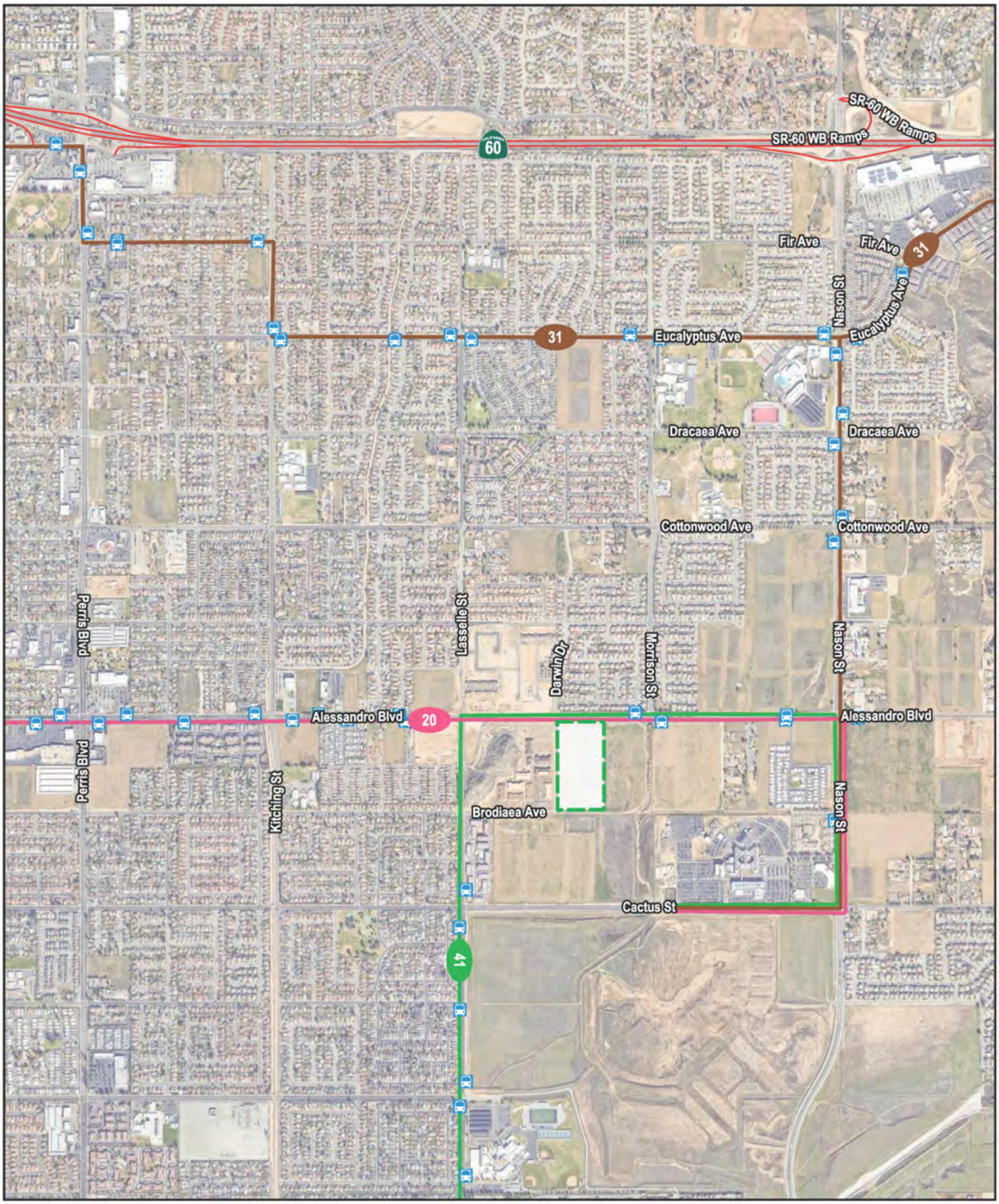


FIGURE 9

Rocas Grandes II Residential
City of Moreno Valley's Roadway Cross-Sections

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P:\Rincon - Rocas Grandes II Residential\Analysis v2\Figure 9 City of Moreno Valley's Roadway Cross-Sections 4/22/2026



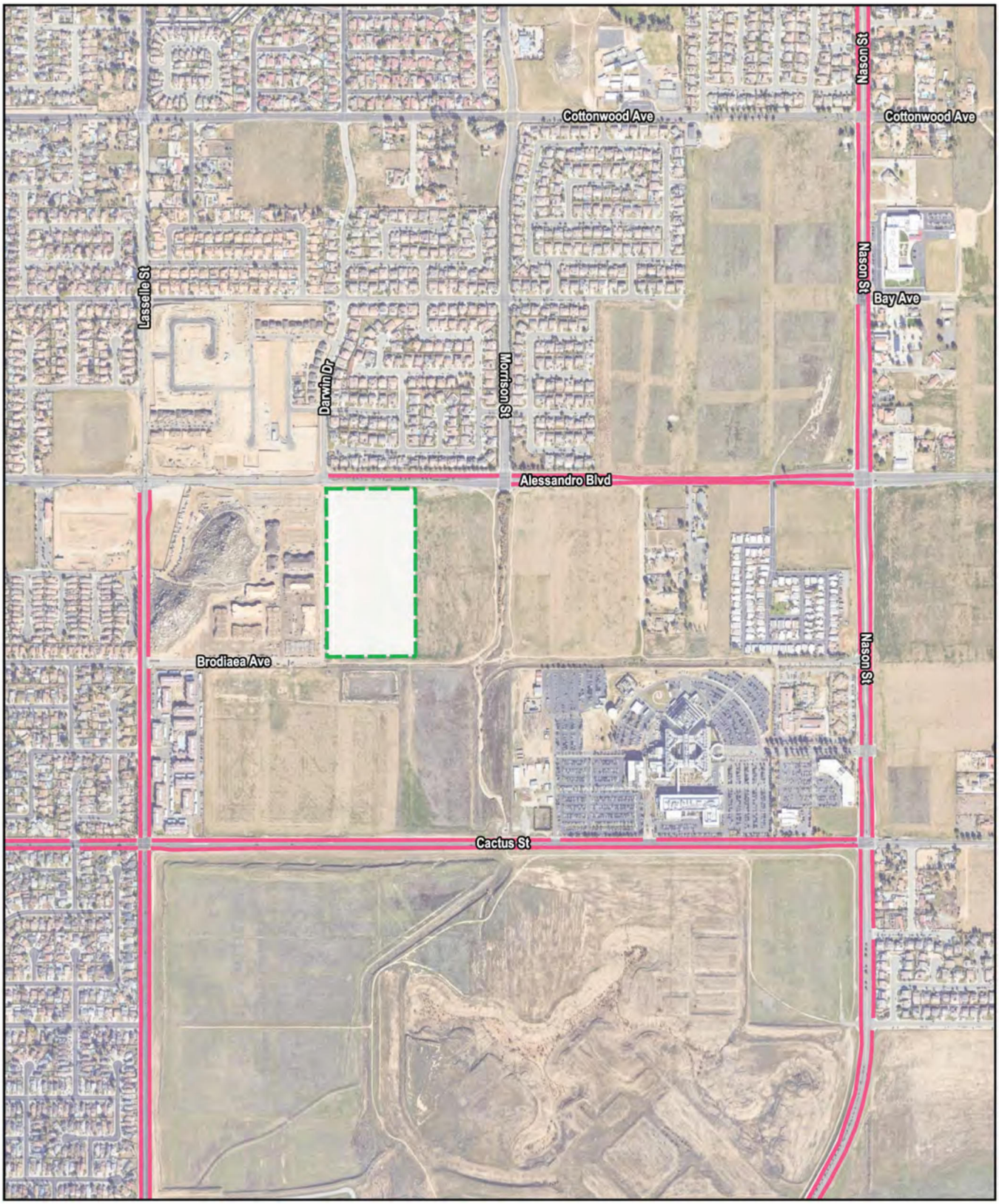
Legend

Project Boundary
Route 31
Bus Stops
Route 20
Route 41

FIGURE 10

Rocas Grandes II Moreno Valley Transit

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Legend

Project Boundary

Bike Lanes

FIGURE 11

Rocas Grandes II Residential
Existing Bike Lanes

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Legend

Sidewalks

FIGURE 12

Rocas Grandes II Residential
Existing Pederstrian Facilities

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5.4 Existing Intersections Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 13 shows the existing lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 14. Detailed volume development worksheets are included in Appendix C. The existing 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 currently operating at satisfactory levels of service with the exception of the following:

- Lasselle Street and Alessandro Boulevard (a.m. peak hour).
- Nason Street and Fir Avenue (a.m. and p.m. peak hours).
- Nason Street and Eucalyptus Avenue (a.m. peak hour).
- Nason Street and Dracaea Avenue (a.m. and p.m. peak hours).

5.5 Existing Roadway Segment Levels of Service

A roadway segment level of service analysis was conducted for existing conditions to determine current circulation system performance. The existing levels of service for the study area roadway segments are summarized in Table E. As shown in Table E, all study area roadway segments are currently operating at satisfactory levels of service with the exception of the following:

- Alessandro Boulevard from Kitching Street Chervil Court.
- Alessandro Boulevard from Chervil Court to Lasselle Street.
- Alessandro Boulevard from Lasselle Street to Darwin Drive.

Detailed volume development worksheets are included in Appendix C.

6.0 PROJECT COMPLETION YEAR (2027) CONDITIONS

This section discusses the project completion year (2027) transportation conditions in the study area. It is anticipated that the project will open in 2027.

6.1 Project Completion Year (2027) Roadway Conditions

It should be noted that the Rocas Grandes I residential project is located across the street on the west side of Darwin Drive and is currently built. Since the time when the existing counts were collected, roadway improvements at the intersections of Lasselle Avenue/Alessandro Boulevard and Darwin Drive/Alessandro Boulevard have been completed. These improvements include additional lanes and a traffic signal at Darwin Drive/Alessandro Boulevard. In addition, the Aqua Bella Specific Plan will include the south leg at the existing intersections of Darwin Drive/Brodiaea Avenue Morrison Street/Alessandro Boulevard. Therefore, these improvements have been included in the project completion year (2027) conditions. Figure 15 shows the project completion year (2027) without project intersections geometrics and stop controls.

6.2 Project Completion Year (2027) Transit Service

Transit service under project completion year (2027) conditions is anticipated to remain the same as under existing conditions.

6.3 Project Completion Year (2027) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under project completion year (2027) conditions are anticipated to remain the same as under existing conditions.

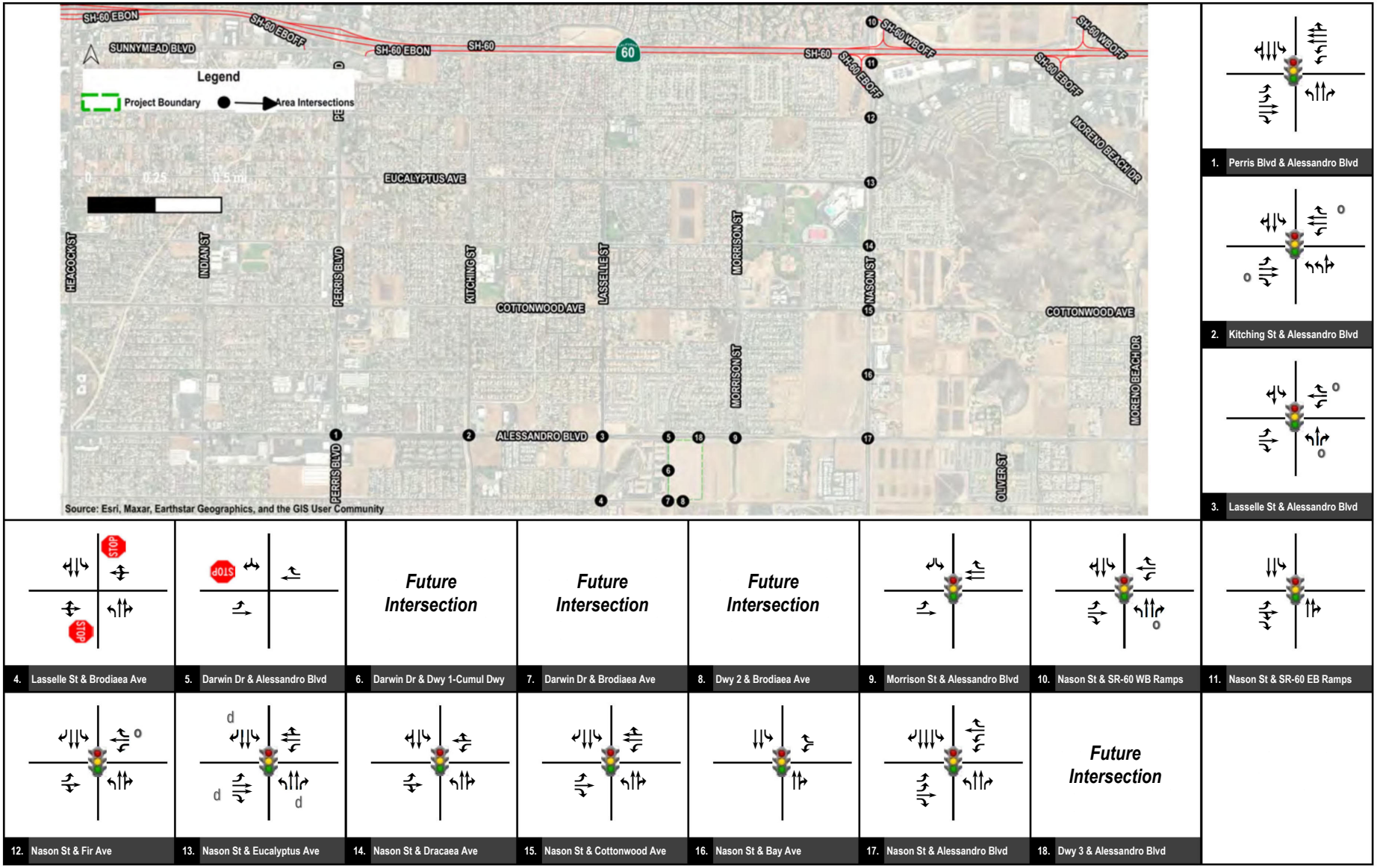


FIGURE 13

Legend

Traffic Signal

Stop Sign

o RT Overlap

d Defacto right turn

Rocas Grandes II Residential

Existing Without Project Intersection Geometrics and Stop Control

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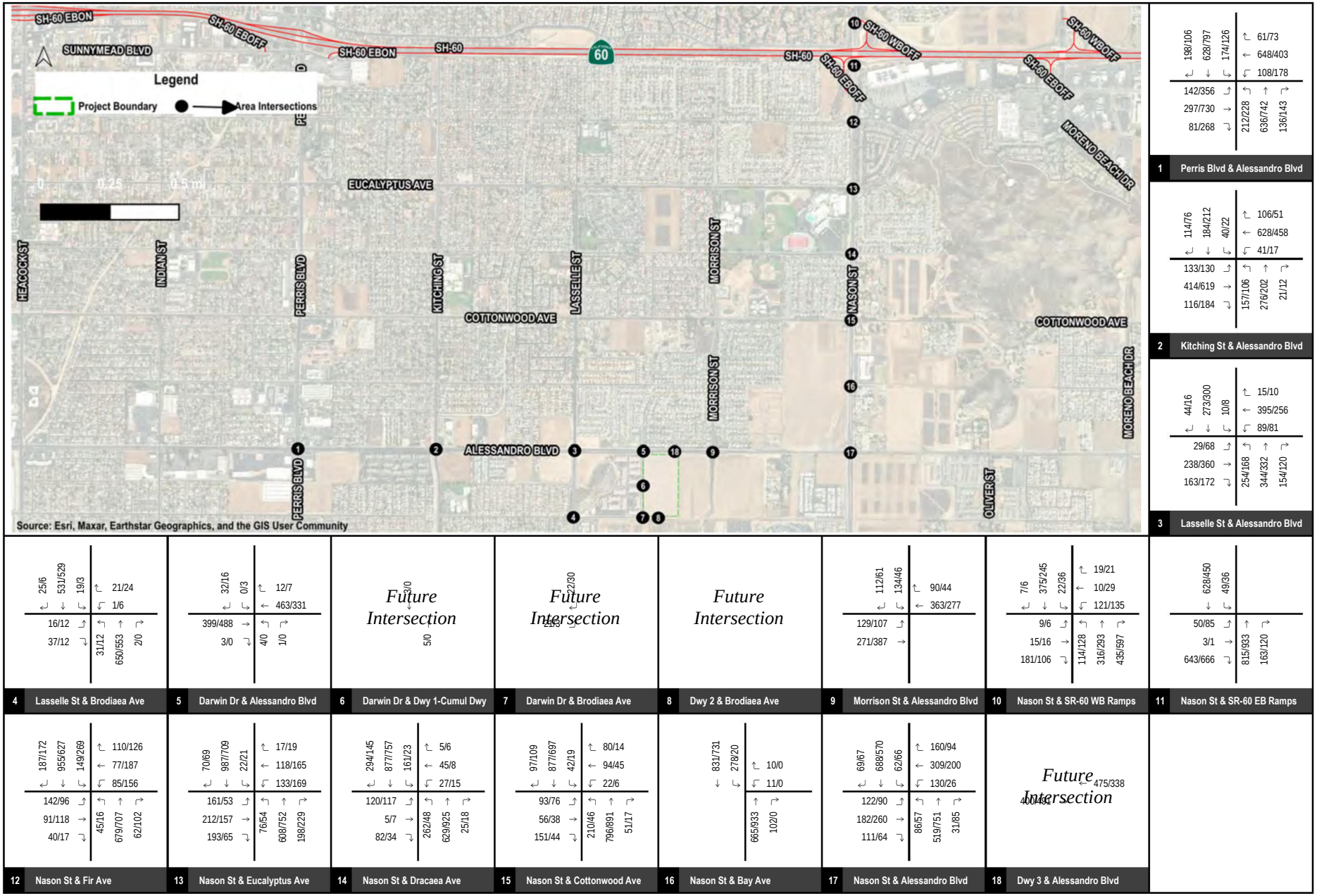


FIGURE 14

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

Rocas Grandes II Residential
Existing Without Project Intersection Peak Hour Traffic Volumes

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Table D: Existing Without Project Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	Without Project				
				AM Peak Hour			PM Peak Hour	
				Delay	LOS		Delay	LOS
1: Perris Blvd & Alessandro Blvd	D	Moreno Valley	Signal	42.8	D		45.6	D
2: Kitching St & Alessandro Blvd	D	Moreno Valley	Signal	46.5	D		44.0	D
3: Lasselle St & Alessandro Blvd	D	Moreno Valley	Signal	64.3	E	*	42.9	D
4: Lasselle St & Brodiaea Ave	D	Moreno Valley	TWSC	11.3	B		11.3	B
5: Darwin Dr & Alessandro Blvd	D	Moreno Valley	TWSC	17.8	C		11.6	B
6: Darwin Dr & Dwy 1-Cumul Dwy	D	Moreno Valley	TWSC	*Future Intersection*				
7: Brodiaea Ave & Darwin Dr	D	Moreno Valley	AWSC	*Future Intersection*				
8: Brodiaea Ave & Dwy 2	D	Moreno Valley	TWSC	*Future Intersection*				
9: Alessandro Blvd & Morrison St	D	Moreno Valley	Signal	25.9	C		17.3	B
10: Nason St & SR-60 WB Ramps	D	Caltrans	Signal	25.5	C		45.7	D
11: Nason St & SR-60 EB Ramps	D	Caltrans	Signal	28.1	C		17.8	B
12: Nason St & Fir Ave	D	Moreno Valley	Signal	58.8	E	*	74.5	E *
13: Nason St & Eucalyptus Ave	D	Moreno Valley	Signal	60.4	E	*	25.8	C
14: Nason St & Dracaea Ave	C	Moreno Valley	Signal	>100	F	*	>100	F *
15: Nason St & Cottonwood Ave	C	Moreno Valley	Signal	19.5	B		16.3	B
16: Nason St & Bay Ave	C	Moreno Valley	Signal	15.9	B		18.8	B
17: Nason St & Alessandro Blvd	D	Moreno Valley	Signal	34.9	C		31.0	C
18: Dwy 3 & Alessandro Blvd	D	Moreno Valley	TWSC	*Future Intersection*				

* Exceeds LOS Standard

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

LOS = Level of Service

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Table E: Existing Without Project Roadway Segment Levels of Service

Roadway Segment	LOS Standard	Classification	Roadway Capacity	Without Project		
				Daily Volume	V/C	LOS
1 . Alessandro Blvd from Perris Blvd to Kitching St	D	5D	46,900	20,022	0.427	A
2 . Alessandro Blvd from Kitching St to Chervil Ct	D	2U	12,500	15,348	1.228	F *
3 . Alessandro Blvd from Chervil Ct to Lasselle St	C	2U	12,500	13,872	1.110	F *
4 . Alessandro Blvd from Lasselle St to Darwin Dr	C	2U	12,500	13,872	1.110	F *
5 . Alessandro Blvd from Darwin Dr to Morrison St	D	2U	12,500	10,151	0.812	D
6 . Alessandro Blvd from Morrison St to Nason St	D	2U	12,500	9,728	0.778	C

Notes:

LOS = Level of Service, * = Exceeds Level of Service, 2U=2-Lane Undivided, 5D=5-Lane Divided

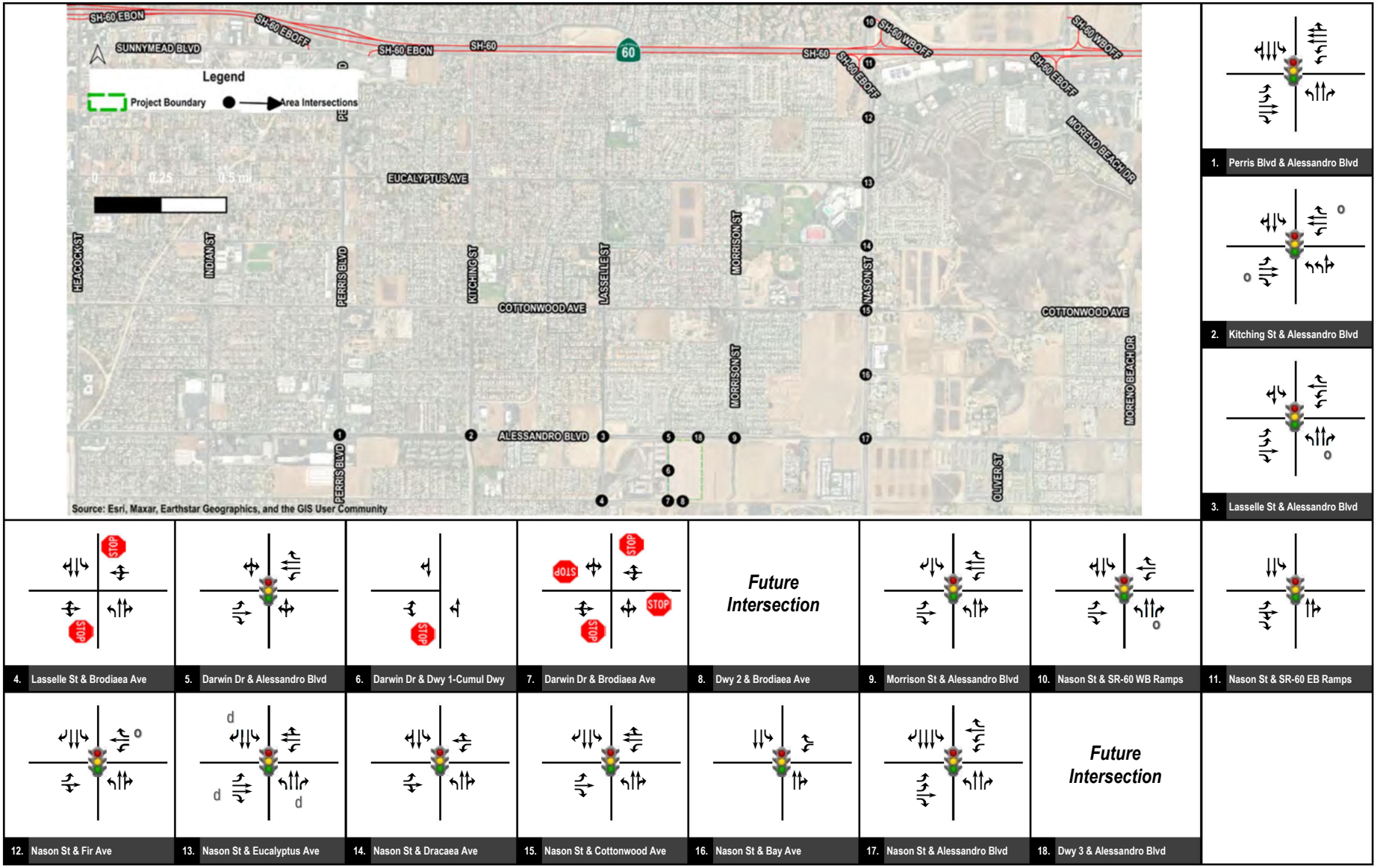


FIGURE 15

Legend

Traffic Signal

Stop Sign

o RT Overlap

d Defacto right turn

Rocas Grandes II Residential

Project Completion Year (2027) Without Project Intersection Geometrics and Stop Control

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6.4 Project Completion Year (2027) Without Project Intersection Levels of Service

An intersection level of service analysis was conducted for project completion (2027) without project conditions to determine circulation system performance. Project completion year (2027) without project geometrics and stop control are shown in previously referenced Figure 15. Project completion year (2027) without project traffic volumes at study intersections are shown in Figure 16. Project completion year (2027) without project levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Perris Boulevard and Alessandro Boulevard (p.m. peak hour).
- Kitching Street and Alessandro Boulevard (a.m. and p.m. peak hours).
- Lasselle Street and Alessandro Boulevard (a.m. and p.m. peak hours).
- Lasselle Street and Brodiaea Avenue (a.m. and p.m. peak hours).
- Nason Street and SR-60 Westbound Ramps (a.m. and p.m. peak hours).
- Nason Street and SR-60 Eastbound Ramps (a.m. and p.m. peak hours).
- Nason Street and Fir Avenue (a.m. and p.m. peak hours).
- Nason Street and Eucalyptus Avenue (a.m. and p.m. peak hour).
- Nason Street and Dracaea Avenue (a.m. and p.m. peak hours).
- Nason Street and Cottonwood Avenue (a.m. and p.m. peak hours)
- Nason Street and Bay Avenue (a.m. and p.m. peak hours).
- Nason Street and Alessandro Boulevard (a.m. and p.m. peak hours).

6.5 Project Completion Year (2027) Without Project Roadway Segment Levels of Service

A roadway segment level of service analysis was conducted for project completion year (2027) without project conditions to determine the circulation system performance. The project completion year (2027) without project levels of service for the study area roadway segments are summarized in Table G. As shown in Table G, all study area roadway segments are forecast to operate at satisfactory levels of service with the exception of the following:

- Alessandro Boulevard from Perris Boulevard to Kitching Street.
- Alessandro Boulevard from Kitching Street Chervil Court.
- Alessandro Boulevard from Chervil Court to Lasselle Street.
- Alessandro Boulevard from Lasselle Street to Darwin Drive.
- Alessandro Boulevard from Darwin Drive to Morrison Street.
- Alessandro Boulevard from Morrison Street to Nason Street.

Detailed volume development worksheets are included in Appendix C.

6.6 Project Completion Year (2027) With Project Intersection Levels of Service

An intersection level of service analysis was conducted for project completion year (2027) with project conditions to determine circulation system performance. Project completion year (2027) with project intersection geometrics and

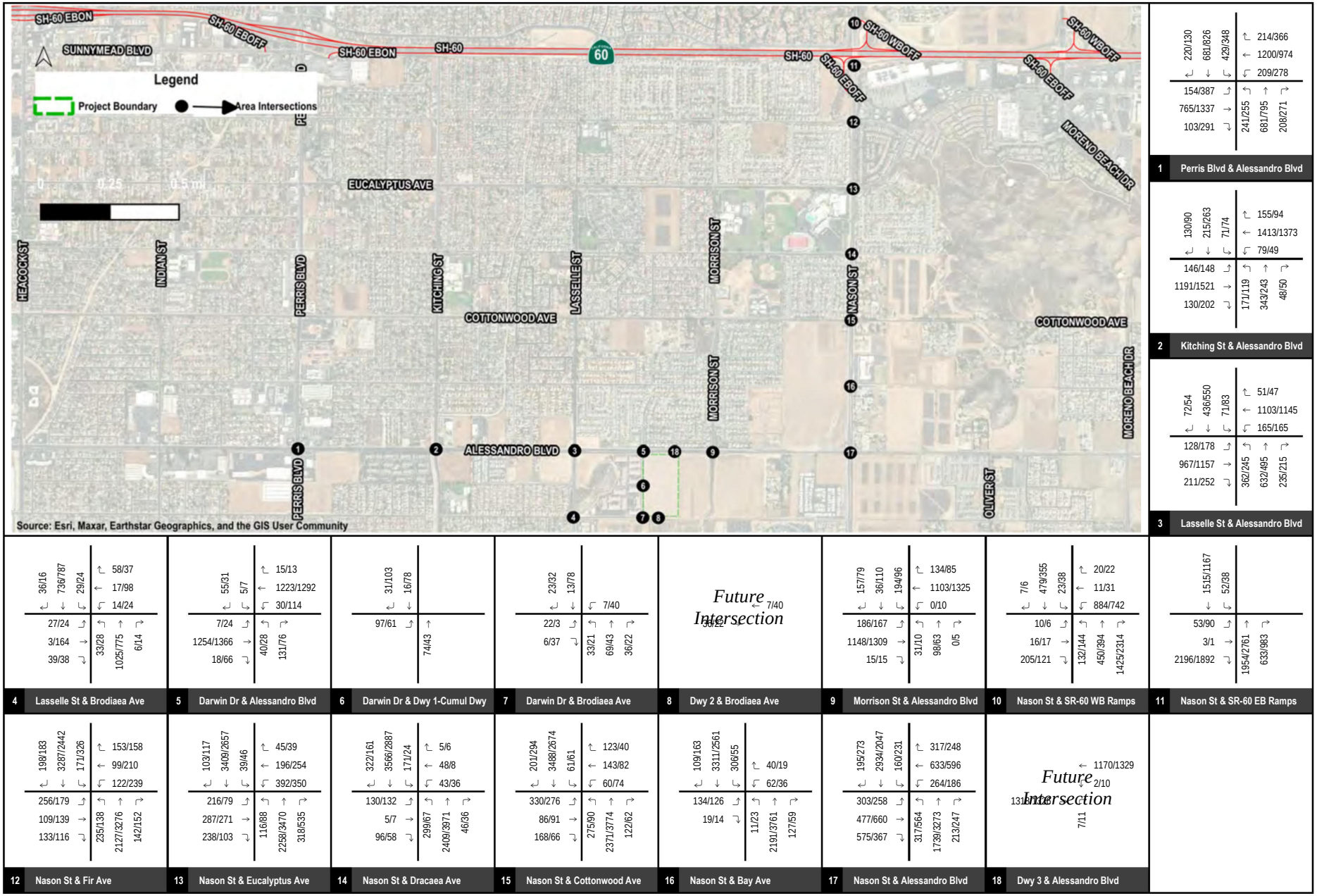


FIGURE 16

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

Rocas Grandes II Residential

Project Completion Year (2027) Without Project Intersection Peak Hour Traffic Volumes

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P:\Rincon - Rocas Grandes II Residential\Analysis v2\Figure 16 Project Completion Year (2027) Without Project Intersection Peak Hour Traffic Volumes (4/22/2026)

Table F: Project Completion Year (2027) Without and With Project Intersection 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
1: Perris Blvd & Alessandro Blvd	D	Moreno Valley	Signal	52.0	D	81.3	F *	55.0	D	84.8	F *	3.0	3.5
2: Kitching St & Alessandro Blvd	D	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	10.6	10.9
3: Lasselle St & Alessandro Blvd	D	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	12.0	9.3
4: Lasselle St & Brodiaea Ave	D	Moreno Valley	TWSC	70.8	F *	>100	F *	>100	F *	>100	F *	54.6	346.8
5: Darwin Dr & Alessandro Blvd	D	Moreno Valley	Signal	45.3	D	47.2	D	26.9	C	24.9	C	-18.4	-22.3
6: Darwin Dr & Dwy 1-Cumul Dwy	D	Moreno Valley	TWSC	9.7	A	10.0	A	10.9	B	13.4	B	-	-
7: Brodiaea Ave & Darwin Dr	D	Moreno Valley	AWSC	7.5	A	7.5	A	7.6	A	7.8	A	-	-
8: Brodiaea Ave & Dwy 2	D	Moreno Valley	TWSC	***Future Intersection***				8.5	A	8.6	A	-	-
9: Alessandro Blvd & Morrison St	D	Moreno Valley	Signal	44.2	D	43.9	D	54.7	D	51.1	D	10.5	7.2
10: Nason St & SR-60 WB Ramps	D	Caltrans	Signal	>100	F *	>100	F *	>100	F *	>100	F *	-	-
11: Nason St & SR-60 EB Ramps	D	Caltrans	Signal	>100	F *	>100	F *	>100	F *	>100	F *	-	-
12: Nason St & Fir Ave	D	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	5.2	8.4
13: Nason St & Eucalyptus Ave	D	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	4.6	9.6
14: Nason St & Dracaea Ave	C	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	15.5	23.7
15: Nason St & Cottonwood Ave	C	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	8.6	18.9
16: Nason St & Bay Ave	C	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	12.5	10.2
17: Nason St & Alessandro Blvd	D	Moreno Valley	Signal	>100	F *	>100	F *	>100	F *	>100	F *	6.5	1.0
18: Dwy 3 & Alessandro Blvd	D	Moreno Valley	TWSC	***Future Intersection***				15.0	B	14.6	B	-	-

***** Exceeds LOS Standard

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

LOS = Level of Service

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Table G: Project Completion Year (2027) Without and With Project Roadway Segment Levels of Service

Roadway Segment	LOS Standard	Classification	Roadway Capacity	Without Project			With Project			V/C Delta
				Daily Volume	V/C	LOS	Daily Volume	LOS	V/C	
1 . Alessandro Blvd from Perris Blvd to Kitching St	D	5D	46,900	74,044	1.579	F *	75,130	F *	1.602	0.023
2 . Alessandro Blvd from Kitching St to Chervil Ct	D	2U	12,500	70,719	5.657	F *	71,805	F *	5.744	0.087
3 . Alessandro Blvd from Chervil Ct to Lasselle St	C	2U	12,500	69,153	5.532	F *	70,239	F *	5.619	0.087
4 . Alessandro Blvd from Lasselle St to Darwin Dr	C	2U	12,500	69,263	5.541	F *	69,883	F *	5.591	0.050
5 . Alessandro Blvd from Darwin Dr to Morrison St	D	2U	12,500	65,939	5.275	F *	67,645	F *	5.412	0.136
6 . Alessandro Blvd from Morrison St to Nason St	D	2U	12,500	65,768	5.261	F *	67,476	F *	5.398	0.137

Notes:

LOS = Level of Service, * = Exceeds Level of Service, 2U=2-Lane Undivided, 5D=5-Lane Divided

stop control are shown in Figure 17. Project completion year (2027) with project traffic volumes at study intersections are shown in Figure 18. The project completion year (2027) with project levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Perris Boulevard and Alessandro Boulevard (p.m. peak hour). This intersection operates at unsatisfactory LOS under without project conditions, however, the project does not increase delay by 5.0 or more seconds in the a.m. or p.m. peak hours; therefore, no improvements are recommended.
- Kitching Street and Alessandro Boulevard (a.m. and p.m. peak hours).
- Lasselle Street and Alessandro Boulevard (a.m. and p.m. peak hours).
- Lasselle Street and Brodiaea Avenue (a.m. and p.m. peak hours).
- Nason Street and SR-60 Westbound Ramps (a.m. and p.m. peak hours).
- Nason Street and SR-60 Eastbound Ramps (a.m. and p.m. peak hours).
- Nason Street and Fir Avenue (a.m. and p.m. peak hours).
- Nason Street and Eucalyptus Avenue (a.m. and p.m. hours).
- Nason Street and Dracaea Avenue (a.m. and p.m. peak hours).
- Nason Street and Cottonwood Avenue (a.m. and p.m. peak hours).
- Nason Street and Bay Avenue (a.m. and p.m. peak hours).
- Nason Street and Alessandro Boulevard (a.m. and p.m. peak hours).

6.7 Project Completion Year (2027) With Project Roadway Segment Levels of Service

A roadway segment level of service analysis was conducted for project completion year (2027) with project conditions to determine the circulation system performance. The project completion year (2027) with project levels of service for the study area roadway segments are summarized in Table G. As shown in Table G, all study area roadway segments are forecast to operate at satisfactory levels of service with the exception of the following:

- Alessandro Boulevard from Perris Boulevard to Kitching Street. This roadway segment operates at unsatisfactory LOS under without project conditions, however, the project does not add traffic in excess of 5% of the roadway capacity; therefore, no improvements have been identified for this segment.
- Alessandro Boulevard from Kitching Street Chervil Court.
- Alessandro Boulevard from Chervil Court to Lasselle Street.
- Alessandro Boulevard from Lasselle Street to Darwin Drive.
- Alessandro Boulevard from Darwin Drive to Morrison Street.
- Alessandro Boulevard from Morrison Street to Nason Street.

Detailed volume development worksheets are included in Appendix C.

7.0 CIRCULATION IMPROVEMENTS

The City requires that circulation improvements be recommended if the study area intersections and roadway segments don't meet the City's General Plan Consistency requirements included in Sections 3.2 and 3.4. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

7.1 Project Completion Year (2027) With Project Intersection Circulation Improvements

Under project completion year (2027) with project conditions, the following intersection circulation improvements are recommended:

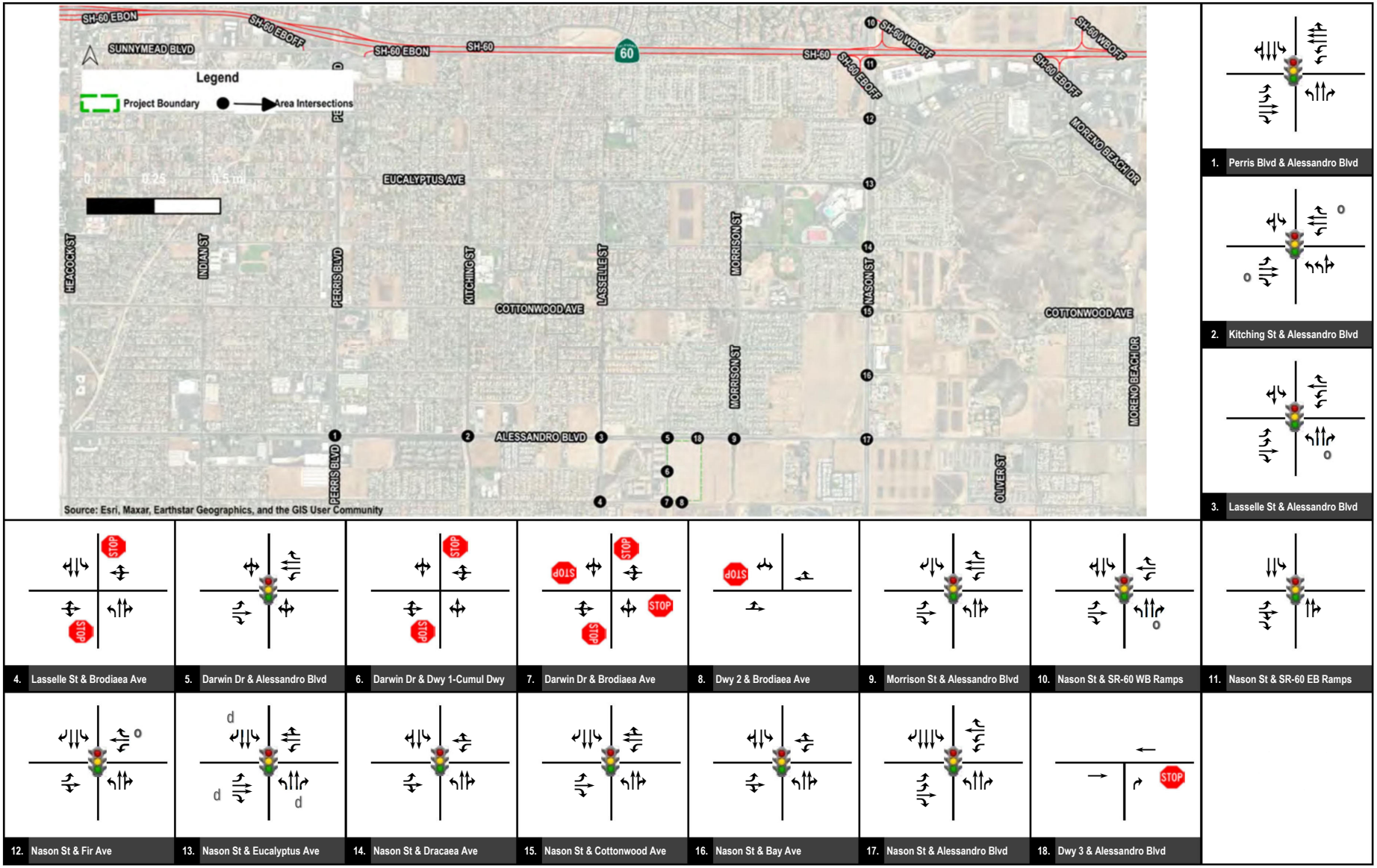


FIGURE 17

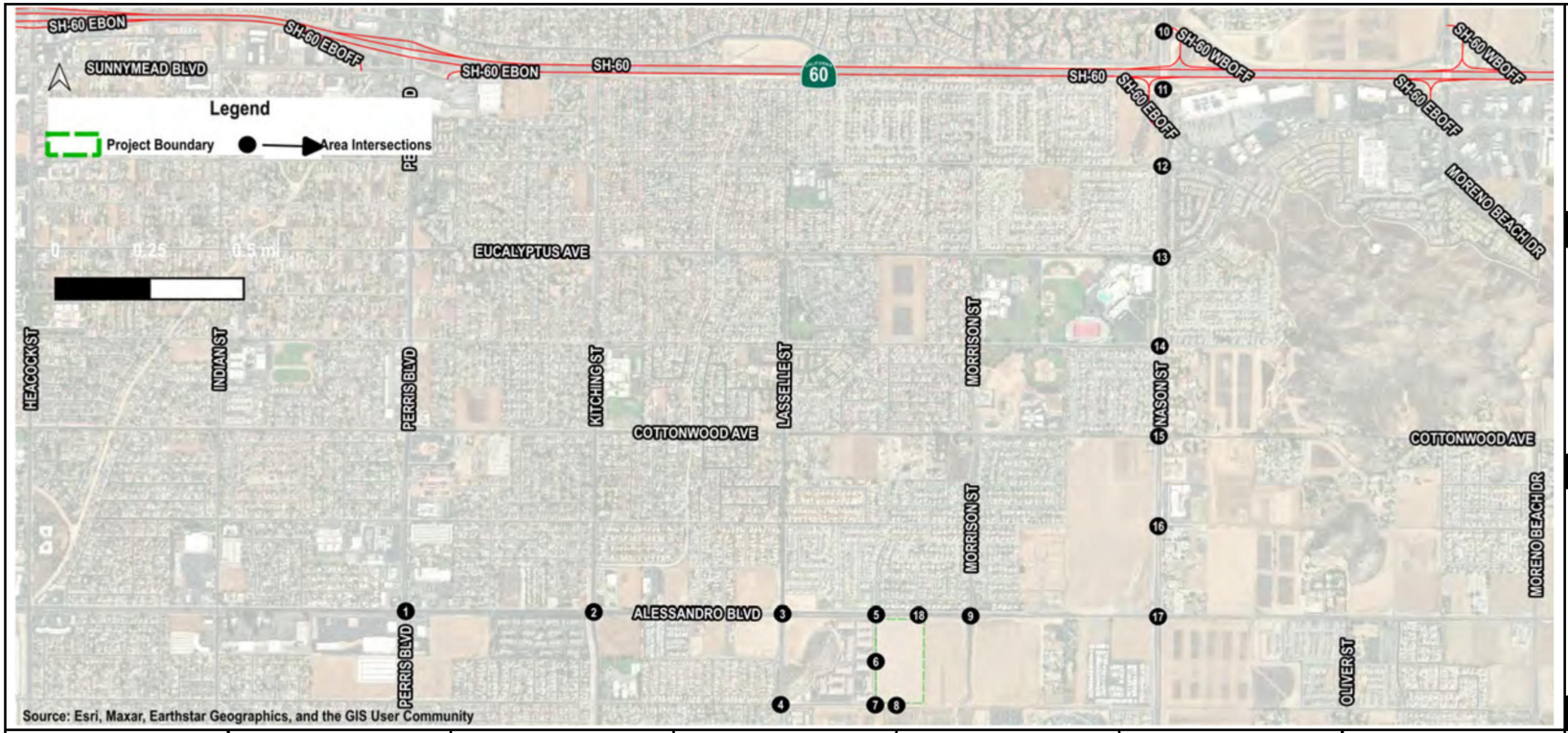
Legend

Traffic Signal
Stop Sign
o RT Overlap
d Defacto right turn

Rocas Grandes II Residential

Project Completion Year (2027) With Project Intersection Geometrics and Stop Control

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220/130	681/826	436/370	↱ 235/379
			← 1214/983
			↰ 223/287
154/387	→	↰ ↑ ↱	
769/1352	→		
103/291	↴	241/255	681/795	212/286

1 Perris Blvd & Alessandro Blvd

130/90	215/263	71/74	↱ 155/94
			← 1462/1403
			↰ 79/49
146/148	→	↰ ↑ ↱	
1206/1573	→		
130/202	↴	171/119	343/243	48/50

2 Kitching St & Alessandro Blvd

72/54	436/550	71/83	↱ 51/47
			← 1131/1162
			↰ 165/165
128/178	→	↰ ↑ ↱	
976/1187	→		
218/274	↴	383/258	632/495	235/215

3 Lasselle St & Alessandro Blvd

36/16	736/787	36/46	↱ 79/50
			← 17/98
			↰ 28/33
27/24	→	↰ ↑ ↱	
3/164	→		
39/38	↴	33/28	1025/775	10/29

4 Lasselle St & Brodiaea Ave

55/31	5/7		↱ 15/13
			← 1223/1292
			↰ 54/195
7/24	→	↰ ↑ ↱	
1254/1366	→		
27/96	↴	68/45	166/98

5 Darwin Dr & Alessandro Blvd

31/103	18/85	31/104	↱ 56/35
97/61	→	↰ ↑	
		81/47	

6 Darwin Dr & Dwy 1-Cumul Dwy

23/32	13/78	2/7	↱ 7/4
			← 35/22
			↰ 7/40
22/3	→	↰ ↑ ↱	
11/37	→		
6/37	↴	33/21	69/43	36/22

7 Darwin Dr & Brodiaea Ave

42/26			← 7/40
13/44	→		
36/22	→		

8 Dwy 2 & Brodiaea Ave

157/79	36/110	194/96	↱ 134/85
			← 1127/1406
			↰ 0/10
186/167	→	↰ ↑ ↱	
1225/1357	→		
15/15	↴	31/10	98/63	0/5

9 Morrison St & Alessandro Blvd

7/6	479/355	23/38	↱ 20/22
			← 11/31
			↰ 887/752
10/6	→	↰ ↑ ↱	
16/17	→		
205/121	↴	132/144	450/394	1460/2336

10 Nason St & SR-60 WB Ramps

	1518/1177		
	↓	52/38	↱
53/90	→	↰ ↑ ↱	
3/1	→		
2207/1929	↴	1989/2783	643/989

11 Nason St & SR-60 EB Ramps

198/183	3301/2489	171/326	↱ 153/158
			← 99/210
			↰ 123/243
256/179	→	↰ ↑ ↱	
109/139	→		
133/116	↴	235/138	2172/3304	146/155

12 Nason St & Fir Ave

103/117	3424/2709	39/46	↱ 45/39
			← 196/254
			↰ 393/354
216/79	→	↰ ↑ ↱	
287/271	→		
238/103	↴	116/88	2307/3500	322/538

13 Nason St & Eucalyptus Ave

322/161	3583/2943	171/24	↱ 5/6
			← 48/8
			↰ 44/39
130/132	→	↰ ↑ ↱	
5/7	→		
96/58	↴	299/67	2462/4004	49/38

14 Nason St & Dracaea Ave

201/294	3506/2733	61/61	↱ 123/40
			← 143/82
			↰ 62/80
330/276	→	↰ ↑ ↱	
86/91	→		
168/66	↴	275/90	2427/3809	128/65

15 Nason St & Cottonwood Ave

109/163	3330/2626	306/55	↱ 40/19
			← 62/37
134/126	→	↰ ↑ ↱	
19/14	↴	11/23	2253/3799	128/60

16 Nason St & Bay Ave

215/340	2934/2047	160/231	↱ 317/248
			← 635/603
			↰ 264/186
366/297	→	↰ ↑ ↱	
484/664	→		
582/371	↴	319/571	1739/3273	213/247

17 Nason St & Alessandro Blvd

			← 1194/1410
			↰ 2/10
1353/1348	→	↰ ↑ ↱	
		49/37	

18 Dwy 3 & Alessandro Blvd

FIGURE 18

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

Rocas Grandes II Residential

Project Completion Year (2027) With Project Intersection Peak Hour Traffic Volumes

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P:\Rincon - Rocas Grandes II Residential\Analysis v2\Figure 18 Project Completion Year (2027) With Project Intersection Peak Hour Traffic Volumes (4/22/2026)

- Kitching Street and Alessandro Boulevard: Re-stripe the westbound approach to include a third through lane. This intersection currently has three receiving lanes.
- Lasselle Street and Alessandro Boulevard: Add a southbound through lane. It should be noted that there are currently two striped southbound receiving lanes on the south left of this intersection.
- Lasselle Street and Brodiaea Avenue: Install a traffic signal. This improvement is consistent with mitigation measures from the *Aquabella Specific Plan Amendment Traffic Analysis by Urban Crossroads (November 10, 2023).* A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 6.34%. Signal warrants at this location for project completion year (2027) without and with project conditions are shown in Appendix E.
- Nason Street and SR-60 Westbound Ramps: Re-stripe the westbound through lane to a left-through lane. Convert the northbound right-turn lane to a free-right turn lane. A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 1.83%.
- Nason Street and SR-60 Eastbound Ramps: Convert the eastbound right-turn lane to a free-right turn lane. Add a northbound right-turn lane. A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 1.59%.
- Nason Street and Eucalyptus Avenue: Add overlap phasing to the northbound right-turn lane. A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 1.58%.
- Nason Street and Dracaea Avenue: Add a northbound right-turn lane. A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 1.75%.
- Nason Street and Cottonwood Avenue: Add overlap phasing to the southbound right-turn lane. A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 1.81%.
- Nason Street and Bay Avenue: Add a northbound right-turn lane. A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 2.00%.
- Nason Street and Alessandro Boulevard: Add overlap to the eastbound right-turn lane. A fair share percentage has been calculated consistent with City guidelines (project trips/project + future development trips) and is shown in Table H. As shown in Table H, the fair share percentage is 1.90%.

The resulting levels of service for Project Completion Year (2027) with project with improvement conditions are included in Table I. Figure 19 illustrates the recommended improvements.

7.2 Project Completion Year (2027) With Project Roadway Segment Circulation Improvements

Under project completion year (2027) with project conditions, the following roadway segment circulation improvements are recommended:

- Alessandro Boulevard from Kitching Street Chervil Court: Widen from 2 lanes to 4 lanes. Alessandro Boulevard full-width street improvements are included in the City's CIP 2023-2028. Alessandro Boulevard is

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Table H: Fair Share Calculations

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total	Project	Project	Total Volume		Total	Project	Project	
	Exist	Project Completion Year (2027) With Project	Growth	Trips	%	Exist	Project Completion Year (2027) With	Growth	Trips	%	
4 . Lasselle St & Brodiaea Ave	1,333	2,069	736	46	6.25%	1,157	2,088	931	59	6.34%	6.34%
10 . Nason St & SR-60 WB Ramps	1,624	3,700	2,076	38	1.83%	1,618	4,222	2,604	32	1.23%	1.83%
11 . Nason St & SR-60 EB Ramps	2,351	6,465	4,114	59	1.43%	2,291	7,007	4,716	75	1.59%	1.59%
13 . Nason St & Eucalyptus Ave	2,795	7,686	4,891	69	1.41%	2,462	8,098	5,636	89	1.58%	1.58%
14 . Nason St & Dracaea Ave	2,532	7,214	4,682	74	1.58%	2,103	7,487	5,384	94	1.75%	1.75%
15 . Nason St & Cottonwood Ave	2,569	7,510	4,941	82	1.66%	2,002	7,687	5,685	103	1.81%	1.81%
16 . Nason St & Bay Ave	1,897	6,392	4,495	82	1.82%	1,684	6,922	5,238	105	2.00%	2.00%
17 . Nason St & Alessandro Blvd	2,469	8,228	5,759	101	1.75%	2,330	9,078	6,748	128	1.90%	1.90%

Table I: Project Completion Year (2027) With Project With Improvements Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	With Project						With Project With Improvements						Change In Delay	
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour	PM Peak Hour
				Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS			
2: Kitching St & Alessandro Blvd	D	Moreno Valley	Signal	>100	F	*	>100	F	*	80.4	F	*	88.2	F	*	-60.4	-24.5
3: Lasselle St & Alessandro Blvd	D	Moreno Valley	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	-10.1	-14.3
4: Lasselle St & Brodiaea Ave	D	Moreno Valley	Signal	>100	F	*	>100	F	*	10.2	B		15.4	B		-115.2	-701.3
10: Nason St & SR-60 WB Ramps	D	Caltrans	Signal	>100	F	*	>100	F	*	51.0	D		40.4	D		-	-
11: Nason St & SR-60 EB Ramps	D	Caltrans	Signal	>100	F	*	>100	F	*	2.1	A		51.2	D		-	-
13: Nason St & Eucalyptus Ave	D	Moreno Valley	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	-68.7	-143.9
14: Nason St & Dracaea Ave	C	Moreno Valley	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	-342.2	-854.7
15: Nason St & Cottonwood Ave	C	Moreno Valley	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	-132.5	-137.4
16: Nason St & Bay Ave	C	Moreno Valley	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	-126.7	-310.5
17: Nason St & Alessandro Blvd	D	Moreno Valley	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*	-10.8	-1.3

* Exceeds LOS Standard

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

LOS = Level of Service

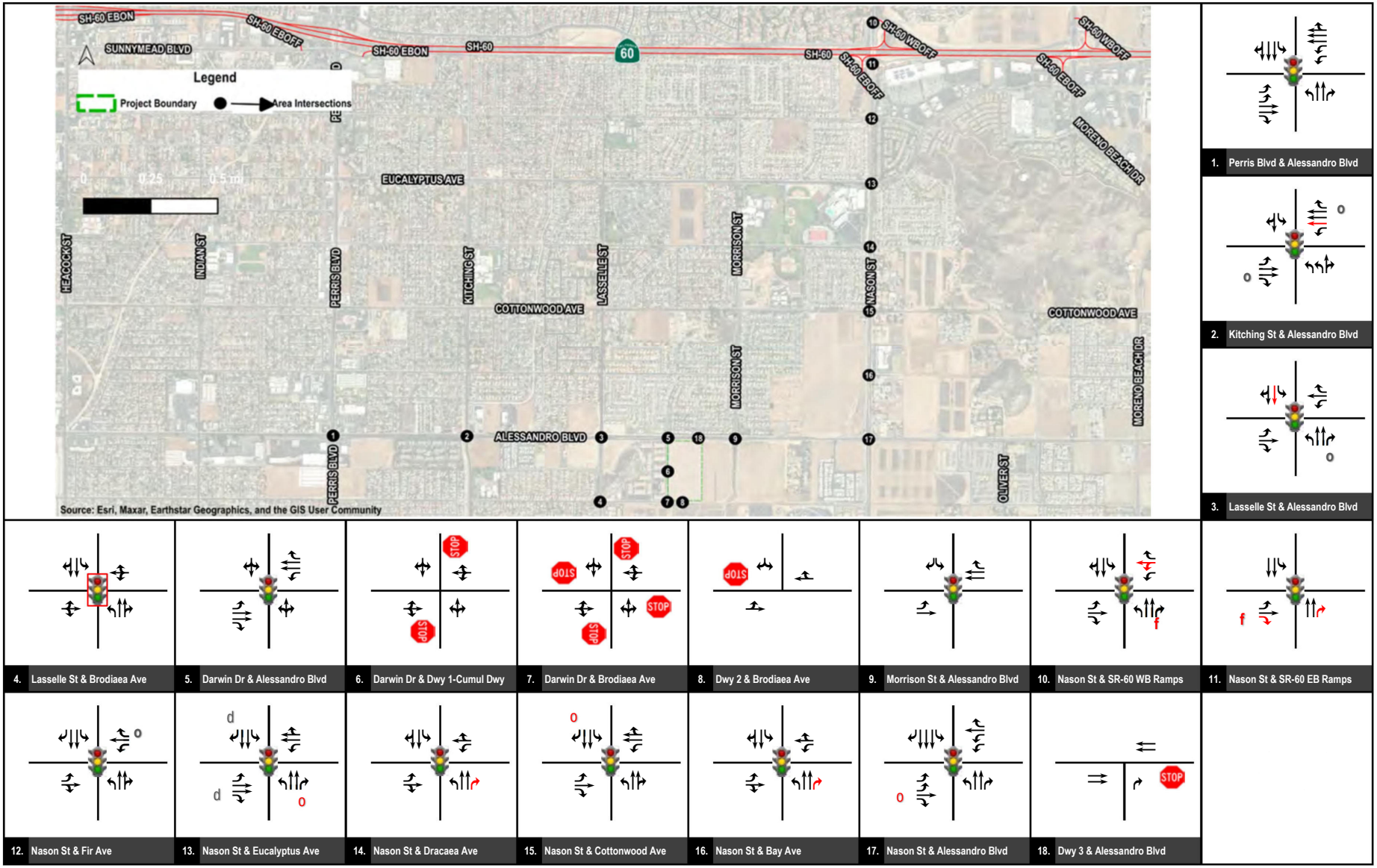


FIGURE 19

Legend

Traffic Signal

Stop Sign

Improvements

o RT Overlap

d Defacto right turn

f Free-Right

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Rocas Grandes II Residential

Project Completion Year (2027) With Project With Improvements Intersection Geometrics and Stop Control

classified as a Divided Major Arterial with a right-of-way of 134 feet (6-lanes) in the City's Roadway Cross-Sections. Alessandro Boulevard is also included in the City's Development Impact Fees (DIF) Revenue Fund - Arterial Street (2901).

- Alessandro Boulevard from Chervil Court to Lasselle Street: Widen from 2 lanes to 4 lanes. Alessandro Boulevard full-width street improvements are included in the City's CIP 2023-2028. Alessandro Boulevard is classified as a Divided Major Arterial with a right-of-way of 134 feet (6-lanes) in the City's Roadway Cross-Sections. Alessandro Boulevard is also included in the City's Development Impact Fees (DIF) Revenue Fund - Arterial Street (2901).
- Alessandro Boulevard from Lasselle Street to Darwin Drive: Widen from 2 lanes to 4 lanes. Alessandro Boulevard full-width street improvements are included in the City's CIP 2023-2028. Alessandro Boulevard is classified as a Divided Major Arterial with a right-of-way of 134 feet (6-lanes) in the City's Roadway Cross-Sections. Alessandro Boulevard is also included in the City's Development Impact Fees (DIF) Revenue Fund - Arterial Street (2901).
- Alessandro Boulevard from Darwin Drive to Morrison Street: Widen from 2 lanes to 4 lanes. Alessandro Boulevard full-width street improvements are included in the City's CIP 2023-2028. Alessandro Boulevard is classified as a Divided Major Arterial with a right-of-way of 134 feet (6-lanes) in the City's Roadway Cross-Sections. Alessandro Boulevard is also included in the City's Development Impact Fees (DIF) Revenue Fund - Arterial Street (2901).
- Alessandro Boulevard from Morrison Street to Nason Street: Widen from 2 lanes to 4 lanes. Alessandro Boulevard full-width street improvements are included in the City's CIP 2023-2028. Alessandro Boulevard is classified as a Divided Major Arterial with a right-of-way of 134 feet (6-lanes) in the City's Roadway Cross-Sections. Alessandro Boulevard is also included in the City's Development Impact Fees (DIF) Revenue Fund - Arterial Street (2901).

8.0 QUEUING ANALYSIS

A queuing analysis was conducted at the study area intersections under existing and project completion year (2027) without and with project conditions. The 95th percentile back-of-queue lengths at the study area intersections have been reported. Tables J and K show the queue lengths under each of the analysis years. The queue worksheets are shown in Appendix F.

9.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 184 trips during the a.m. peak hour, 235 trips during the p.m. peak hour, and 3,100 daily trips. Based on the LOS analysis, with the completion of the improvements recommended in the circulation improvements section, all study area intersections and roadway segments are forecast to operate at pre-project levels of service.

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Table J: Existing Without Project Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project	
			AM Peak Hour	PM Peak Hour
			Queue Length[1]	Queue Length[1]
1 . Perris Blvd & Alessandro Blvd				
	NBL	465	258	384
	SBL	150	**210**	**162**
	EBL	200	94	179
	WBL	190	62	120
2 . Kitching St & Alessandro Blvd				
	NBL	260	127	74
	SBL	100	73	45
	EBL	100	**248**	**153**
	WBL	225	42	33
	WBR	200	17	34
3 . Lasselle St & Alessandro Blvd				
	NBL	200	**460**	**294**
	NBR	560	39	36
	SBL	150	28	22
	EBL	175	62	120
	EBR	60	0	**103**
	WBL	150	**173**	148
4 . Lasselle St & Brodiaea Ave				
	NBL	200	25	0
	SBL	200	25	0
5 . Darwin Dr & Alessandro Blvd				
	EBL	90	0	0
	WBR	1200	0	0
9 . Morrison St & Alessandro Blvd				
	SBL	375	168	74
	SBR	375	52	43
	EBL	100	**153**	**149**
	WBR	150	0	0
10 . Nason St & SR-60 WB Ramps				
	NBL	350	222	260
	NBR	150	0	3
	SBL	100	44	66
	EBL	120	23	19
	EBR	120	55	51
	WBL	165	140	157
11 . Nason St & SR-60 EB Ramps				
	SBL	240	71	68
	EBL	775	52	109
12 . Nason St & Fir Ave				
	NBL	225	74	39
	SBL	500	171	337
	SBR	250	45	37
	EBL	100	**269**	**174**
	WBL	160	113	**300**
	WBR	420	48	44
13 . Nason St & Eucalyptus Ave				
	NBL	270	151	96
	SBL	240	46	40
	EBL	200	**330**	82
	WBL	200	**233**	**300**

P:\Rincon - Rocas Grandes II Residential\Analysis\Queues\Exist

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Table J: Existing Without Project Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project	
			AM Peak Hour Queue Length[1]	PM Peak Hour Queue Length[1]
14 . Nason St & Dracaea Ave				
	NBL	180	**571**	73
	SBL	280	**344**	40
	EBL	200	158	150
	WBL	100	52	35
15 . Nason St & Cottonwood Ave				
	NBL	270	**432**	75
	SBL	240	68	42
	SBR	300	1	1
	EBL	90	**159**	**114**
	EBR	50	**65**	11
	WBL	300	46	19
16 . Nason St & Bay Ave				
	SBL	145	**555**	44
	WBL	80	29	0
	WBR	80	0	0
17 . Nason St & Alessandro Blvd				
	NBL	275	145	**384**
	NBR	275	0	44
	SBL	250	95	162
	SBR	300	6	0
	EBL	180	91	179
	EBR	160	84	83
	WBL	240	103	120
	WBR	240	49	0

Notes:

Bold = Exceeds storage length. Queues reported are 95th Percentile queue lengths per movement in feet.

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Table K: Project Completion Year (2027) Without and With Project Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length[1]	Queue Length[1]	Queue Length[1]	Queue Length[1]
1 . Perris Blvd & Alessandro Blvd						
	NBL	465	325	436	325	436
	SBL	150	**679**	**575**	**693**	**614**
	EBL	200	126	**287**	126	**287**
	WBL	190	75	123	77	125
2 . Kitching St & Alessandro Blvd						
	NBL	260	147	81	147	81
	SBL	100	**144**	**141**	**144**	**141**
	EBL	100	**228**	**142**	**225**	**138**
	WBL	225	52	25	52	25
	WBR	200	28	10	27	10
3 . Lasselle St & Alessandro Blvd						
	NBL	215	**673**	**445**	**713**	**471**
	NBR	125	**164**	**152**	**165**	**152**
	SBL	250	141	150	141	150
	EBL	200	43	70	42	68
	EBR	140	42	25	44	28
	WBL	150	125	123	124	123
4 . Lasselle St & Brodiaea Ave						
	NBL	200	25	25	25	25
	SBL	200	25	25	25	25
5 . Darwin Dr & Alessandro Blvd						
	EBL	167	7	21	7	20
	EBR	420	0	0	0	0
	WBL	175	45	**177**	81	**355**
	WBR	215	0	0	0	0
9 . Morrison St & Alessandro Blvd						
	SBL	375	224	125	227	130
	SBR	375	54	44	65	19
	EBL	100	**229**	**136**	**374**	**281**
	WBR	150	10	0	10	0
10 . Nason St & SR-60 WB Ramps						
	NBL	350	52	64	51	63
	NBR	150	**588**	**262**	**593**	**265**
	SBL	100	46	68	46	68
	EBL	120	27	19	27	19
	EBR	120	**173**	54	**173**	54
	WBL	165	**1193**	**898**	**1196**	**915**
11 . Nason St & SR-60 EB Ramps						
	SBL	240	47	47	48	47
	EBL	775	51	97	51	97
12 . Nason St & Fir Ave						
	NBL	225	**450**	68	**450**	68
	SBL	500	115	236	113	225
	SBR	250	0	14	0	14
	EBL	100	**491**	**346**	**491**	**346**
	WBL	160	150	**462**	152	**469**
	WBR	420	76	82	76	82
13 . Nason St & Eucalyptus Ave						
	NBL	270	124	45	122	45
	SBL	240	67	33	67	33
	EBL	200	**445**	114	**445**	114
	WBL	200	**760**	**643**	**761**	**651**
14 . Nason St & Dracaea Ave						
	NBL	180	**348**	29	**340**	28
	SBL	280	75	16	74	16
	EBL	200	169	165	169	165
	WBL	100	74	64	76	67

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Table K: Project Completion Year (2027) Without and With Project Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length[1]	Queue Length[1]	Queue Length[1]	Queue Length[1]
15 . Nason St & Cottonwood Ave						
	NBL	270	**328**	45	**321**	44
	SBL	240	31	42	31	41
	SBR	300	0	0	0	0
	EBL	90	**656**	**516**	**656**	**516**
	EBR	50	**78**	34	**79**	34
	WBL	300	94	112	96	120
16 . Nason St & Bay Ave						
	SBL	145	**248**	36	**247**	35
	WBL	80	**88**	65	**88**	65
	WBR	80	0	0	0	0
17 . Nason St & Alessandro Blvd						
	NBL	275	**632**	**1092**	**638**	**1104**
	NBR	275	106	151	106	151
	SBL	250	104	**272**	101	**267**
	SBR	300	18	57	20	89
	EBL	180	**211**	170	**258**	**198**
	EBR	160	**476**	**270**	**437**	**198**
	WBL	240	**248**	167	**248**	167
	WBR	240	230	148	231	148

Notes:

Bold = Exceeds storage length. Queues reported are 95th Percentile queue lengths per movement in feet.

APPENDIX A:
APPROVED SCOPING AGREEMENT

EXHIBIT A

Project Scoping Form

This scoping form shall be submitted to the Lead Agency to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	PEN24-0125
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Rocas Grandes II Moreno Valley Residential
Project Address:	26001-26488 Alessandro Boulevard, Moreno Valley
Project Opening Year:	2027
Project Description:	80 Townhomes, 380 Stacked Flats
	Access will be provided via 2 intersections: Darwin Dr/Dwy 1 (Full-Access)
	Driveway 2/Brodiaea Ave (Right-Out Only)

	Consultant:	**Developer:**
Name:	Translutions, Inc.	Rincon
Address:	17632 Irvine Blvd., #200	180 North Ashwood Ave
	Tustin, CA 92780	Ventura, CA 93003
Telephone:	949-656-3131	805-644-4455
Email:	sandipan@translutions.com	

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual 11th Edition, (See Attachment)

Notes: "The City of Moreno Valley reserves the right to use, share, and reproduce the information including, but not limited to, traffic counts, exhibits, and surveys provided in all submitted traffic studies and VMT assessments"

11/21/2024

Current General Plan Land Use: Downtown Center (DC)

Proposed General Plan Land Use: Downtown Center (DC)

Current Zoning: Downtown Center (DC)

Proposed Zoning: Downtown Center (DC)

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				48	142	190
PM Trips				148	92	240

Trip Internalization: ☐ Yes ☑ No (_____% Trip Discount)

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

Potential Screening Checks

Is your project screened from specific analyses (see Page 3 of the guidelines related to LOS assessment and Pages 22-23 for VMT screening criteria).

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

LOS screening justification (see Page 3 of the guidelines): _____

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

VMT screening justification (see Pages 22-23 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution): See Attachment

North	South	East	West
15 %	25 %	25 %	35 %

Link level of service and data collection:

X will be required

____ will not be required

- Attach list of study intersections (and roadway segments if applicable)
- Attach site plan
- Other specific items to be addressed:
  - Site access
  - On-site circulation
  - Parking
  - Consistency with Plans supporting Bikes/Peds/Transit
  - ✓ Other _____

- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

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

SITE PLAN: Attached Figure 1.

STUDY AREA INTERSECTIONS:

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. Alessandro Blvd & Perris Blvd
2. Alessandro Blvd & Kitching St
3. Alessandro Blvd & Lasselle St
4. Lasselle St & Brodiaea St
5. Alessandro Blvd & Darwin Dr
6. Darwin Dr & Dwy 1
7. Darwin Dr & Brodiaea St
8. Dwy 2 & Brodiaea St
9. Alessandro Blvd & Morrison St
10. Nason St & SR-60 WB Ramps
11. Nason St & SR-60 EB Ramps
12. Nason St & Fir Ave
13. Nason St & Eucalyptus Ave
14. Nason St & Dracaea Ave
15. Nason St & Cottonwood Ave
16. Nason St & Bay Ave
17. Nason St & Alessandro Blvd

The study area intersections are shown in Figure 2.

STUDY AREA ROADWAY SEGMENTS:

The following study roadway segments will be included in the analysis:

1. Alessandro Blvd – Perris Blvd to Kitching St
2. Alessandro Blvd – Kitching St to Chervil Ct
3. Alessandro Blvd – Chervil to Lasselle St
4. Alessandro Blvd – Lasselle St to Darwin Dr
5. Alessandro Blvd – Darwin Dr to Morrison St
6. Alessandro Blvd – Morrison St to Nason St

The study area roadway segments 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.
- Project Completion Year (2027) Without Project – Existing + Ambient Growth Rate + Approved and Pending Projects (Growth Rate to be provided by Transportation Engineering Division)
- Project Completion Year (2027) With Project – Existing + Ambient Growth Rate + Approved and Pending Projects With Project

QUEUING ANALYSIS

The following intersections will be included in the queuing analysis:

1. Perris Blvd & Alessandro Blvd
   - NBL
   - SBL
   - EBL
   - WBL
2. Kitching St & Alessandro Blvd
   - NBL
   - SBL
   - EBL
   - WBL
   - WBR
3. Lasselle St & Alessandro Blvd
   - NBL
   - NBR
   - SBL
   - EBL
   - EBR
   - WBL
4. Lasselle St & Brodiaea Ave
   - NBL
   - SBL
5. Darwin Dr & Alessandro Blvd
   - EBL
   - WBR
9. Morrison St & Alessandro Blvd
   - SBL
   - SBR
   - EBL
   - WBR
10. Nason St & SR-60 WB Ramps
    - NBL
    - NBR
    - SBL
    - EBL
    - EBR
    - WBL
11. Nason St & SR-60 EB Ramps
    - SBL
    - EBL
12. Nason St & Fir Ave
    - NBL
    - SBL
    - SBR
    - EBL
    - WBL
    - WBR
13. Nason St & Eucalyptus Ave
    - NBL
    - SBL
    - EBL
    - WBL
14. Nason St & Dracaea Ave
    - NBL
    - SBL
    - EBL
    - WBL
15. Nason St & Cottonwood Ave
    - NBL
    - SBL
    - SBR
    - EBL
    - EBR
    - WBL
16. Nason St & Bay Ave
    - SBL
    - WBL
    - WBR
17. Nason St & Alessandro Blvd
    - NBL
    - NBR
    - SBL
    - SBR
    - EBL
    - EBR
    - WBL
    - WBR

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 220 "Multifamily Housing (Low Rise) Not Close to Transit" and Land Use 215 "Single-Family Attached Housing".

Table A shows the total trip generation for the proposed project. As shown in Table A, the project is anticipated to generate 190 a.m. peak hour trips, 240 p.m. peak hour trips, and 3,137 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.

APPROVED AND PENDING PROJECTS TO BE INCLUDED ANALYSIS

The following approved and pending projects will be included in the traffic analysis:

1. Nason Market Place - Gas Station/Retail/Hotel/Coffee Shop
2. Moreno Valley Town Center Specific Plan - SFR/Park/Hotel/Office/Library/Restaurant
3. Village at Moreno Valley - Gas Station/Retail/Restaurant
4. Rocas Grandes - Multi-Family Dwelling Units (MFDU)
5. TR31590 - Del Sol - Single Family Residential
6. TR32408 - Moothart - Single Family Residential
7. Arco Gas Station - Gas Station with Convenience Market
8. PEN21-0273 - Northwest Commercial - Shopping Center/Office
9. TR38265 - Alessandro Walk - Single Family Residential
10. Moreno Valley Elementary School - Elementary School
11. Rancho Vista Specific Plan - Multifamily, Single Family, Senior Housing/Recreational Center/Soccer Complex
12. PPA21-0038 - Shopping Center
13. Darco Tract 38123 - Single Family Residential
14. PA05-0052 Winchester Associate - Single Family Residential
15. PEN016-0162-Curtis Development - Single Family Residential
16. PA05-0114-Sussex Capital Group - Single Family Residential
17. PA05-0115-Sussex Capital Group - Single Family Residential
18. PA04-0146-Beazer Homes - Single Family Residential
19. World Logistics - Warehouse
20. PEN21-0075-Lansing Companies - Single Family Residential
21. PEN21-0075-Lansing Companies - Multi-Family Dwelling Units (MFDU)
22. Moreno Valley Trade Center - Warehouse18
23. PEN18-0065-MacJones Holdings - Single Family Residential
24. PEN21-0184-DR Horton - Single Family Residential
25. PEN21-0199-DR Horton - Single Family Residential
26. PEN20-0144-Mike McKnight Planning - Single Family Residential
27. PEN18-0080-Hakan Buvan - Single Family Residential
28. PEN18-0154-Michael De La Tome - Single Family Residential
29. PEN18-0053- Cantebury - Single Family Residential
30. PEN21-0145-Passco Pacifica - Single Family Residential
31. PA06-0052-Perris Pacific Company - Multi-Family Dwelling Units (MFDU)

32. PA13-0062-Creative Design Assoc. - Multi-Family Dwelling Units (MFDU)
33. PEN16-0123- Villa Annette - Multi-Family Dwelling Units (MFDU)
34. PEN20-0175-RC Hobbs - Multi-Family Dwelling Units (MFDU)
35. PEN16-0130-ROCIII CA Belago - Multi-Family Dwelling Units (MFDU)
36. PA08-0054-Granite Capital - Multi-Family Dwelling Units (MFDU)
37. Moreno Valley Medical Plaza - Medical-Dental Office Building
38. Renaissance Village - Medical-Dental Office Building
39. Integrated Care Communites - Medical-Dental Office Building
40. University of Riverside Health System – Medical-Dental Office Building
41. TTM 38443 - Single Family Residential
42. TTM 38442 - Single Family Residential
43. Pacific Astoria - Mixed-Use
44. PEN22-0187 - Single Family Residential
45. PEN22-0014 - Single Family Residential
46. PEN21-0127 - Multi-Family Dwelling Units (MFDU)
47. PEN22-0029 - Multi-Family Dwelling Units (MFDU)
48. PEN22-0022 - Multi-Family Dwelling Units (MFDU)
49. Multi-Family Dwelling Units (MFDU)
50. AquaBella Specific Plan Amendment - Mixed-Use

Figure 5 illustrates the approved and pending project locations.

VMT ANALYSIS

A VMT analysis will be conducted based on the City guidelines. The project level VMT analysis will be based on the RIVCOM. Translutions will modify it to include the project socio-economic data. The model will also be modified so that the project forms a discrete traffic analysis zone. The with project scenarios will summarize the project generated VMT per capita and compare it back to the appropriate benchmark noted in the City's thresholds of significance. The project effect on VMT will also be included for both with project scenarios and will compare how the project changes VMT on the network looking at Citywide VMT per capita and comparing to the no project condition.

Attachments:

Figure 1 – Site Plan

Figure 2 – Study Area Intersections and Roadway Segments

Table A – Project Trip Generation

Figure 3 – Project Trip Distribution

Figure 4 – Project Trip Assignment

Figure 5 – Cumulative Project Locations

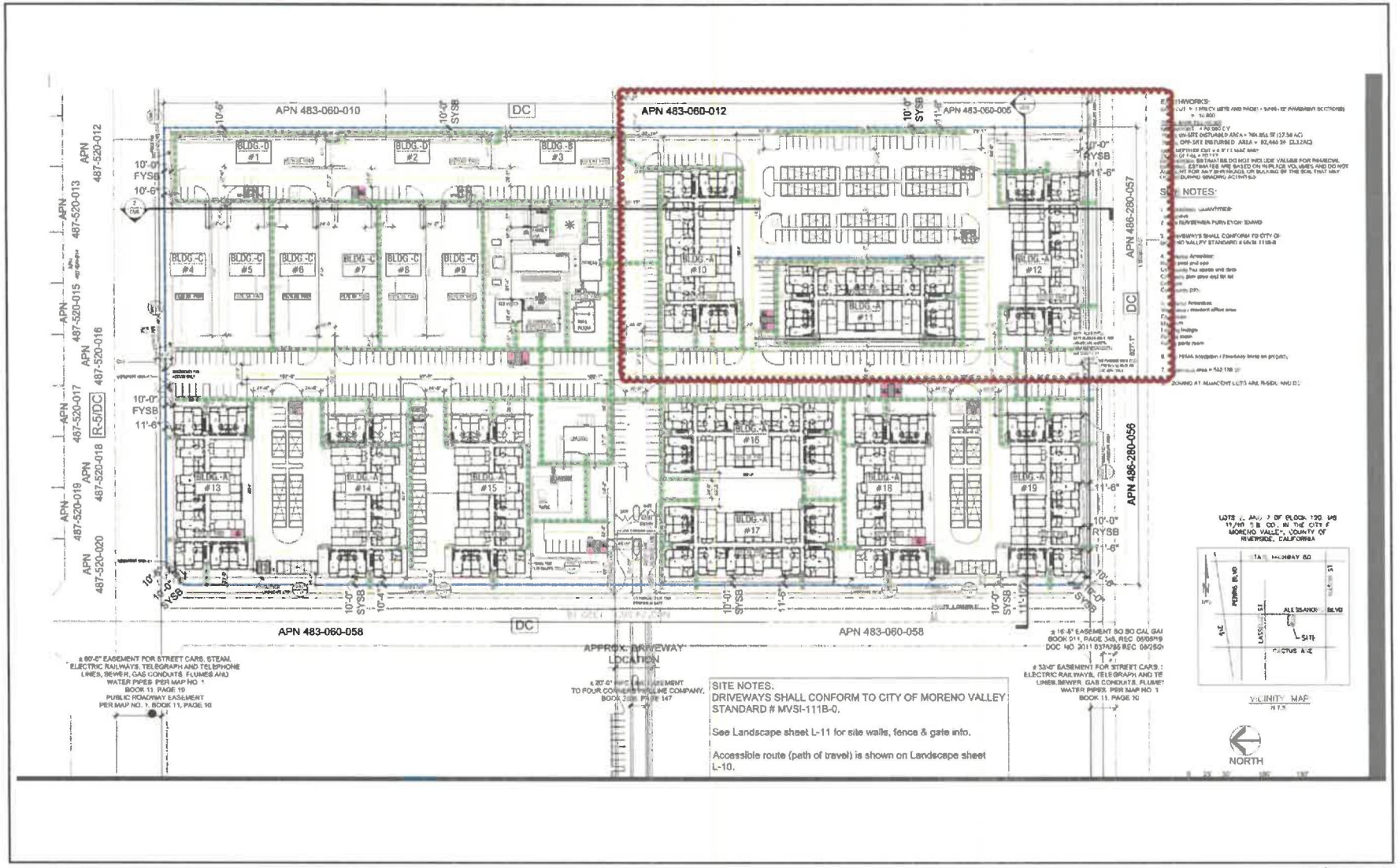


FIGURE 1

Rocas Grandes II Residential
Site Plan

translutions
the transportation solutions company...

P:\Rincon - Rocas Grandes II Moreno Valley\Scope\Site Plan (4/29/2024)

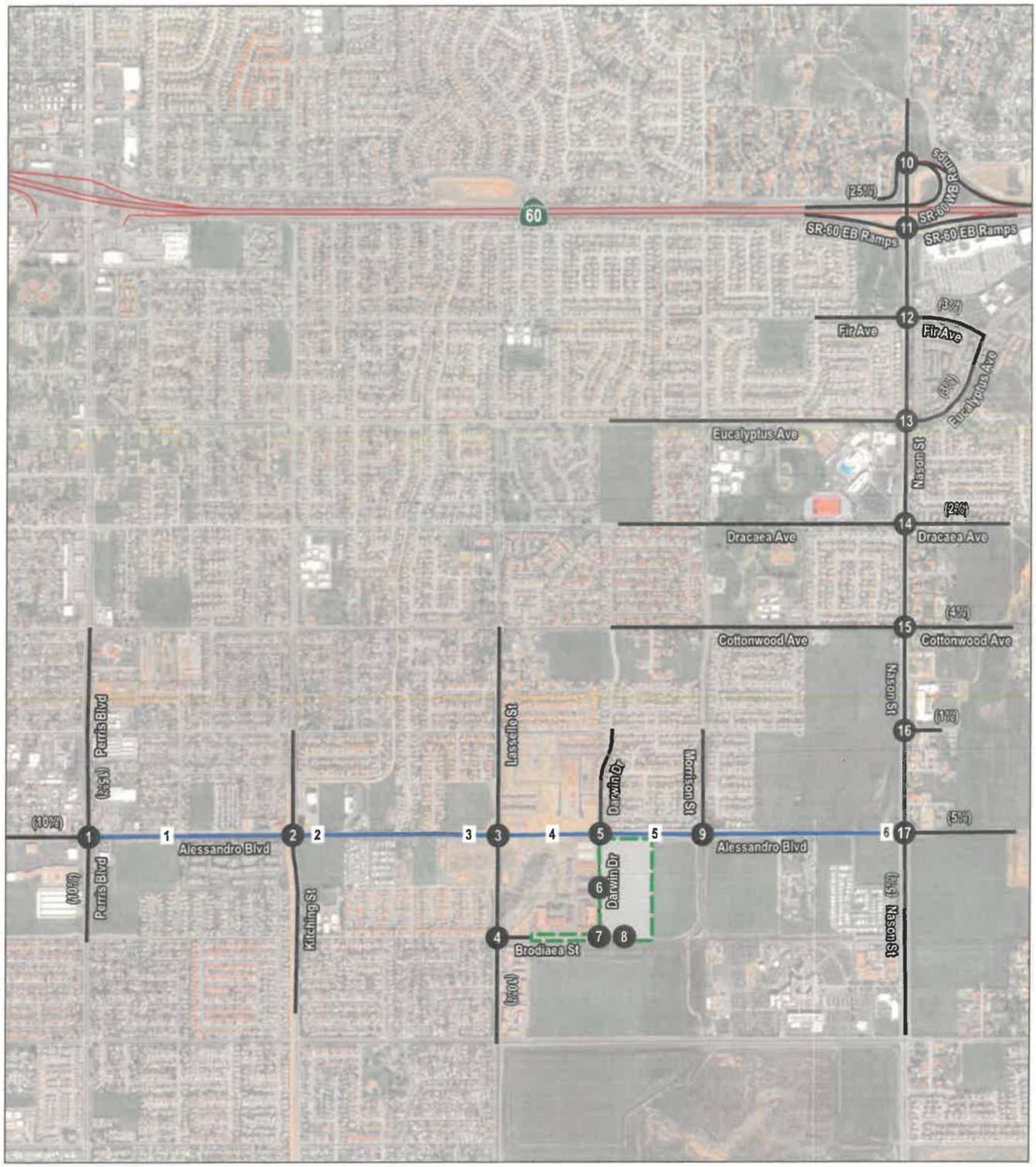


FIGURE 2

Legend

- Project Boundary
- Study Area Intersections
- Study Area Roadway Segments

Rocas Grandes II Moreno Valley
Study Area Intersections and Roadway Segments

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the transportation solutions company...

G:\Rincon - Rocas Grandes II Moreno Valley\Reports\Study Area Intersections.qgz (04-29-2024)

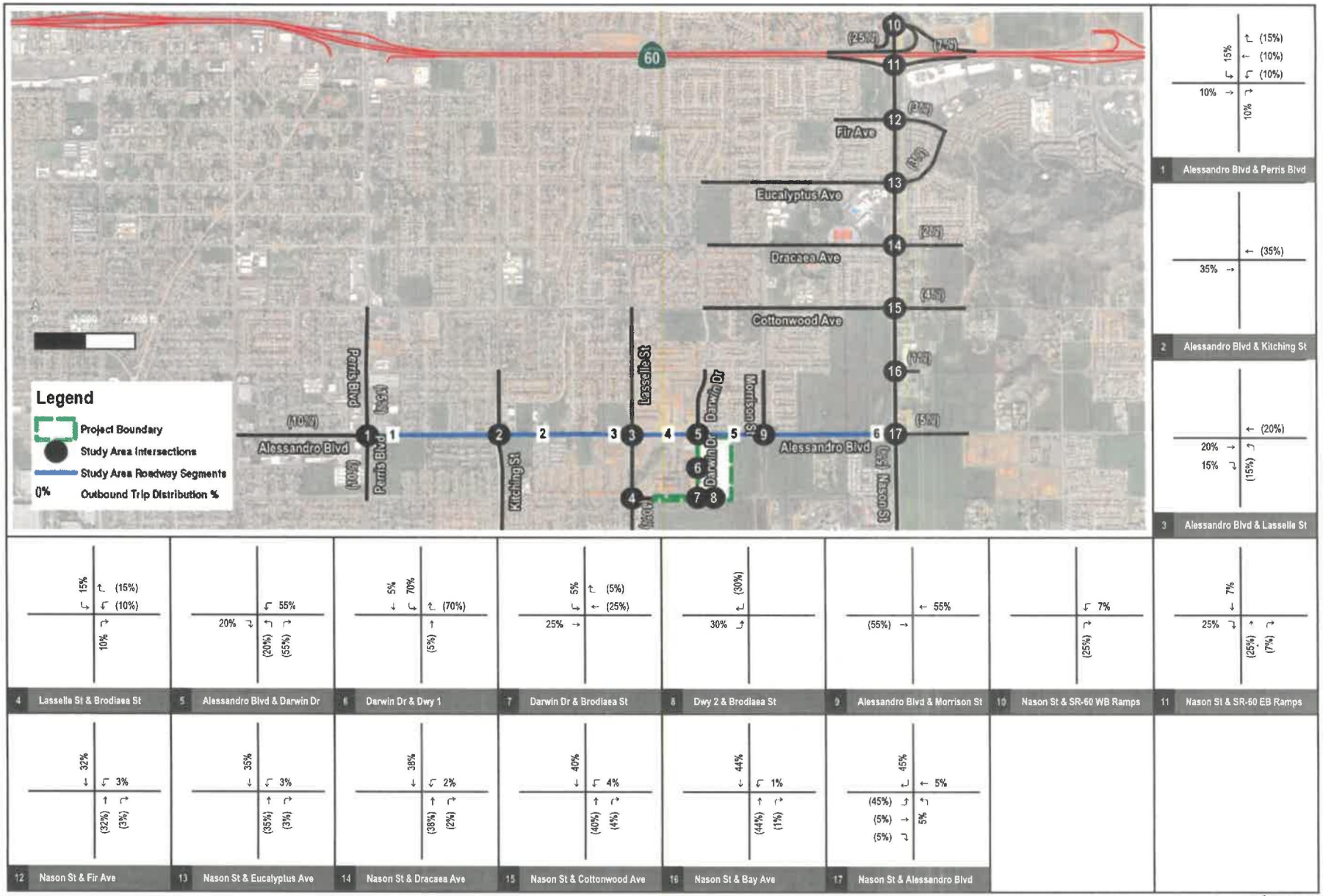
Table A: Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Stacked Flats								
Trip Generation Rates [1]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation	380 DU	36	116	152	122	72	194	2,561
Townhomes								
Trip Generation Rates [2]		0.15	0.33	0.48	0.32	0.25	0.57	7.2
Trip Generation	80 DU	12	26	38	26	20	46	576
Total Trip Generation		**48**	**142**	**190**	**148**	**92**	**240**	**3,137**

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 215 - "Single-Family Attached Housing" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).



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

FIGURE 3

Rocas Grandes II Residential
Project Trip Distribution

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P:\Rincon - Rocas Grandes II Moreno Valley\Scope\Project Trip Distribution (4/29/2024)

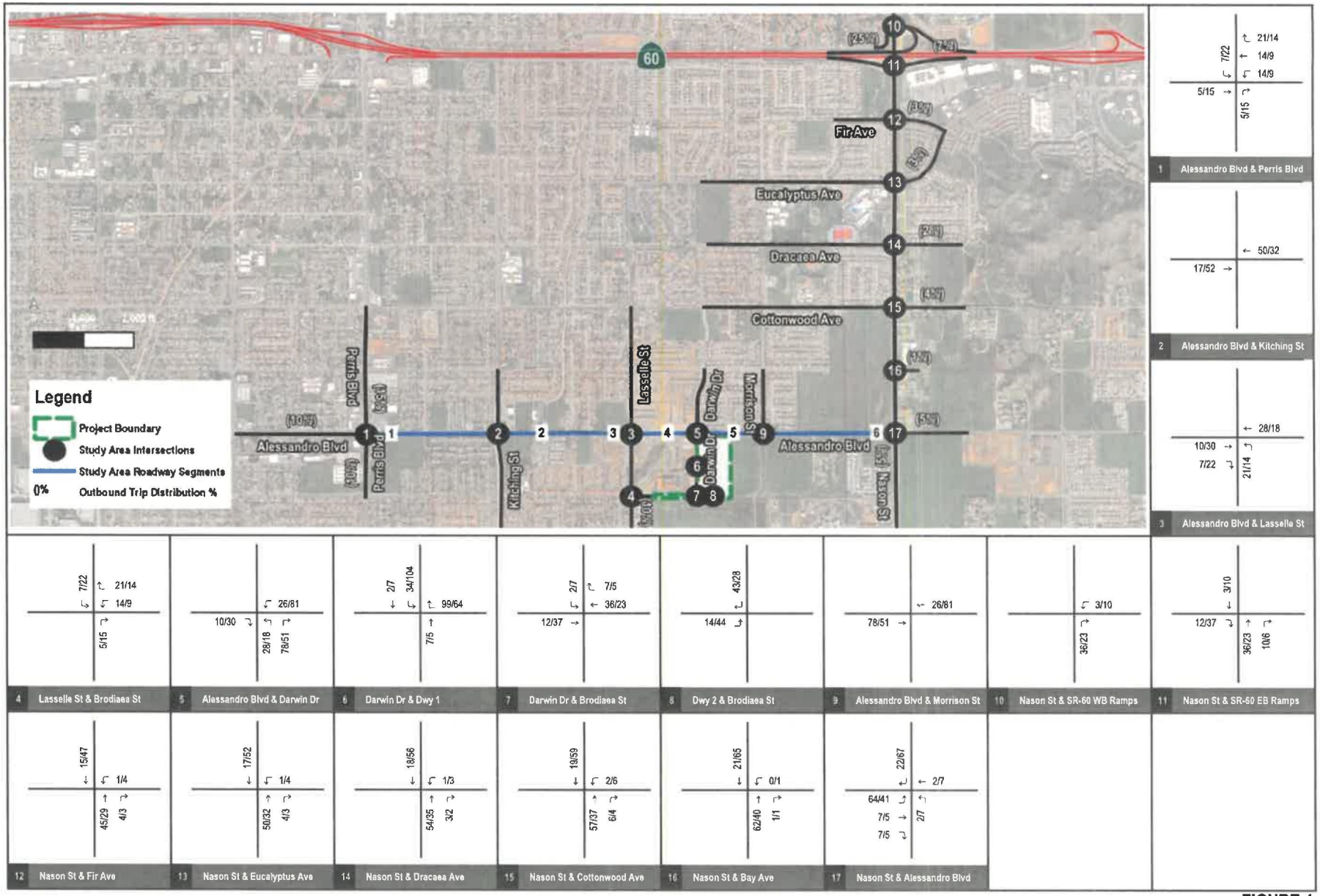


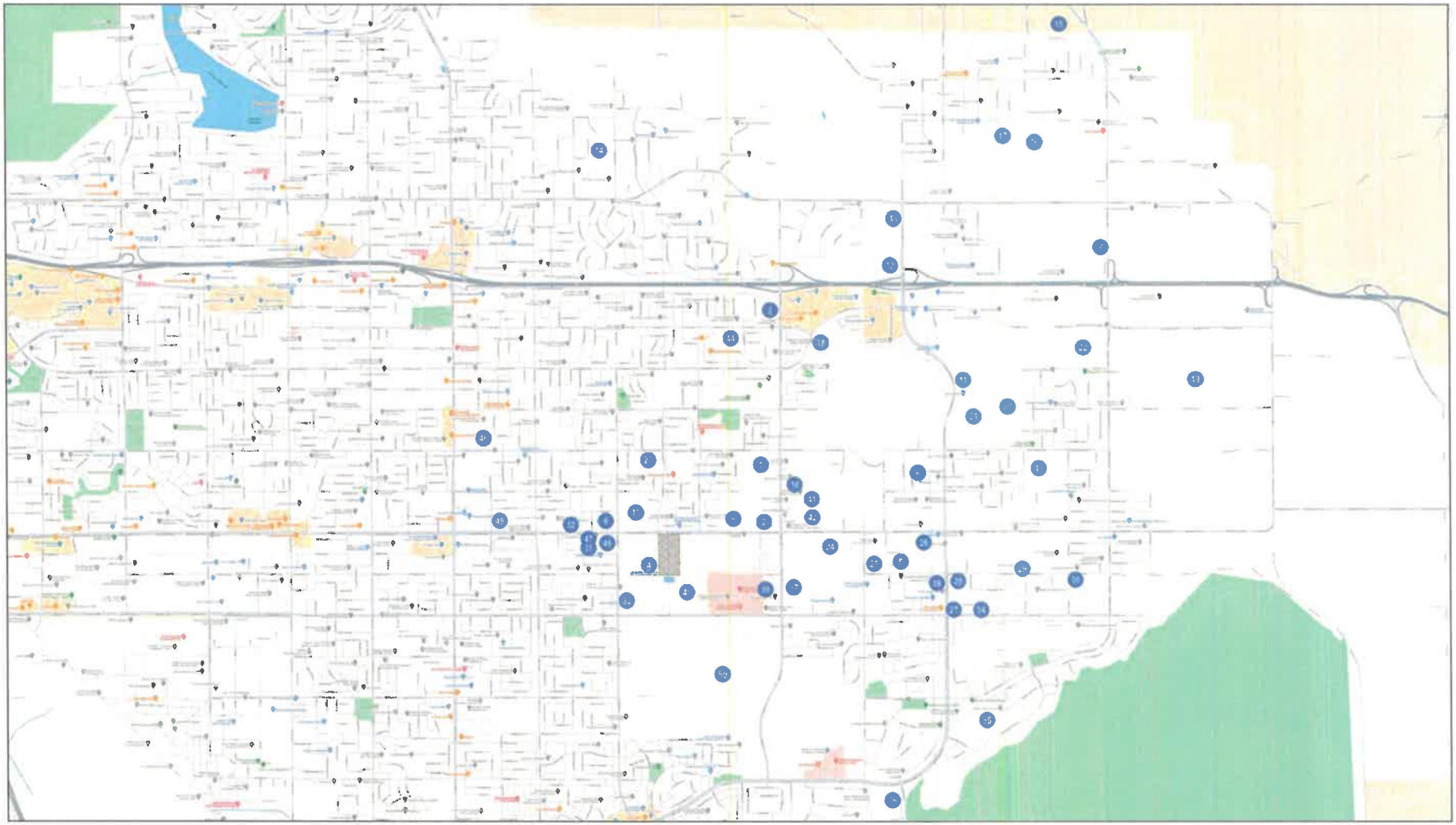
FIGURE 4

XX/YY AM/PM Peak Hour Project Trips

Rocas Grandes II Residential
Project Trip Assignment

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P:\Rincon - Rocas Grandes II Moreno Valley\Scope\Project Trip Assignment (4/29/2024)



Legend

- Cumul Projects
- Project Boundary

translutions

FIGURE 5

Rocas Grandes II Residential
Approved and Pending Project Locations

APPENDIX B:
TRAFFIC COUNTS

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

City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

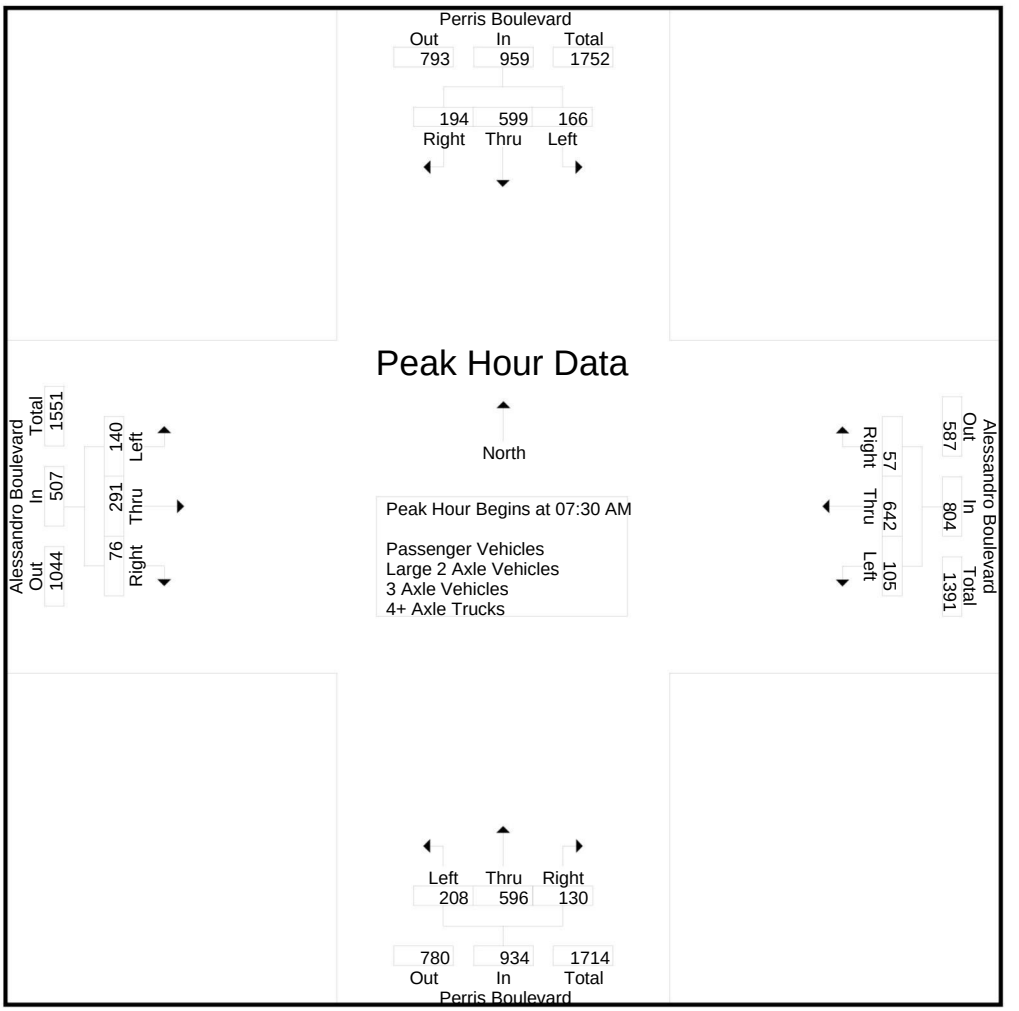
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	124	22	163	17	133	7	157	33	128	12	173	12	43	9	64	557
07:15 AM	44	123	37	204	16	203	12	231	50	135	13	198	17	56	11	84	717
07:30 AM	39	145	49	233	28	183	15	226	44	126	25	195	29	70	15	114	768
07:45 AM	42	171	71	284	20	154	14	188	53	183	35	271	39	63	21	123	866
Total	142	563	179	884	81	673	48	802	180	572	85	837	97	232	56	385	2908
08:00 AM	37	163	39	239	33	166	11	210	51	146	39	236	47	81	21	149	834
08:15 AM	48	120	35	203	24	139	17	180	60	141	31	232	25	77	19	121	736
08:30 AM	31	153	27	211	36	130	17	183	51	153	26	230	51	71	22	144	768
08:45 AM	32	110	30	172	34	115	23	172	51	145	20	216	48	71	23	142	702
Total	148	546	131	825	127	550	68	745	213	585	116	914	171	300	85	556	3040
Grand Total	290	1109	310	1709	208	1223	116	1547	393	1157	201	1751	268	532	141	941	5948
Apprch %	17	64.9	18.1		13.4	79.1	7.5		22.4	66.1	11.5		28.5	56.5	15		
Total %	4.9	18.6	5.2	28.7	3.5	20.6	2	26	6.6	19.5	3.4	29.4	4.5	8.9	2.4	15.8	
Passenger Vehicles	279	1056	304	1639	201	1200	112	1513	385	1094	197	1676	262	514	136	912	5740
% Passenger Vehicles	96.2	95.2	98.1	95.9	96.6	98.1	96.6	97.8	98	94.6	98	95.7	97.8	96.6	96.5	96.9	96.5
Large 2 Axle Vehicles	4	32	2	38	3	16	2	21	6	34	1	41	6	13	2	21	121
% Large 2 Axle Vehicles	1.4	2.9	0.6	2.2	1.4	1.3	1.7	1.4	1.5	2.9	0.5	2.3	2.2	2.4	1.4	2.2	2
3 Axle Vehicles	1	3	1	5	1	3	0	4	1	4	0	5	0	0	0	0	14
% 3 Axle Vehicles	0.3	0.3	0.3	0.3	0.5	0.2	0	0.3	0.3	0.3	0	0.3	0	0	0	0	0.2
4+ Axle Trucks	6	18	3	27	3	4	2	9	1	25	3	29	0	5	3	8	73
% 4+ Axle Trucks	2.1	1.6	1	1.6	1.4	0.3	1.7	0.6	0.3	2.2	1.5	1.7	0	0.9	2.1	0.9	1.2

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	39	145	49	233	28	**183**	15	**226**	44	126	25	195	29	70	15	114	768
07:45 AM	42	**171**	**71**	**284**	20	154	14	188	53	**183**	35	**271**	39	63	**21**	123	**866**
08:00 AM	37	163	39	239	**33**	166	11	210	51	146	**39**	236	**47**	**81**	21	**149**	834
08:15 AM	**48**	120	35	203	24	139	**17**	180	**60**	141	31	232	25	77	19	121	736
Total Volume	166	599	194	959	105	642	57	804	208	596	130	934	140	291	76	507	3204
% App. Total	17.3	62.5	20.2		13.1	79.9	7.1		22.3	63.8	13.9		27.6	57.4	15		
PHF	.865	.876	.683	.844	.795	.877	.838	.889	.867	.814	.833	.862	.745	.898	.905	.851	.925

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

City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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				07:15 AM				07:45 AM				08:00 AM			
+0 mins.	**44**	123	37	204	16	**203**	12	**231**	53	**183**	35	**271**	47	**81**	21	**149**
+15 mins.	39	145	49	233	28	183	**15**	226	51	146	**39**	236	25	77	19	121
+30 mins.	42	**171**	**71**	**284**	20	154	14	188	**60**	141	31	232	**51**	71	22	144
+45 mins.	37	163	39	239	**33**	166	11	210	51	153	26	230	48	71	**23**	142
Total Volume	162	602	196	960	97	706	52	855	215	623	131	969	171	300	85	556
% App. Total	16.9	62.7	20.4		11.3	82.6	6.1		22.2	64.3	13.5		30.8	54	15.3	
PHF	.920	.880	.690	.845	.735	.869	.867	.925	.896	.851	.840	.894	.838	.926	.924	.933

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City of Moreno Valley
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Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

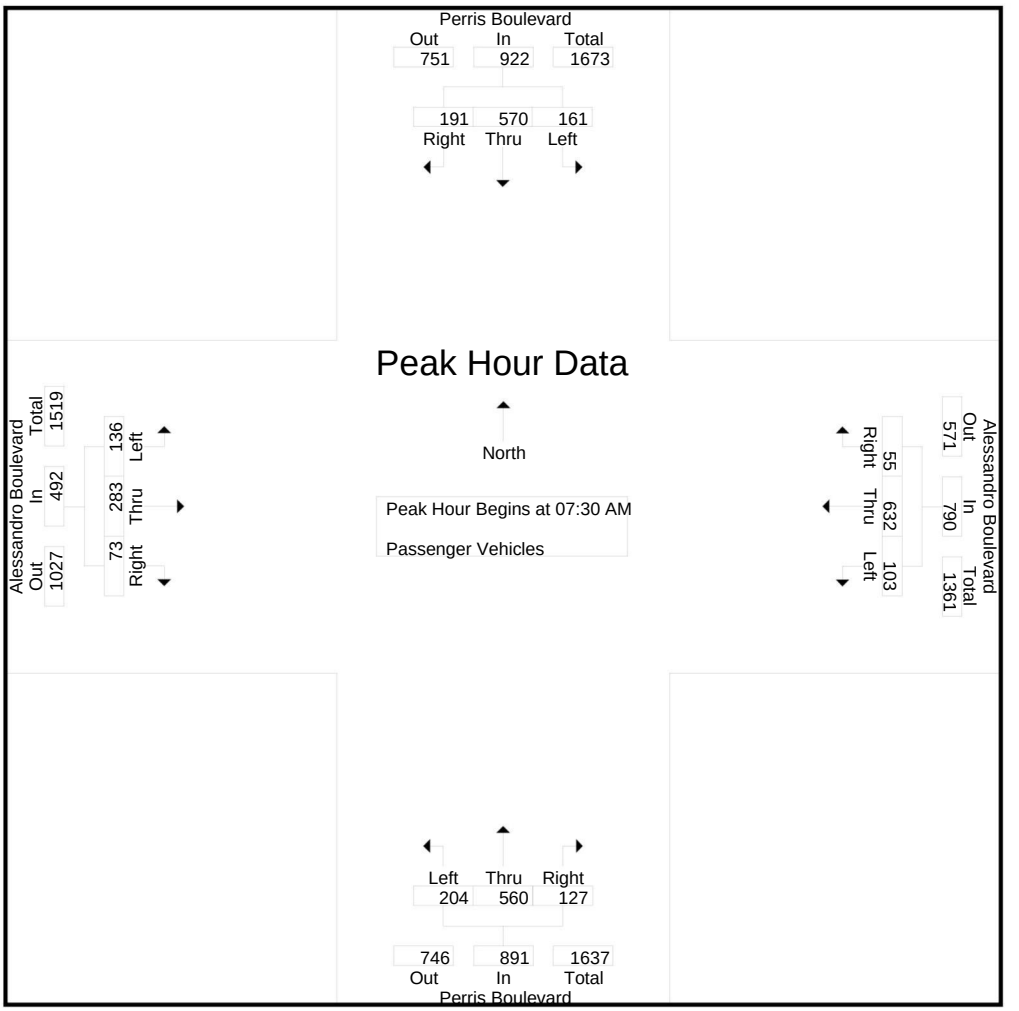
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	118	20	155	17	129	7	153	33	120	12	165	11	40	8	59	532
07:15 AM	42	121	37	200	14	199	12	225	50	127	13	190	17	54	11	82	697
07:30 AM	37	137	49	223	28	179	15	222	43	115	23	181	28	68	14	110	736
07:45 AM	42	167	70	279	18	153	13	184	50	173	35	258	39	62	20	121	842
Total	138	543	176	857	77	660	47	784	176	535	83	794	95	224	53	372	2807
08:00 AM	35	156	38	229	33	165	11	209	51	140	39	230	44	78	21	143	811
08:15 AM	47	110	34	191	24	135	16	175	60	132	30	222	25	75	18	118	706
08:30 AM	30	146	27	203	35	128	15	178	49	147	25	221	50	70	22	142	744
08:45 AM	29	101	29	159	32	112	23	167	49	140	20	209	48	67	22	137	672
Total	141	513	128	782	124	540	65	729	209	559	114	882	167	290	83	540	2933
Grand Total	279	1056	304	1639	201	1200	112	1513	385	1094	197	1676	262	514	136	912	5740
Apprch %	17	64.4	18.5		13.3	79.3	7.4		23	65.3	11.8		28.7	56.4	14.9		
Total %	4.9	18.4	5.3	28.6	3.5	20.9	2	26.4	6.7	19.1	3.4	29.2	4.6	9	2.4	15.9	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	37	137	49	223	28	**179**	15	**222**	43	115	23	181	28	68	14	110	736
07:45 AM	42	**167**	**70**	**279**	18	153	13	184	50	**173**	35	**258**	39	62	20	121	**842**
08:00 AM	35	156	38	229	**33**	165	11	209	51	140	**39**	230	**44**	**78**	**21**	**143**	811
08:15 AM	**47**	110	34	191	24	135	**16**	175	**60**	132	30	222	25	75	18	118	706
Total Volume	161	570	191	922	103	632	55	790	204	560	127	891	136	283	73	492	3095
% App. Total	17.5	61.8	20.7		13	80	7		22.9	62.9	14.3		27.6	57.5	14.8		
PHF	.856	.853	.682	.826	.780	.883	.859	.890	.850	.809	.814	.863	.773	.907	.869	.860	.919

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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.	37	137	49	223	28	**179**	15	**222**	43	115	23	181	28	68	14	110
+15 mins.	42	**167**	**70**	**279**	18	153	13	184	50	**173**	35	**258**	39	62	20	121
+30 mins.	35	156	38	229	**33**	165	11	209	51	140	**39**	230	**44**	**78**	**21**	**143**
+45 mins.	**47**	110	34	191	24	135	**16**	175	**60**	132	30	222	25	75	18	118
Total Volume	161	570	191	922	103	632	55	790	204	560	127	891	136	283	73	492
% App. Total	17.5	61.8	20.7		13	80	7		22.9	62.9	14.3		27.6	57.5	14.8	
PHF	.856	.853	.682	.826	.780	.883	.859	.890	.850	.809	.814	.863	.773	.907	.869	.860

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

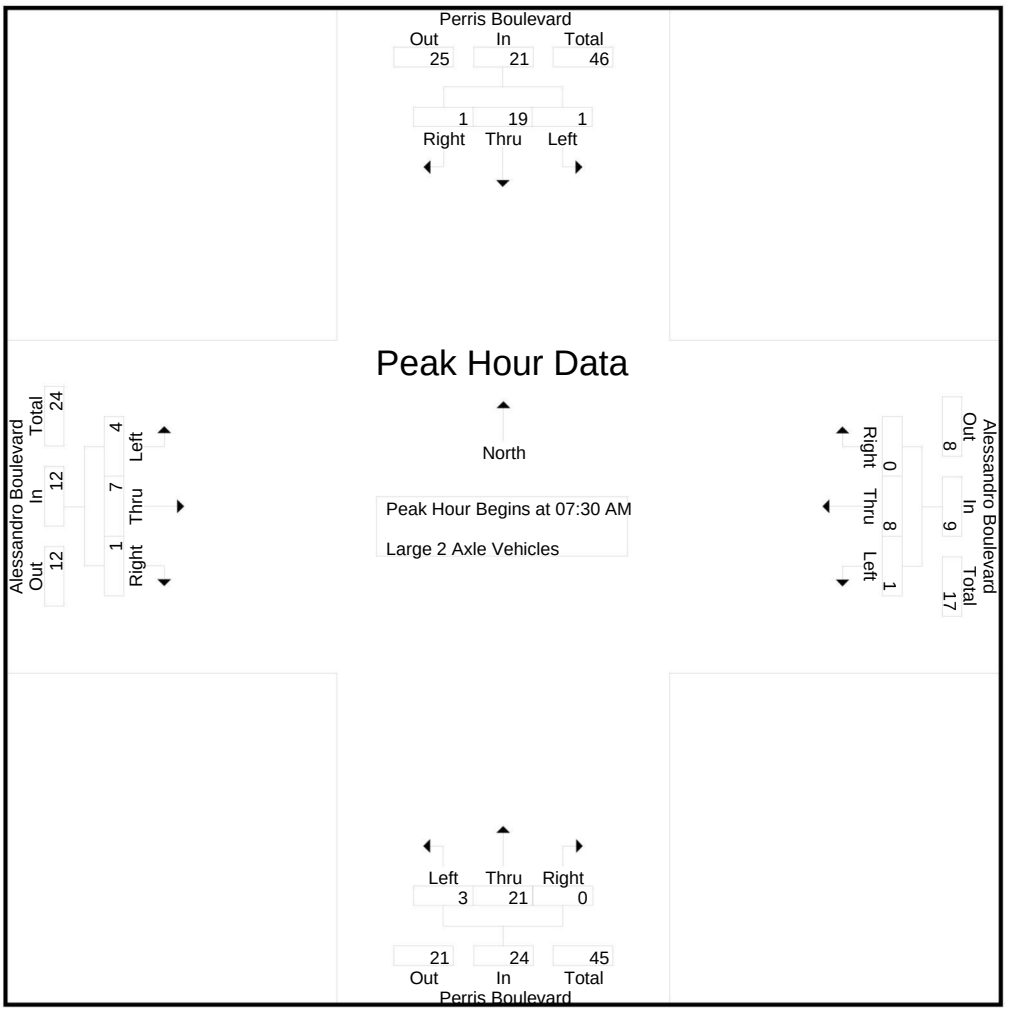
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	2	0	2	0	4	0	4	1	2	0	3	14
07:15 AM	1	1	0	2	1	2	0	3	0	4	0	4	0	2	0	2	11
07:30 AM	1	5	0	6	0	4	0	4	1	4	0	5	1	2	0	3	18
07:45 AM	0	4	0	4	1	0	0	1	2	7	0	9	0	1	1	2	16
Total	2	14	1	17	2	8	0	10	3	19	0	22	2	7	1	10	59
08:00 AM	0	3	0	3	0	0	0	0	0	5	0	5	3	2	0	5	13
08:15 AM	0	7	1	8	0	4	0	4	0	5	0	5	0	2	0	2	19
08:30 AM	1	4	0	5	0	2	2	4	1	4	1	6	1	0	0	1	16
08:45 AM	1	4	0	5	1	2	0	3	2	1	0	3	0	2	1	3	14
Total	2	18	1	21	1	8	2	11	3	15	1	19	4	6	1	11	62
Grand Total	4	32	2	38	3	16	2	21	6	34	1	41	6	13	2	21	121
Apprch %	10.5	84.2	5.3		14.3	76.2	9.5		14.6	82.9	2.4		28.6	61.9	9.5		
Total %	3.3	26.4	1.7	31.4	2.5	13.2	1.7	17.4	5	28.1	0.8	33.9	5	10.7	1.7	17.4	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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**	5	0	6	0	**4**	0	**4**	1	4	0	5	1	**2**	0	3	18
07:45 AM	0	4	0	4	**1**	0	0	1	**2**	**7**	0	**9**	0	1	**1**	2	16
08:00 AM	0	3	0	3	0	0	0	0	0	5	0	5	**3**	2	0	**5**	13
08:15 AM	0	**7**	**1**	**8**	0	4	0	4	0	5	0	5	0	2	0	2	**19**
Total Volume	1	19	1	21	1	8	0	9	3	21	0	24	4	7	1	12	66
% App. Total	4.8	90.5	4.8		11.1	88.9	0		12.5	87.5	0		33.3	58.3	8.3		
PHF	.250	.679	.250	.656	.250	.500	.000	.563	.375	.750	.000	.667	.333	.875	.250	.600	.868

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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**	5	0	6	0	**4**	0	**4**	1	4	0	5	1	**2**	0	3
+15 mins.	0	4	0	4	**1**	0	0	1	**2**	**7**	0	**9**	0	1	**1**	2
+30 mins.	0	3	0	3	0	0	0	0	0	5	0	5	**3**	2	0	**5**
+45 mins.	0	**7**	**1**	**8**	0	4	0	4	0	5	0	5	0	2	0	2
Total Volume	1	19	1	21	1	8	0	9	3	21	0	24	4	7	1	12
% App. Total	4.8	90.5	4.8		11.1	88.9	0		12.5	87.5	0		33.3	58.3	8.3	
PHF	.250	.679	.250	.656	.250	.500	.000	.563	.375	.750	.000	.667	.333	.875	.250	.600

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

City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

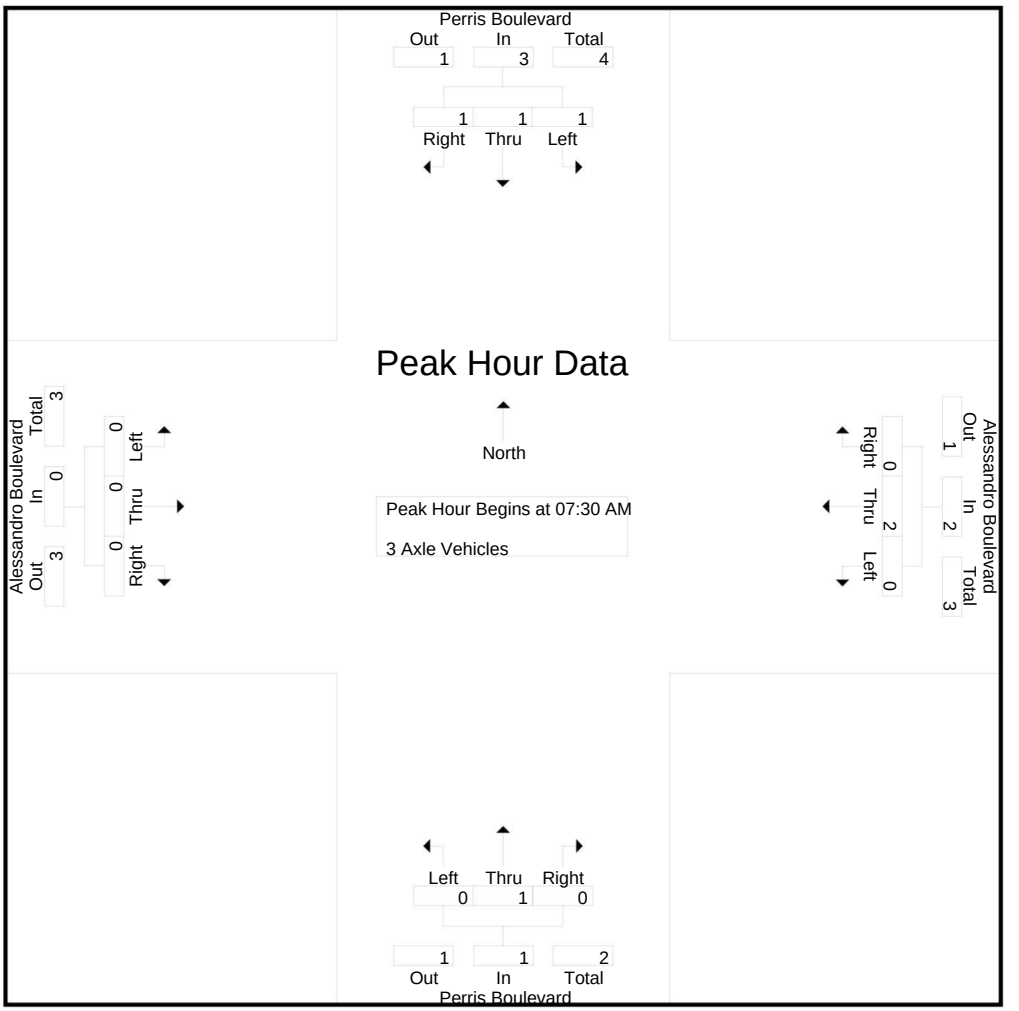
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	1	1	2	0	2	0	2	0	2	0	2	0	0	0	0	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
Total	1	2	0	3	1	1	0	2	1	2	0	3	0	0	0	0	8
Grand Total	1	3	1	5	1	3	0	4	1	4	0	5	0	0	0	0	14
Apprch %	20	60	20		25	75	0		20	80	0		0	0	0		
Total %	7.1	21.4	7.1	35.7	7.1	21.4	0	28.6	7.1	28.6	0	35.7	0	0	0	0	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	0	**1**	1	0	**1**	0	**1**	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	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	1	3	0	2	0	2	0	1	0	1	0	0	0	0	6
% App. Total	33.3	33.3	33.3		0	100	0		0	100	0		0	0	0		
PHF	.250	.250	.250	.750	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.750

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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	0	**1**	1	0	**1**	0	**1**	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.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	1	3	0	2	0	2	0	1	0	1	0	0	0	0
% App. Total	33.3	33.3	33.3		0	100	0		0	100	0		0	0	0	
PHF	.250	.250	.250	.750	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
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File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

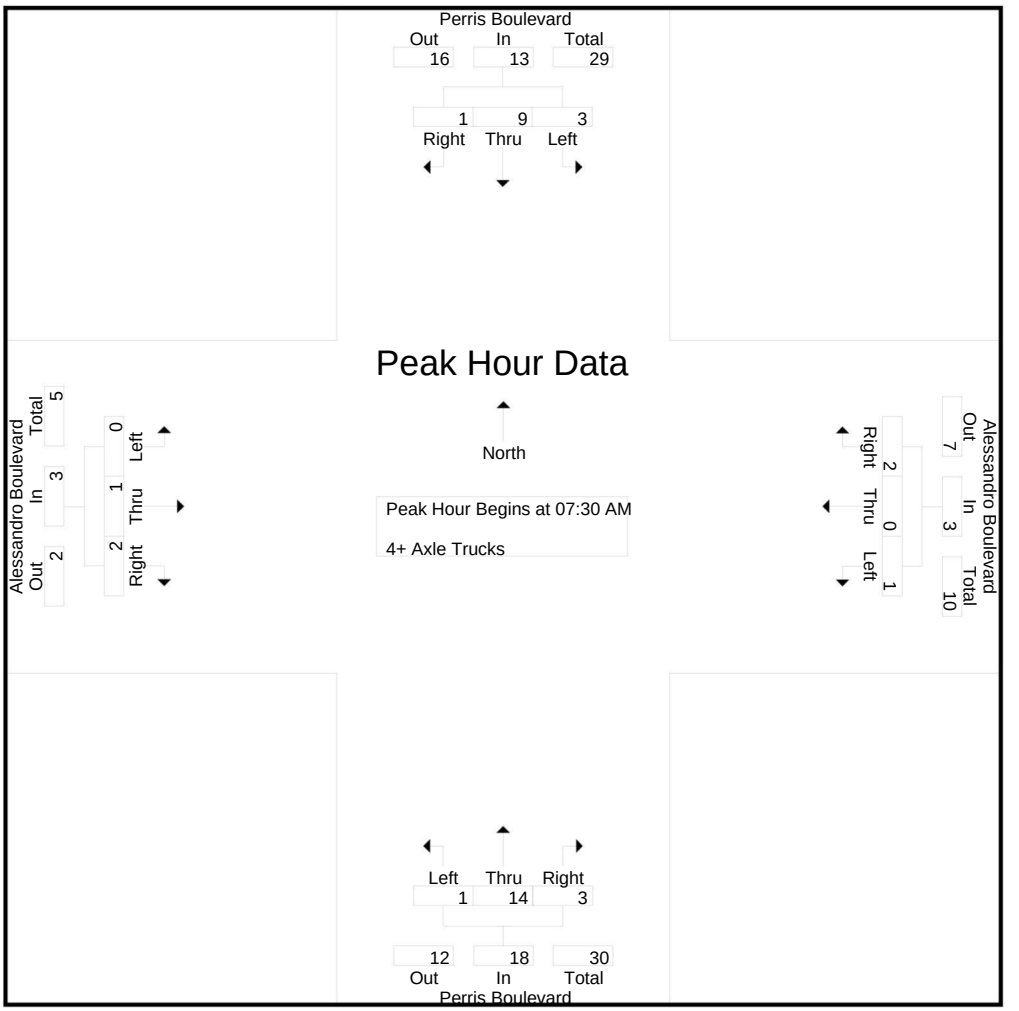
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	1	3	0	1	0	1	0	4	0	4	0	1	1	2	10
07:15 AM	1	1	0	2	1	2	0	3	0	3	0	3	0	0	0	0	8
07:30 AM	1	2	0	3	0	0	0	0	0	6	2	8	0	0	1	1	12
07:45 AM	0	0	0	0	1	0	1	2	1	3	0	4	0	0	0	0	6
Total	2	5	1	8	2	3	1	6	1	16	2	19	0	1	2	3	36
08:00 AM	2	4	1	7	0	0	0	0	0	1	0	1	0	1	0	1	9
08:15 AM	0	3	0	3	0	0	1	1	0	4	1	5	0	0	1	1	10
08:30 AM	0	2	0	2	1	0	0	1	0	2	0	2	0	1	0	1	6
08:45 AM	2	4	1	7	0	1	0	1	0	2	0	2	0	2	0	2	12
Total	4	13	2	19	1	1	1	3	0	9	1	10	0	4	1	5	37
Grand Total	6	18	3	27	3	4	2	9	1	25	3	29	0	5	3	8	73
Apprch %	22.2	66.7	11.1		33.3	44.4	22.2		3.4	86.2	10.3		0	62.5	37.5		
Total %	8.2	24.7	4.1	37	4.1	5.5	2.7	12.3	1.4	34.2	4.1	39.7	0	6.8	4.1	11	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	2	0	3	0	0	0	0	0	**6**	**2**	**8**	0	0	**1**	**1**	**12**
07:45 AM	0	0	0	0	**1**	0	**1**	**2**	**1**	3	0	4	0	0	0	0	6
08:00 AM	**2**	**4**	**1**	**7**	0	0	0	0	0	1	0	1	0	**1**	0	1	9
08:15 AM	0	3	0	3	0	0	1	1	0	4	1	5	0	0	1	1	10
Total Volume	3	9	1	13	1	0	2	3	1	14	3	18	0	1	2	3	37
% App. Total	23.1	69.2	7.7		33.3	0	66.7		5.6	77.8	16.7		0	33.3	66.7		
PHF	.375	.563	.250	.464	.250	.000	.500	.375	.250	.583	.375	.563	.000	.250	.500	.750	.771

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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.	1	2	0	3	0	0	0	0	0	**6**	**2**	**8**	0	0	**1**	**1**
+15 mins.	0	0	0	0	**1**	0	**1**	**2**	**1**	3	0	4	0	0	0	0
+30 mins.	**2**	**4**	**1**	**7**	0	0	0	0	0	1	0	1	0	**1**	0	1
+45 mins.	0	3	0	3	0	0	1	1	0	4	1	5	0	0	1	1
Total Volume	3	9	1	13	1	0	2	3	1	14	3	18	0	1	2	3
% App. Total	23.1	69.2	7.7		33.3	0	66.7		5.6	77.8	16.7		0	33.3	66.7	
PHF	.375	.563	.250	.464	.250	.000	.500	.375	.250	.583	.375	.563	.000	.250	.500	.750

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City of Moreno Valley
N/S: Perris Boulevard
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File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

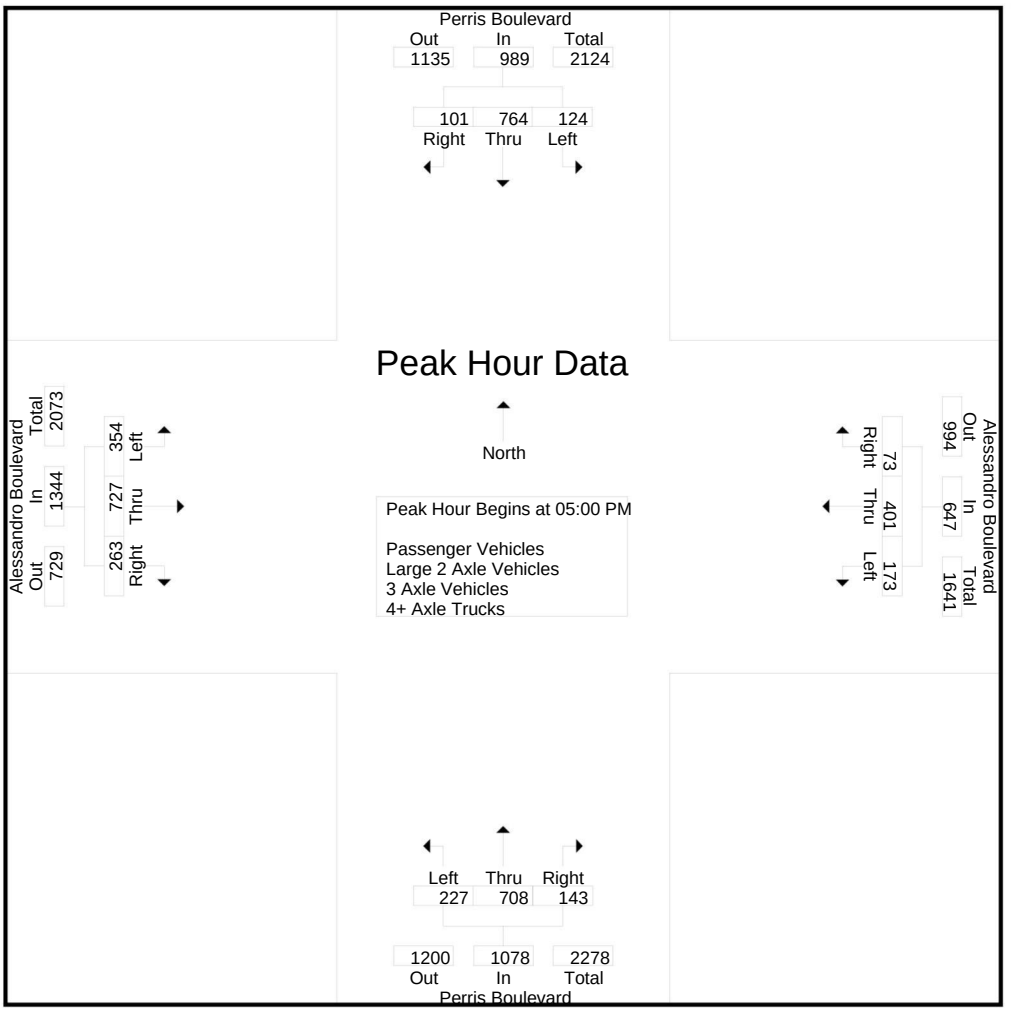
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	134	38	210	56	127	24	207	48	210	46	304	89	158	63	310	1031
04:15 PM	38	195	40	273	45	109	14	168	58	165	32	255	97	146	56	299	995
04:30 PM	39	192	30	261	50	97	24	171	63	186	35	284	69	118	56	243	959
04:45 PM	36	201	36	273	37	117	19	173	55	199	37	291	65	142	47	254	991
Total	151	722	144	1017	188	450	81	719	224	760	150	1134	320	564	222	1106	3976
05:00 PM	22	186	24	232	41	99	22	162	62	199	40	301	85	176	73	334	1029
05:15 PM	29	214	27	270	44	98	12	154	58	166	35	259	96	202	63	361	1044
05:30 PM	44	186	25	255	43	84	17	144	50	166	33	249	88	163	67	318	966
05:45 PM	29	178	25	232	45	120	22	187	57	177	35	269	85	186	60	331	1019
Total	124	764	101	989	173	401	73	647	227	708	143	1078	354	727	263	1344	4058
Grand Total	275	1486	245	2006	361	851	154	1366	451	1468	293	2212	674	1291	485	2450	8034
Apprch %	13.7	74.1	12.2		26.4	62.3	11.3		20.4	66.4	13.2		27.5	52.7	19.8		
Total %	3.4	18.5	3	25	4.5	10.6	1.9	17	5.6	18.3	3.6	27.5	8.4	16.1	6	30.5	
Passenger Vehicles	272	1424	239	1935	355	840	153	1348	447	1404	291	2142	668	1280	480	2428	7853
% Passenger Vehicles	98.9	95.8	97.6	96.5	98.3	98.7	99.4	98.7	99.1	95.6	99.3	96.8	99.1	99.1	99	99.1	97.7
Large 2 Axle Vehicles	3	27	4	34	2	9	1	12	4	28	1	33	5	11	2	18	97
% Large 2 Axle Vehicles	1.1	1.8	1.6	1.7	0.6	1.1	0.6	0.9	0.9	1.9	0.3	1.5	0.7	0.9	0.4	0.7	1.2
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	7	0	7	0	0	1	1	12
% 3 Axle Vehicles	0	0.3	0	0.2	0	0	0	0	0	0.5	0	0.3	0	0	0.2	0	0.1
4+ Axle Trucks	0	31	2	33	4	2	0	6	0	29	1	30	1	0	2	3	72
% 4+ Axle Trucks	0	2.1	0.8	1.6	1.1	0.2	0	0.4	0	2	0.3	1.4	0.1	0	0.4	0.1	0.9

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	22	186	24	232	41	99	**22**	162	**62**	**199**	**40**	**301**	85	176	**73**	334	1029
05:15 PM	29	**214**	**27**	**270**	44	98	12	154	58	166	35	259	**96**	**202**	63	**361**	**1044**
05:30 PM	**44**	186	25	255	43	84	17	144	50	166	33	249	88	163	67	318	966
05:45 PM	29	178	25	232	**45**	**120**	22	**187**	57	177	35	269	85	186	60	331	1019
Total Volume	124	764	101	989	173	401	73	647	227	708	143	1078	354	727	263	1344	4058
% App. Total	12.5	77.2	10.2		26.7	62	11.3		21.1	65.7	13.3		26.3	54.1	19.6		
PHF	.705	.893	.935	.916	.961	.835	.830	.865	.915	.889	.894	.895	.922	.900	.901	.931	.972

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N/S: Perris Boulevard
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Weather: Clear

File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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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				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	38	195	**40**	**273**	**56**	**127**	**24**	**207**	**63**	186	35	284	85	176	**73**	334
+15 mins.	**39**	192	30	261	45	109	14	168	55	**199**	37	291	**96**	**202**	63	**361**
+30 mins.	36	**201**	36	273	50	97	24	171	62	199	**40**	**301**	88	163	67	318
+45 mins.	22	186	24	232	37	117	19	173	58	166	35	259	85	186	60	331
Total Volume	135	774	130	1039	188	450	81	719	238	750	147	1135	354	727	263	1344
% App. Total	13	74.5	12.5		26.1	62.6	11.3		21	66.1	13		26.3	54.1	19.6	
PHF	.865	.963	.813	.951	.839	.886	.844	.868	.944	.942	.919	.943	.922	.900	.901	.931

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File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

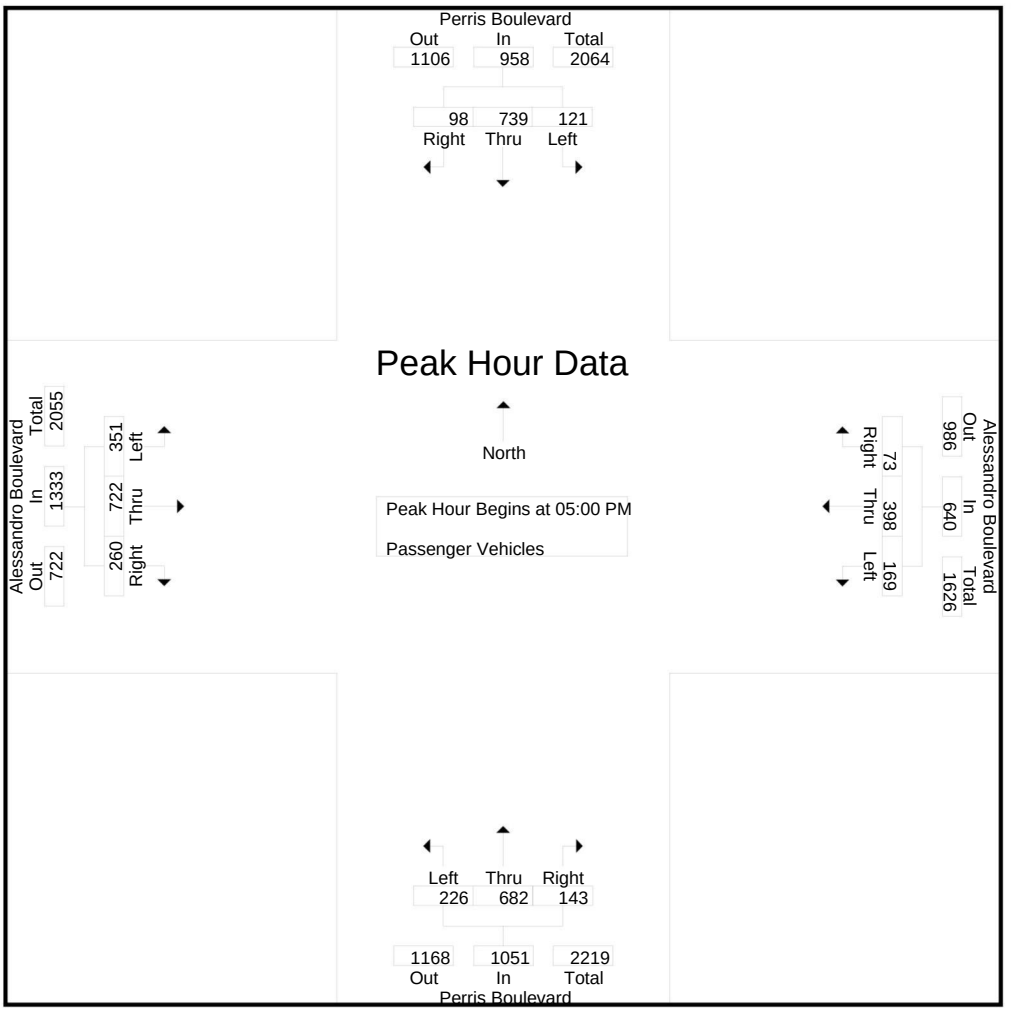
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	128	38	204	56	125	24	205	47	194	45	286	89	157	63	309	1004
04:15 PM	38	184	38	260	44	105	14	163	58	158	31	247	97	143	56	296	966
04:30 PM	39	185	30	254	49	95	23	167	61	180	35	276	68	118	55	241	938
04:45 PM	36	188	35	259	37	117	19	173	55	190	37	282	63	140	46	249	963
Total	151	685	141	977	186	442	80	708	221	722	148	1091	317	558	220	1095	3871
05:00 PM	22	178	24	224	41	98	22	161	62	192	40	294	84	176	73	333	1012
05:15 PM	29	209	26	264	43	97	12	152	58	161	35	254	95	200	62	357	1027
05:30 PM	44	178	24	246	42	84	17	143	49	159	33	241	87	162	66	315	945
05:45 PM	26	174	24	224	43	119	22	184	57	170	35	262	85	184	59	328	998
Total	121	739	98	958	169	398	73	640	226	682	143	1051	351	722	260	1333	3982
Grand Total	272	1424	239	1935	355	840	153	1348	447	1404	291	2142	668	1280	480	2428	7853
Apprch %	14.1	73.6	12.4		26.3	62.3	11.4		20.9	65.5	13.6		27.5	52.7	19.8		
Total %	3.5	18.1	3	24.6	4.5	10.7	1.9	17.2	5.7	17.9	3.7	27.3	8.5	16.3	6.1	30.9	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	22	178	24	224	41	98	**22**	161	**62**	**192**	**40**	**294**	84	176	**73**	333	1012
05:15 PM	29	**209**	**26**	**264**	**43**	97	12	152	58	161	35	254	**95**	**200**	62	**357**	**1027**
05:30 PM	**44**	178	24	246	42	84	17	143	49	159	33	241	87	162	66	315	945
05:45 PM	26	174	24	224	43	**119**	22	**184**	57	170	35	262	85	184	59	328	998
Total Volume	121	739	98	958	169	398	73	640	226	682	143	1051	351	722	260	1333	3982
% App. Total	12.6	77.1	10.2		26.4	62.2	11.4		21.5	64.9	13.6		26.3	54.2	19.5		
PHF	.688	.884	.942	.907	.983	.836	.830	.870	.911	.888	.894	.894	.924	.903	.890	.933	.969

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File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	22	178	24	224	41	98	**22**	161	**62**	**192**	**40**	**294**	84	176	**73**	333
+15 mins.	29	**209**	**26**	**264**	**43**	97	12	152	58	161	35	254	**95**	**200**	62	**357**
+30 mins.	**44**	178	24	246	42	84	17	143	49	159	33	241	87	162	66	315
+45 mins.	26	174	24	224	43	**119**	22	**184**	57	170	35	262	85	184	59	328
Total Volume	121	739	98	958	169	398	73	640	226	682	143	1051	351	722	260	1333
% App. Total	12.6	77.1	10.2		26.4	62.2	11.4		21.5	64.9	13.6		26.3	54.2	19.5	
PHF	.688	.884	.942	.907	.983	.836	.830	.870	.911	.888	.894	.894	.924	.903	.890	.933

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City of Moreno Valley
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File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

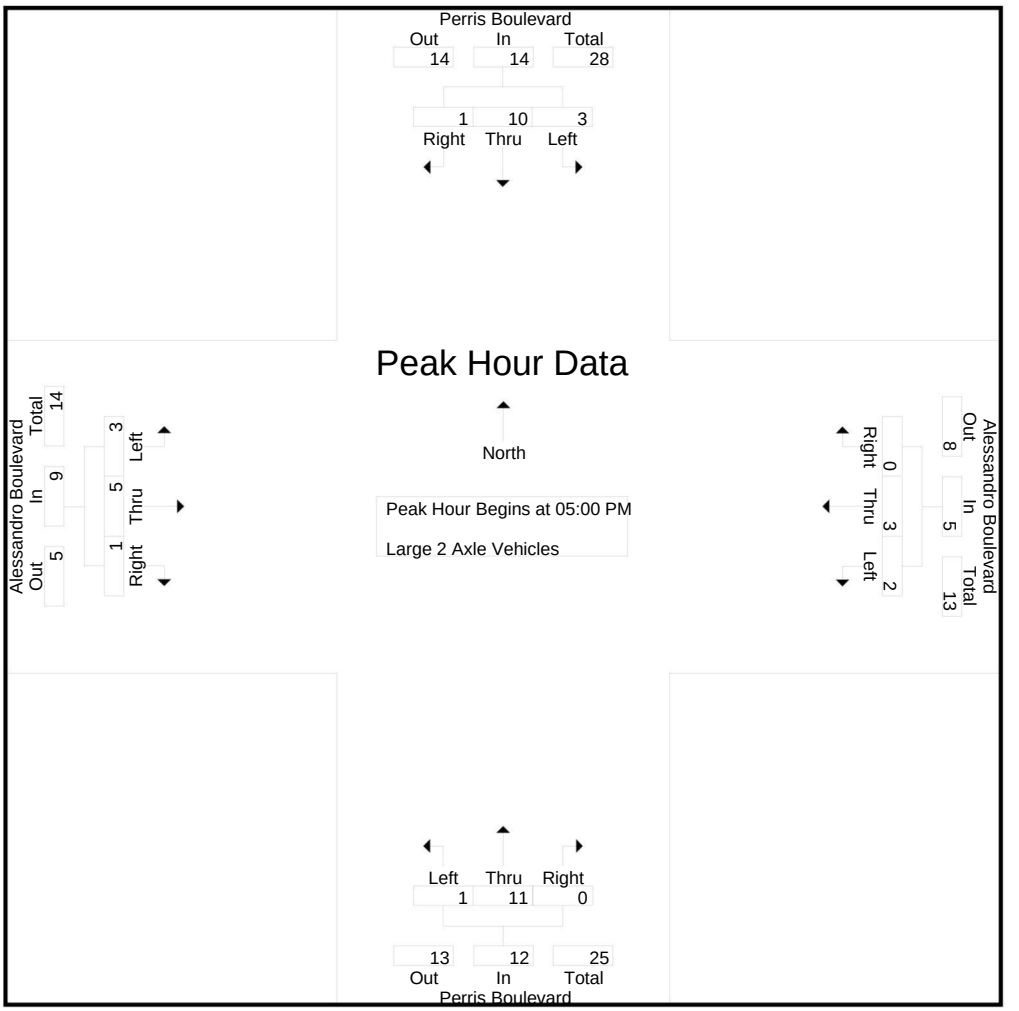
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	0	2	0	2	1	9	1	11	0	1	0	1	19
04:15 PM	0	4	2	6	0	2	0	2	0	2	0	2	0	3	0	3	13
04:30 PM	0	3	0	3	0	2	1	3	2	1	0	3	1	0	0	1	10
04:45 PM	0	5	1	6	0	0	0	0	0	5	0	5	1	2	1	4	15
Total	0	17	3	20	0	6	1	7	3	17	1	21	2	6	1	9	57
05:00 PM	0	3	0	3	0	1	0	1	0	4	0	4	1	0	0	1	9
05:15 PM	0	2	0	2	0	1	0	1	0	2	0	2	1	2	1	4	9
05:30 PM	0	3	1	4	1	0	0	1	1	3	0	4	1	1	0	2	11
05:45 PM	3	2	0	5	1	1	0	2	0	2	0	2	0	2	0	2	11
Total	3	10	1	14	2	3	0	5	1	11	0	12	3	5	1	9	40
Grand Total	3	27	4	34	2	9	1	12	4	28	1	33	5	11	2	18	97
Apprch %	8.8	79.4	11.8		16.7	75	8.3		12.1	84.8	3		27.8	61.1	11.1		
Total %	3.1	27.8	4.1	35.1	2.1	9.3	1	12.4	4.1	28.9	1	34	5.2	11.3	2.1	18.6	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**1**	0	1	0	**4**	0	**4**	**1**	0	0	1	9
05:15 PM	0	2	0	2	0	1	0	1	0	2	0	2	1	**2**	**1**	**4**	9
05:30 PM	0	3	**1**	4	**1**	0	0	1	**1**	3	0	4	1	1	0	2	**11**
05:45 PM	**3**	2	0	**5**	1	1	0	**2**	0	2	0	2	0	2	0	2	11
Total Volume	3	10	1	14	2	3	0	5	1	11	0	12	3	5	1	9	40
% App. Total	21.4	71.4	7.1		40	60	0		8.3	91.7	0		33.3	55.6	11.1		
PHF	.250	.833	.250	.700	.500	.750	.000	.625	.250	.688	.000	.750	.750	.625	.250	.563	.909

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**3**	0	3	0	**1**	0	1	0	**4**	0	**4**	**1**	0	0	1
+15 mins.	0	2	0	2	0	1	0	1	0	2	0	2	1	**2**	**1**	**4**
+30 mins.	0	3	**1**	4	**1**	0	0	1	**1**	3	0	4	1	1	0	2
+45 mins.	**3**	2	0	**5**	1	1	0	**2**	0	2	0	2	0	2	0	2
Total Volume	3	10	1	14	2	3	0	5	1	11	0	12	3	5	1	9
% App. Total	21.4	71.4	7.1		40	60	0		8.3	91.7	0		33.3	55.6	11.1	
PHF	.250	.833	.250	.700	.500	.750	.000	.625	.250	.688	.000	.750	.750	.625	.250	.563

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

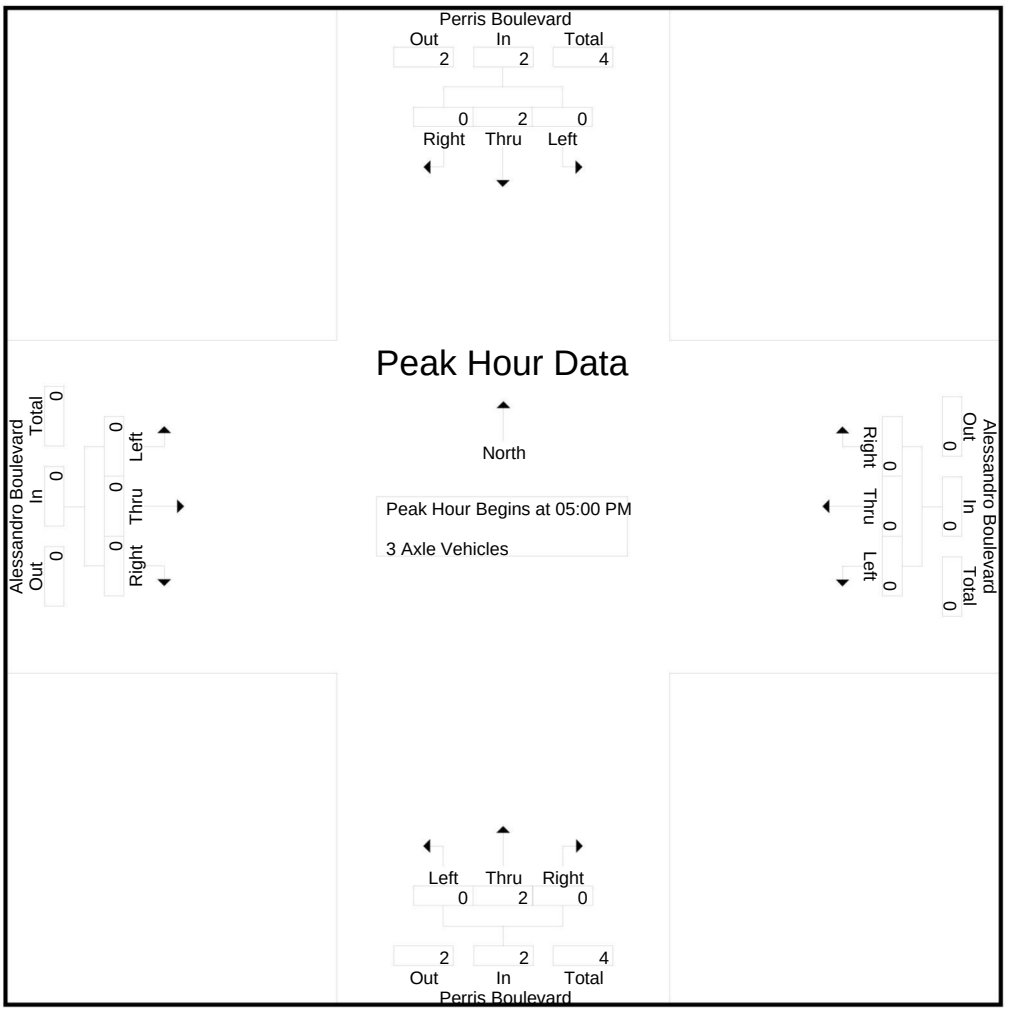
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
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	1	0	1	0	0	1	1	3
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	0	5	0	5	0	0	1	1	8
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	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	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Grand Total	0	4	0	4	0	0	0	0	0	7	0	7	0	0	1	1	12
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	33.3	0	33.3	0	0	0	0	0	58.3	0	58.3	0	0	8.3	8.3	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**1**	0	**1**	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

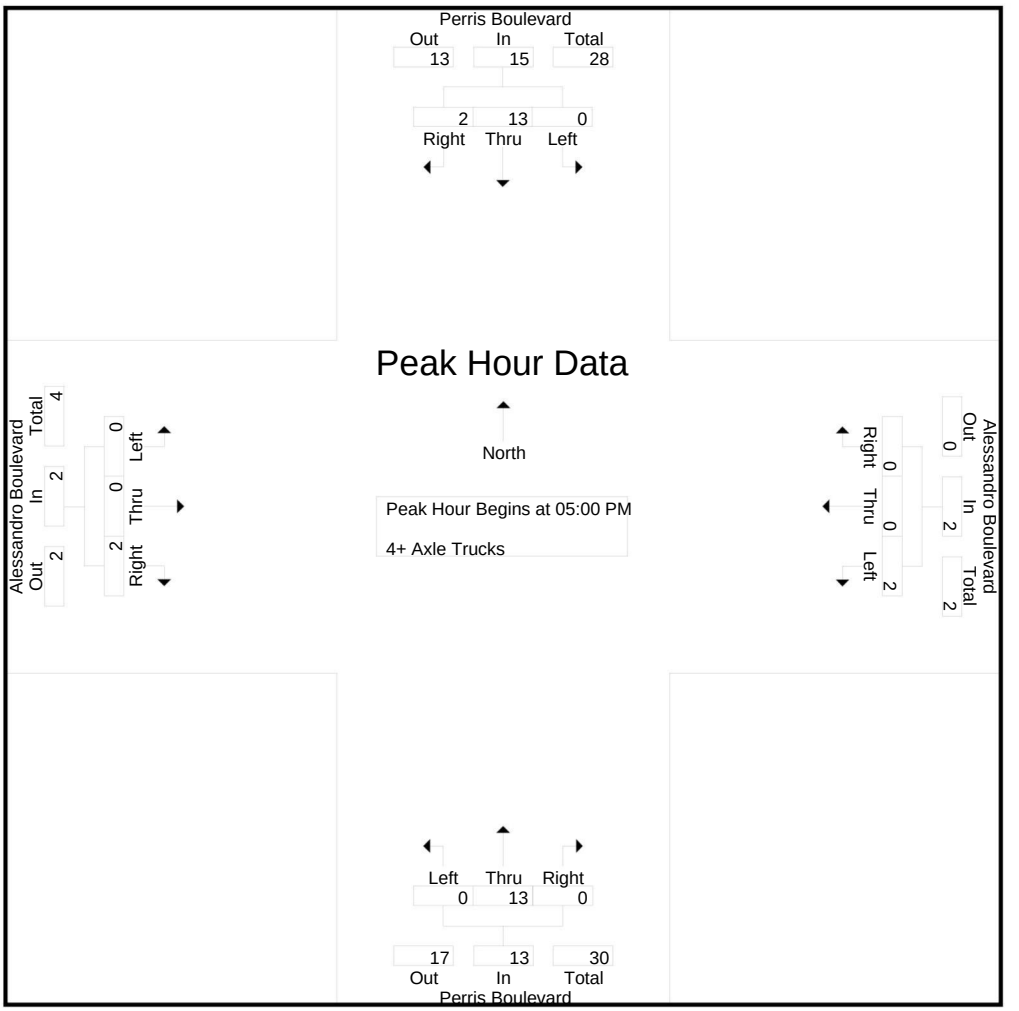
	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
04:15 PM	0	7	0	7	1	2	0	3	0	5	1	6	0	0	0	0	16
04:30 PM	0	3	0	3	1	0	0	1	0	4	0	4	0	0	0	0	8
04:45 PM	0	7	0	7	0	0	0	0	0	2	0	2	1	0	0	1	10
Total	0	18	0	18	2	2	0	4	0	16	1	17	1	0	0	1	40
05:00 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
05:15 PM	0	2	1	3	1	0	0	1	0	3	0	3	0	0	0	0	7
05:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	1	1	8
05:45 PM	0	2	1	3	1	0	0	1	0	4	0	4	0	0	1	1	9
Total	0	13	2	15	2	0	0	2	0	13	0	13	0	0	2	2	32
Grand Total	0	31	2	33	4	2	0	6	0	29	1	30	1	0	2	3	72
Apprch %	0	93.9	6.1		66.7	33.3	0		0	96.7	3.3		33.3	0	66.7		
Total %	0	43.1	2.8	45.8	5.6	2.8	0	8.3	0	40.3	1.4	41.7	1.4	0	2.8	4.2	

	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**5**	0	**5**	0	0	0	0	0	3	0	3	0	0	0	0	8
05:15 PM	0	2	**1**	3	**1**	0	0	**1**	0	3	0	3	0	0	0	0	7
05:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	**1**	**1**	8
05:45 PM	0	2	1	3	1	0	0	1	0	**4**	0	**4**	0	0	1	1	**9**
Total Volume	0	13	2	15	2	0	0	2	0	13	0	13	0	0	2	2	32
% App. Total	0	86.7	13.3		100	0	0		0	100	0		0	0	100		
PHF	.000	.650	.500	.750	.500	.000	.000	.500	.000	.813	.000	.813	.000	.000	.500	.500	.889

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_MRV_Perris_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	2	**1**	3	**1**	0	0	**1**	0	3	0	3	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	3	0	3	0	0	**1**	**1**
+45 mins.	0	2	1	3	1	0	0	1	0	**4**	0	**4**	0	0	1	1
Total Volume	0	13	2	15	2	0	0	2	0	13	0	13	0	0	2	2
% App. Total	0	86.7	13.3		100	0	0		0	100	0		0	0	100	
PHF	.000	.650	.500	.750	.500	.000	.000	.500	.000	.813	.000	.813	.000	.000	.500	.500

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

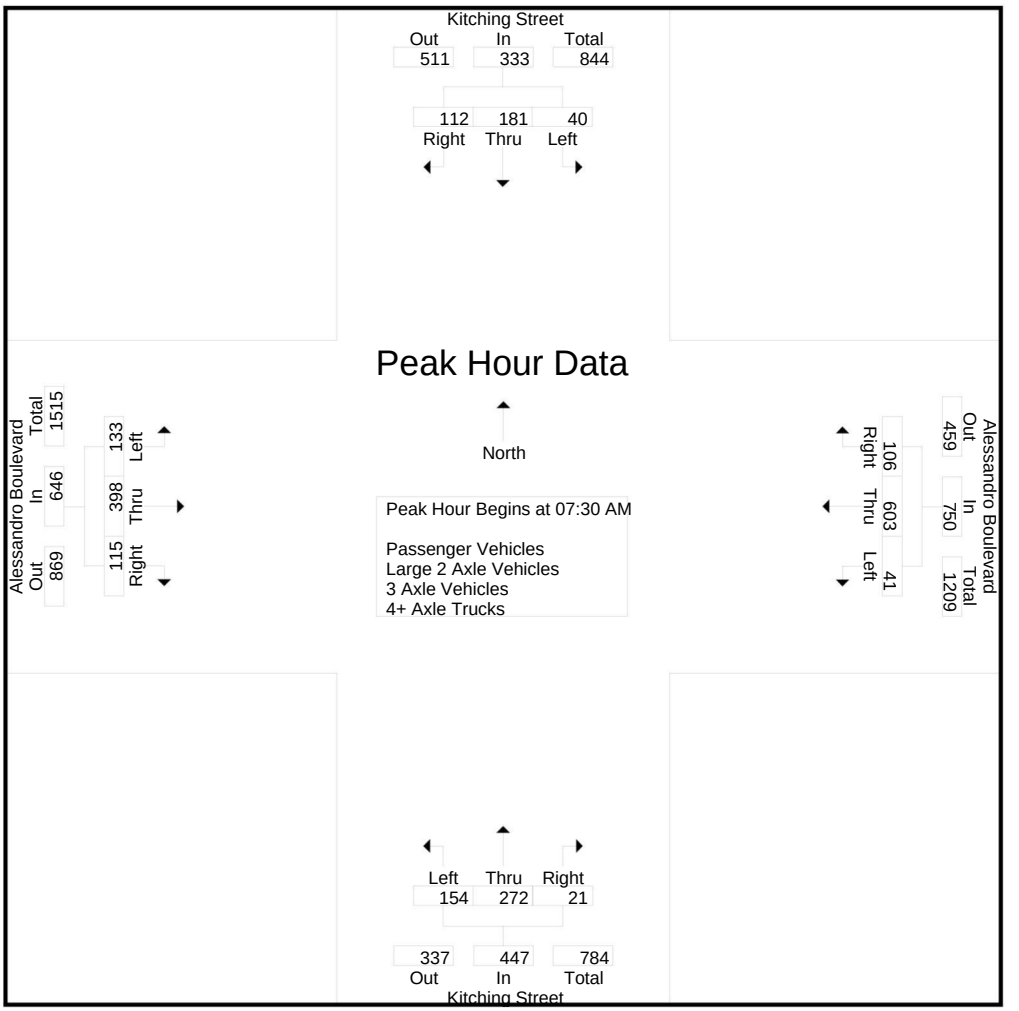
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	26	14	43	0	127	5	132	34	48	1	83	16	54	14	84	342
07:15 AM	7	35	23	65	2	139	9	150	35	47	5	87	19	76	36	131	433
07:30 AM	13	40	25	78	11	144	35	190	39	61	10	110	29	82	35	146	524
07:45 AM	9	42	31	82	17	174	39	230	43	83	6	132	51	114	30	195	639
Total	32	143	93	268	30	584	88	702	151	239	22	412	115	326	115	556	1938
08:00 AM	9	57	35	101	10	151	21	182	32	60	3	95	39	112	29	180	558
08:15 AM	9	42	21	72	3	134	11	148	40	68	2	110	14	90	21	125	455
08:30 AM	4	27	26	57	1	146	13	160	30	40	5	75	14	71	18	103	395
08:45 AM	4	31	20	55	2	95	10	107	38	33	1	72	19	66	17	102	336
Total	26	157	102	285	16	526	55	597	140	201	11	352	86	339	85	510	1744
Grand Total	58	300	195	553	46	1110	143	1299	291	440	33	764	201	665	200	1066	3682
Apprch %	10.5	54.2	35.3		3.5	85.5	11		38.1	57.6	4.3		18.9	62.4	18.8		
Total %	1.6	8.1	5.3	15	1.2	30.1	3.9	35.3	7.9	12	0.9	20.7	5.5	18.1	5.4	29	
Passenger Vehicles	58	296	189	543	46	1075	142	1263	287	427	32	746	200	627	196	1023	3575
% Passenger Vehicles	100	98.7	96.9	98.2	100	96.8	99.3	97.2	98.6	97	97	97.6	99.5	94.3	98	96	97.1
Large 2 Axle Vehicles	0	3	3	6	0	18	1	19	2	10	1	13	0	24	4	28	66
% Large 2 Axle Vehicles	0	1	1.5	1.1	0	1.6	0.7	1.5	0.7	2.3	3	1.7	0	3.6	2	2.6	1.8
3 Axle Vehicles	0	0	2	2	0	5	0	5	1	2	0	3	0	2	0	2	12
% 3 Axle Vehicles	0	0	1	0.4	0	0.5	0	0.4	0.3	0.5	0	0.4	0	0.3	0	0.2	0.3
4+ Axle Trucks	0	1	1	2	0	12	0	12	1	1	0	2	1	12	0	13	29
% 4+ Axle Trucks	0	0.3	0.5	0.4	0	1.1	0	0.9	0.3	0.2	0	0.3	0.5	1.8	0	1.2	0.8

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**13**	40	25	78	11	144	35	190	39	61	**10**	110	29	82	**35**	146	524
07:45 AM	9	42	31	82	**17**	**174**	**39**	**230**	**43**	**83**	6	**132**	**51**	**114**	30	**195**	**639**
08:00 AM	9	**57**	**35**	**101**	10	151	21	182	32	60	3	95	39	112	29	180	558
08:15 AM	9	42	21	72	3	134	11	148	40	68	2	110	14	90	21	125	455
Total Volume	40	181	112	333	41	603	106	750	154	272	21	447	133	398	115	646	2176
% App. Total	12	54.4	33.6		5.5	80.4	14.1		34.5	60.9	4.7		20.6	61.6	17.8		
PHF	.769	.794	.800	.824	.603	.866	.679	.815	.895	.819	.525	.847	.652	.873	.821	.828	.851

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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:

	07:30 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	**13**	40	25	78	2	139	9	150	39	61	**10**	110	19	76	**36**	131
+15 mins.	9	42	31	82	11	144	35	190	**43**	**83**	6	**132**	29	82	35	146
+30 mins.	9	**57**	**35**	**101**	**17**	**174**	**39**	**230**	32	60	3	95	**51**	**114**	30	**195**
+45 mins.	9	42	21	72	10	151	21	182	40	68	2	110	39	112	29	180
Total Volume	40	181	112	333	40	608	104	752	154	272	21	447	138	384	130	652
% App. Total	12	54.4	33.6		5.3	80.9	13.8		34.5	60.9	4.7		21.2	58.9	19.9	
PHF	.769	.794	.800	.824	.588	.874	.667	.817	.895	.819	.525	.847	.676	.842	.903	.836

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City of Moreno Valley
N/S: Kitching Street
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Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

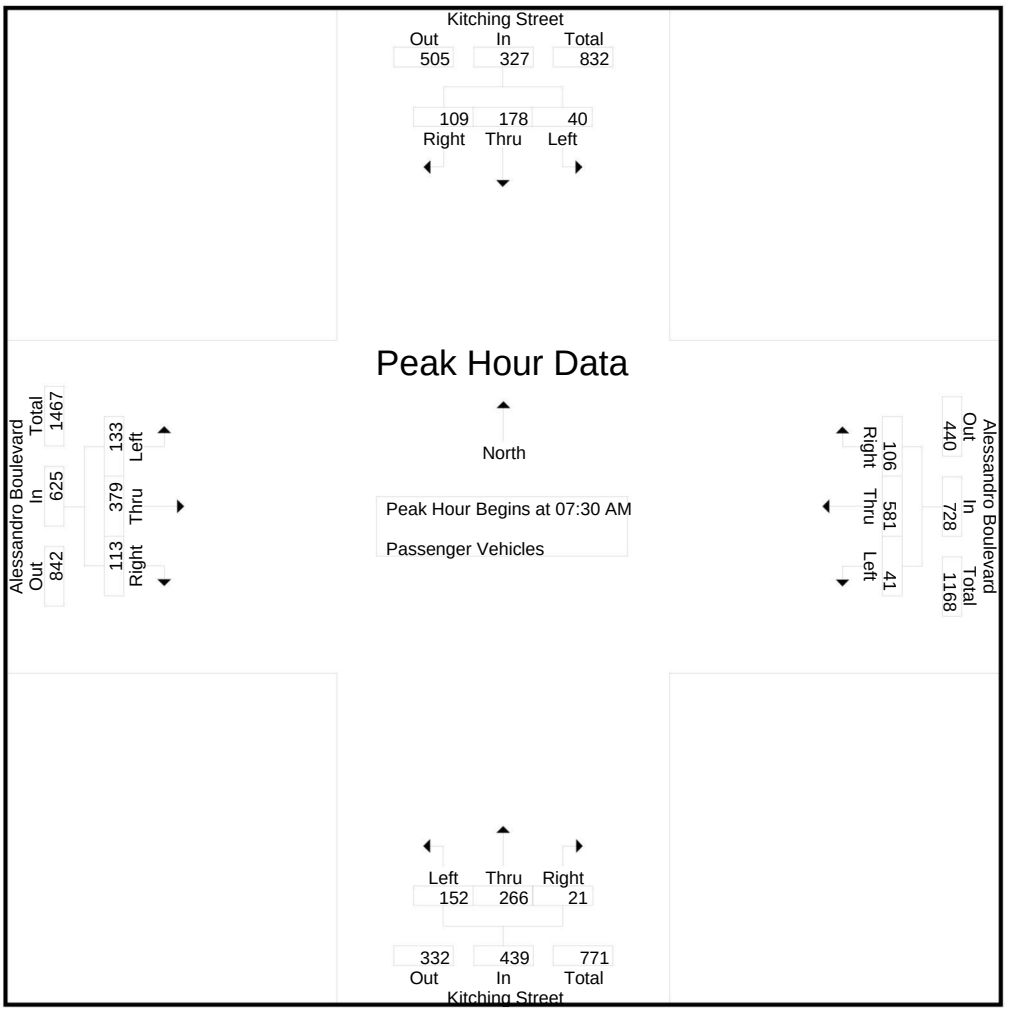
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	26	14	43	0	125	5	130	34	48	0	82	15	49	13	77	332
07:15 AM	7	35	21	63	2	136	9	147	34	46	5	85	19	70	35	124	419
07:30 AM	13	38	24	75	11	138	35	184	38	59	10	107	29	77	35	141	507
07:45 AM	9	42	31	82	17	169	39	225	42	82	6	130	51	110	29	190	627
Total	32	141	90	263	30	568	88	686	148	235	21	404	114	306	112	532	1885
08:00 AM	9	56	35	100	10	147	21	178	32	60	3	95	39	109	29	177	550
08:15 AM	9	42	19	70	3	127	11	141	40	65	2	107	14	83	20	117	435
08:30 AM	4	27	25	56	1	141	12	154	30	35	5	70	14	65	18	97	377
08:45 AM	4	30	20	54	2	92	10	104	37	32	1	70	19	64	17	100	328
Total	26	155	99	280	16	507	54	577	139	192	11	342	86	321	84	491	1690
Grand Total	58	296	189	543	46	1075	142	1263	287	427	32	746	200	627	196	1023	3575
Apprch %	10.7	54.5	34.8		3.6	85.1	11.2		38.5	57.2	4.3		19.6	61.3	19.2		
Total %	1.6	8.3	5.3	15.2	1.3	30.1	4	35.3	8	11.9	0.9	20.9	5.6	17.5	5.5	28.6	

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**13**	38	24	75	11	138	35	184	38	59	**10**	107	29	77	**35**	141	507
07:45 AM	9	42	31	82	**17**	**169**	**39**	**225**	**42**	**82**	6	**130**	**51**	**110**	29	**190**	**627**
08:00 AM	9	**56**	**35**	**100**	10	147	21	178	32	60	3	95	39	109	29	177	550
08:15 AM	9	42	19	70	3	127	11	141	40	65	2	107	14	83	20	117	435
Total Volume	40	178	109	327	41	581	106	728	152	266	21	439	133	379	113	625	2119
% App. Total	12.2	54.4	33.3		5.6	79.8	14.6		34.6	60.6	4.8		21.3	60.6	18.1		
PHF	.769	.795	.779	.818	.603	.859	.679	.809	.905	.811	.525	.844	.652	.861	.807	.822	.845

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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.	**13**	38	24	75	11	138	35	184	38	59	**10**	107	29	77	**35**	141
+15 mins.	9	42	31	82	**17**	**169**	**39**	**225**	**42**	**82**	6	**130**	**51**	**110**	29	**190**
+30 mins.	9	**56**	**35**	**100**	10	147	21	178	32	60	3	95	39	109	29	177
+45 mins.	9	42	19	70	3	127	11	141	40	65	2	107	14	83	20	117
Total Volume	40	178	109	327	41	581	106	728	152	266	21	439	133	379	113	625
% App. Total	12.2	54.4	33.3		5.6	79.8	14.6		34.6	60.6	4.8		21.3	60.6	18.1	
PHF	.769	.795	.779	.818	.603	.859	.679	.809	.905	.811	.525	.844	.652	.861	.807	.822

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

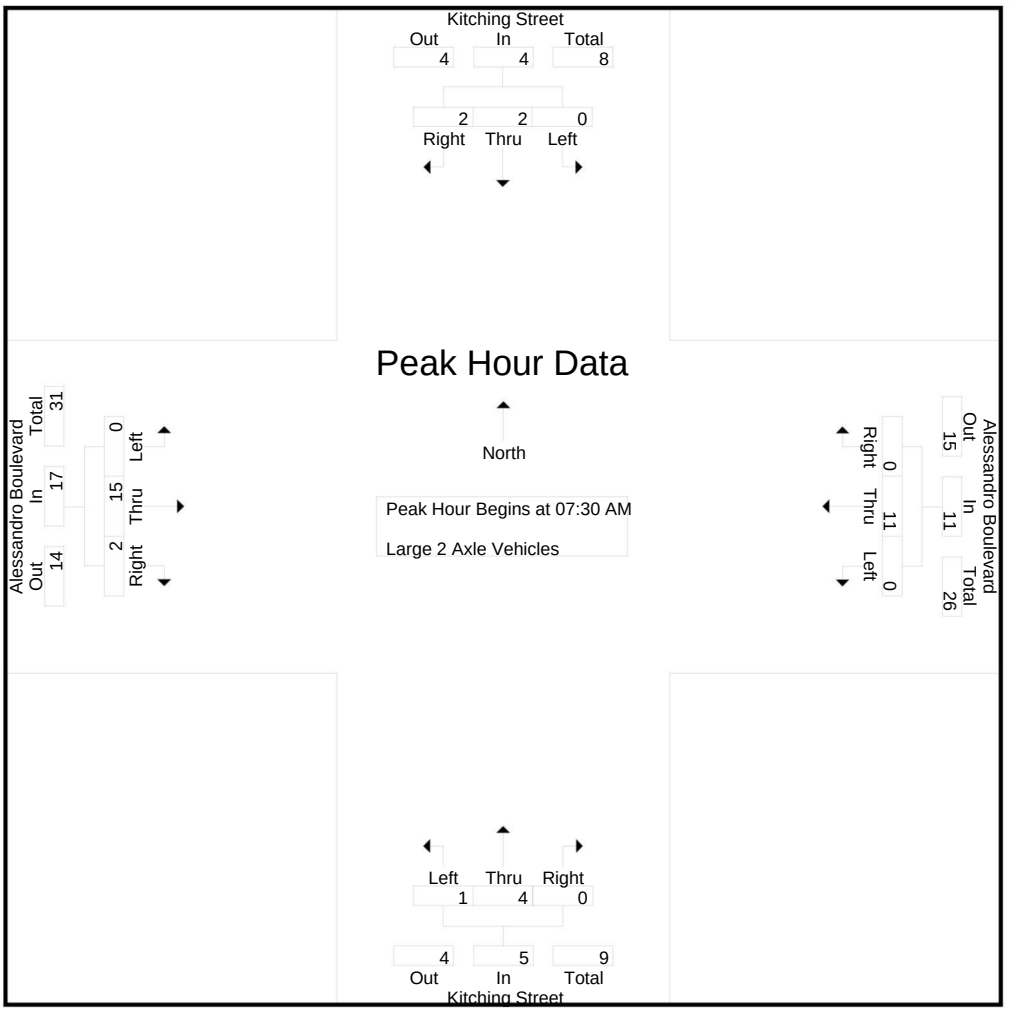
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	1	4	6
07:15 AM	0	0	1	1	0	1	0	1	1	1	0	2	0	4	1	5	9
07:30 AM	0	2	1	3	0	1	0	1	0	1	0	1	0	3	0	3	8
07:45 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	1	5	9
Total	0	2	2	4	0	6	0	6	2	2	1	5	0	14	3	17	32
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	1	1	0	5	0	5	0	3	0	3	0	6	1	7	16
08:30 AM	0	0	0	0	0	2	1	3	0	5	0	5	0	2	0	2	10
08:45 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
Total	0	1	1	2	0	12	1	13	0	8	0	8	0	10	1	11	34
Grand Total	0	3	3	6	0	18	1	19	2	10	1	13	0	24	4	28	66
Apprch %	0	50	50		0	94.7	5.3		15.4	76.9	7.7		0	85.7	14.3		
Total %	0	4.5	4.5	9.1	0	27.3	1.5	28.8	3	15.2	1.5	19.7	0	36.4	6.1	42.4	

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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**	**1**	**3**	0	1	0	1	0	1	0	1	0	3	0	3	8
07:45 AM	0	0	0	0	0	3	0	3	**1**	0	0	1	0	4	**1**	5	9
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	1	1	0	**5**	0	**5**	0	**3**	0	**3**	0	**6**	1	**7**	**16**
Total Volume	0	2	2	4	0	11	0	11	1	4	0	5	0	15	2	17	37
% App. Total	0	50	50		0	100	0		20	80	0		0	88.2	11.8		
PHF	.000	.250	.500	.333	.000	.550	.000	.550	.250	.333	.000	.417	.000	.625	.500	.607	.578

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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**	**1**	**3**	0	1	0	1	0	1	0	1	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	**1**	0	0	1	0	4	**1**	5
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+45 mins.	0	0	1	1	0	**5**	0	**5**	0	**3**	0	**3**	0	**6**	1	**7**
Total Volume	0	2	2	4	0	11	0	11	1	4	0	5	0	15	2	17
% App. Total	0	50	50		0	100	0		20	80	0		0	88.2	11.8	
PHF	.000	.250	.500	.333	.000	.550	.000	.550	.250	.333	.000	.417	.000	.625	.500	.607

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

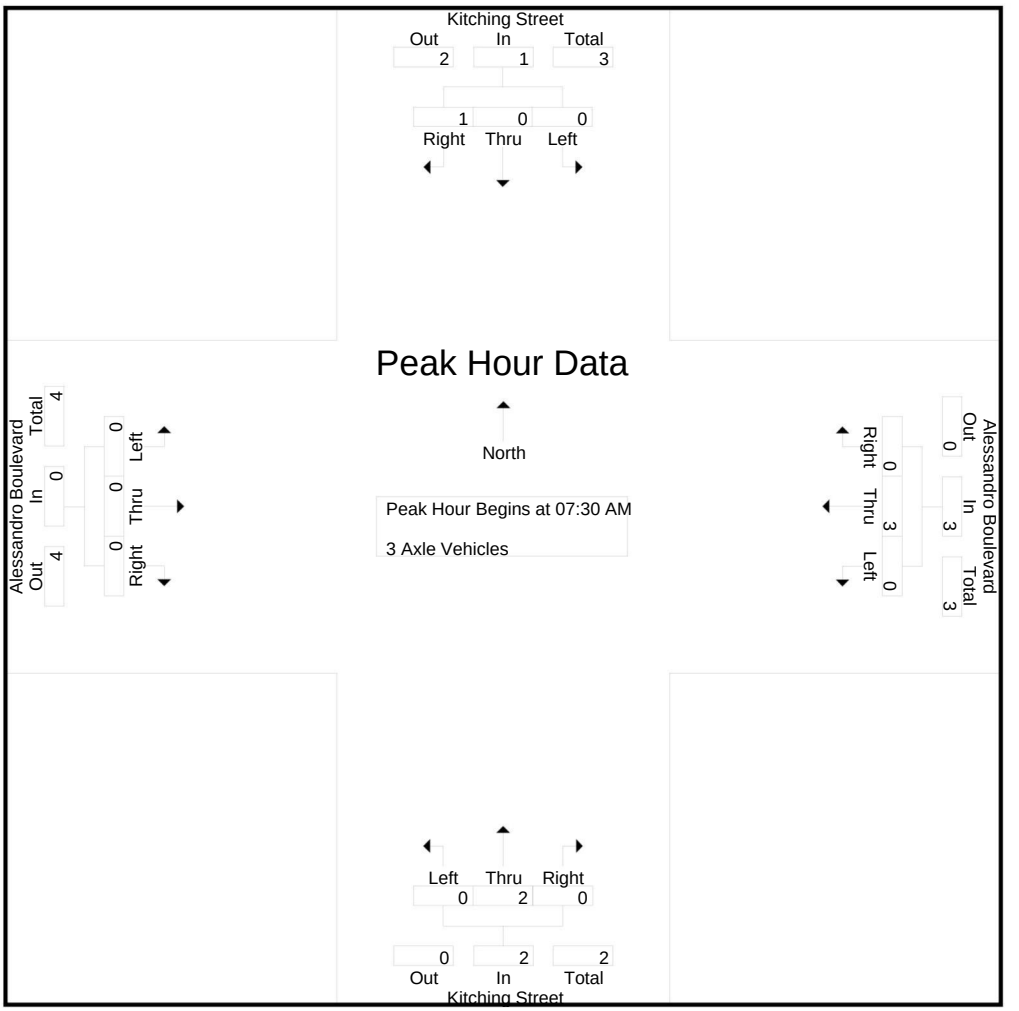
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	2	0	2	0	0	0	0	5
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	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	2	2	0	2	0	2	1	0	0	1	0	2	0	2	7
Grand Total	0	0	2	2	0	5	0	5	1	2	0	3	0	2	0	2	12
Apprch %	0	0	100		0	100	0		33.3	66.7	0		0	100	0		
Total %	0	0	16.7	16.7	0	41.7	0	41.7	8.3	16.7	0	25	0	16.7	0	16.7	

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	3	0	3	0	2	0	2	0	0	0	0	6
% App. Total	0	0	100		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.375	.000	.375	.000	.500	.000	.500	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	3	0	3	0	2	0	2	0	0	0	0
% App. Total	0	0	100		0	100	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.375	.000	.375	.000	.500	.000	.500	.000	.000	.000	.000

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

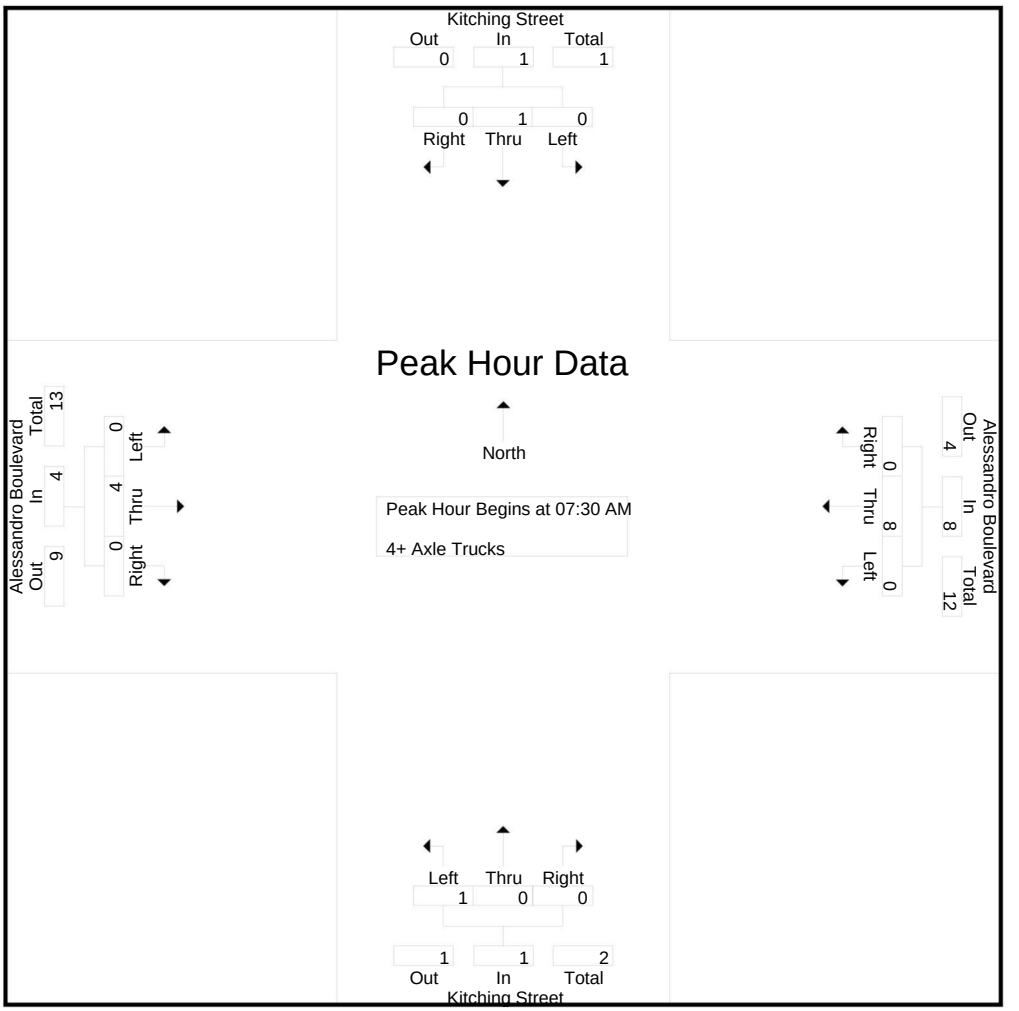
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	0	2	6
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	0	7	0	7	1	0	0	1	1	6	0	7	16
08:00 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
Total	0	1	0	1	0	5	0	5	0	1	0	1	0	6	0	6	13
Grand Total	0	1	1	2	0	12	0	12	1	1	0	2	1	12	0	13	29
Apprch %	0	50	50		0	100	0		50	50	0		7.7	92.3	0		
Total %	0	3.4	3.4	6.9	0	41.4	0	41.4	3.4	3.4	0	6.9	3.4	41.4	0	44.8	

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**3**	0	**3**	**1**	0	0	**1**	0	**2**	0	**2**	**6**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	**1**	0	**1**	0	2	0	2	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	1	0	1	0	8	0	8	1	0	0	1	0	4	0	4	14
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.667	.000	.667	.250	.000	.000	.250	.000	.500	.000	.500	.583

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City of Moreno Valley
N/S: Kitching Street
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Weather: Clear

File Name : 02_MRV_Kit_Ales AM
Site Code : 99924451
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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	0	0	0	**3**	0	**3**	**1**	0	0	**1**	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	8	0	8	1	0	0	1	0	4	0	4
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.667	.000	.667	.250	.000	.000	.250	.000	.500	.000	.500

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

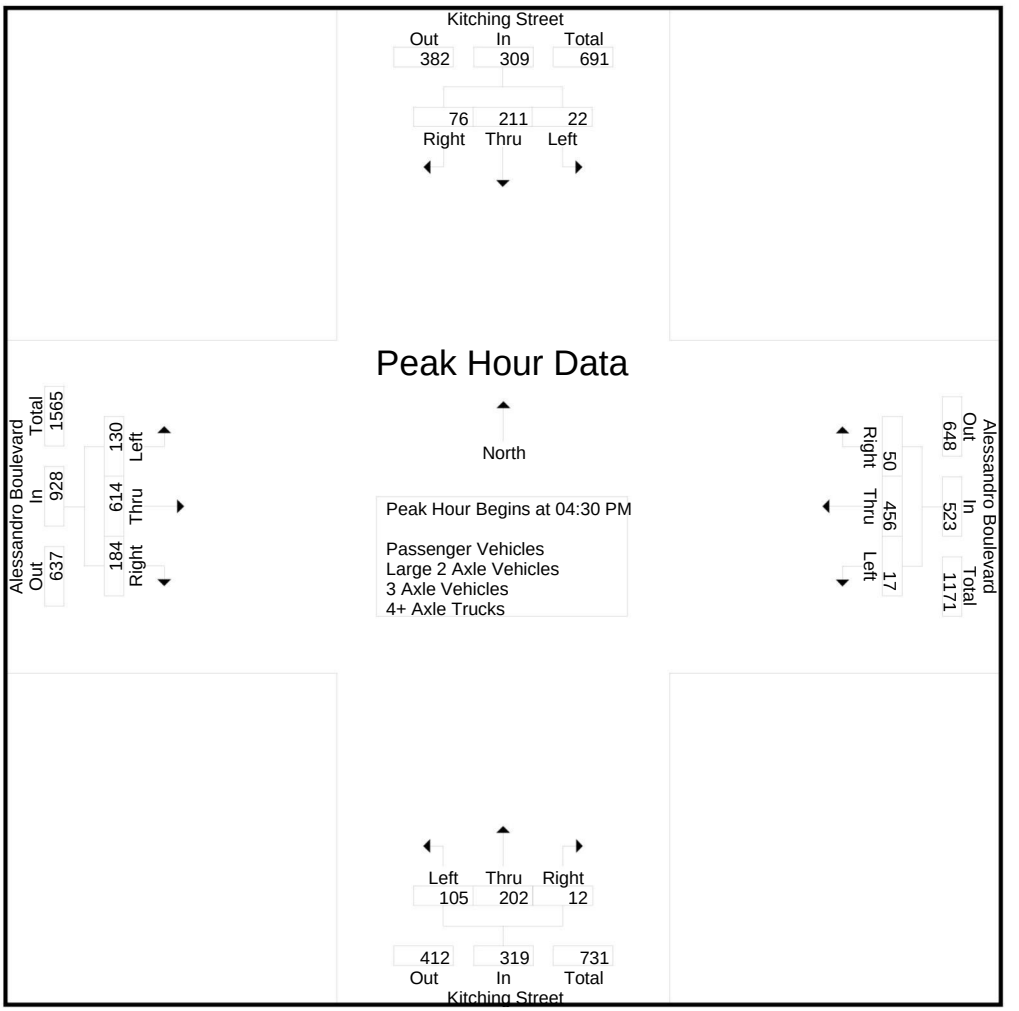
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	65	24	98	3	98	7	108	35	48	4	87	22	152	47	221	514
04:15 PM	5	55	20	80	4	105	9	118	27	51	6	84	15	139	37	191	473
04:30 PM	4	57	24	85	8	133	20	161	24	43	4	71	29	146	43	218	535
04:45 PM	7	49	19	75	3	116	10	129	26	67	2	95	31	166	42	239	538
Total	25	226	87	338	18	452	46	516	112	209	16	337	97	603	169	869	2060
05:00 PM	2	53	12	67	3	119	9	131	28	34	3	65	32	139	51	222	485
05:15 PM	9	52	21	82	3	88	11	102	27	58	3	88	38	163	48	249	521
05:30 PM	8	53	17	78	2	90	8	100	24	50	5	79	21	138	46	205	462
05:45 PM	2	48	14	64	3	105	8	116	26	42	2	70	36	158	36	230	480
Total	21	206	64	291	11	402	36	449	105	184	13	302	127	598	181	906	1948
Grand Total	46	432	151	629	29	854	82	965	217	393	29	639	224	1201	350	1775	4008
Apprch %	7.3	68.7	24		3	88.5	8.5		34	61.5	4.5		12.6	67.7	19.7		
Total %	1.1	10.8	3.8	15.7	0.7	21.3	2	24.1	5.4	9.8	0.7	15.9	5.6	30	8.7	44.3	
Passenger Vehicles	46	430	150	626	29	846	81	956	216	391	29	636	222	1187	350	1759	3977
% Passenger Vehicles	100	99.5	99.3	99.5	100	99.1	98.8	99.1	99.5	99.5	100	99.5	99.1	98.8	100	99.1	99.2
Large 2 Axle Vehicles	0	1	1	2	0	8	1	9	1	2	0	3	2	10	0	12	26
% Large 2 Axle Vehicles	0	0.2	0.7	0.3	0	0.9	1.2	0.9	0.5	0.5	0	0.5	0.9	0.8	0	0.7	0.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	5
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.1

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	4	**57**	**24**	**85**	**8**	**133**	**20**	**161**	24	43	**4**	71	29	146	43	218	535
04:45 PM	7	49	19	75	3	116	10	129	26	**67**	2	**95**	31	**166**	42	239	**538**
05:00 PM	2	53	12	67	3	119	9	131	**28**	34	3	65	32	139	**51**	222	485
05:15 PM	**9**	52	21	82	3	88	11	102	27	58	3	88	**38**	163	48	**249**	521
Total Volume	22	211	76	309	17	456	50	523	105	202	12	319	130	614	184	928	2079
% App. Total	7.1	68.3	24.6		3.3	87.2	9.6		32.9	63.3	3.8		14	66.2	19.8		
PHF	.611	.925	.792	.909	.531	.857	.625	.812	.938	.754	.750	.839	.855	.925	.902	.932	.966

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
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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				04:00 PM				04:30 PM			
+0 mins.	**9**	**65**	**24**	**98**	4	105	9	118	**35**	48	4	87	29	146	43	218
+15 mins.	5	55	20	80	**8**	**133**	**20**	**161**	27	51	**6**	84	31	**166**	42	239
+30 mins.	4	57	24	85	3	116	10	129	24	43	4	71	32	139	**51**	222
+45 mins.	7	49	19	75	3	119	9	131	26	**67**	2	**95**	**38**	163	48	**249**
Total Volume	25	226	87	338	18	473	48	539	112	209	16	337	130	614	184	928
% App. Total	7.4	66.9	25.7		3.3	87.8	8.9		33.2	62	4.7		14	66.2	19.8	
PHF	.694	.869	.906	.862	.563	.889	.600	.837	.800	.780	.667	.887	.855	.925	.902	.932

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

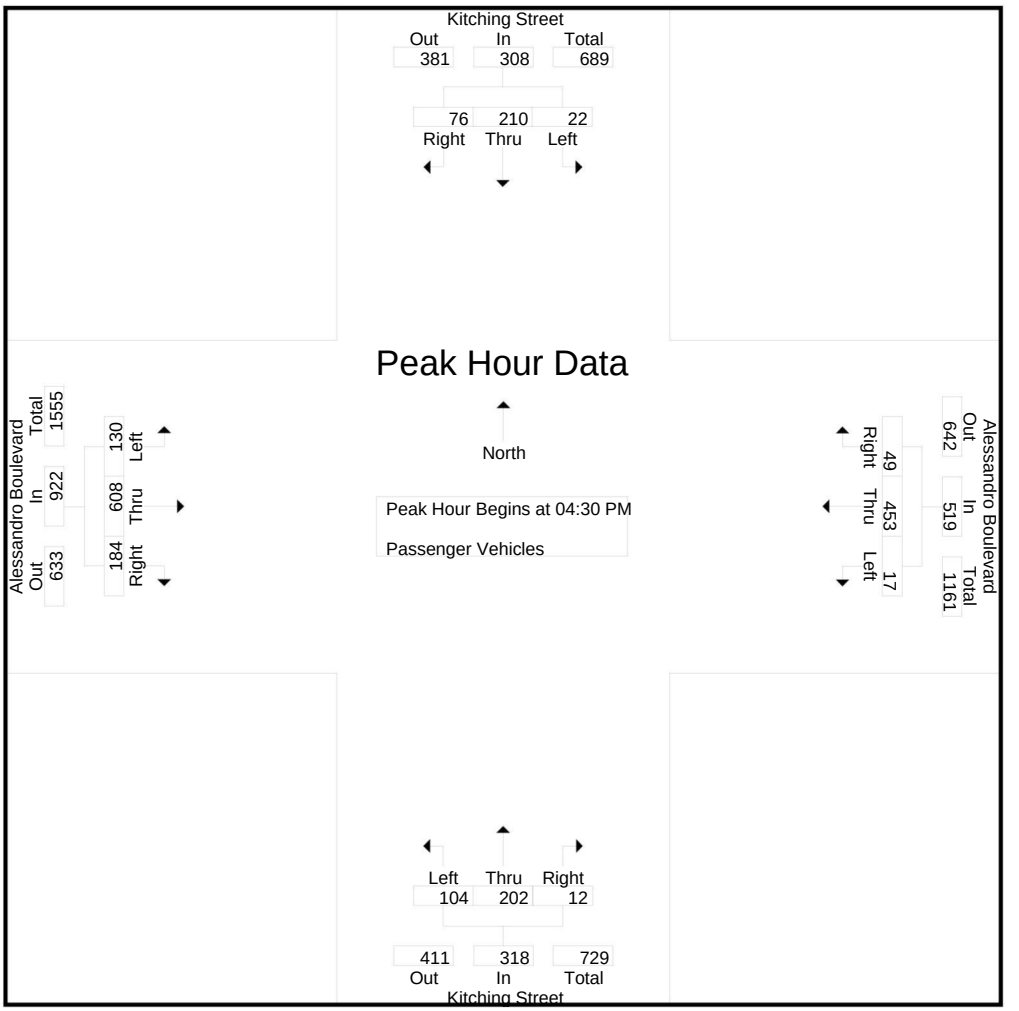
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	65	24	98	3	97	7	107	35	48	4	87	22	150	47	219	511
04:15 PM	5	54	20	79	4	103	9	116	27	50	6	83	13	139	37	189	467
04:30 PM	4	57	24	85	8	132	20	160	23	43	4	70	29	145	43	217	532
04:45 PM	7	49	19	75	3	115	10	128	26	67	2	95	31	165	42	238	536
Total	25	225	87	337	18	447	46	511	111	208	16	335	95	599	169	863	2046
05:00 PM	2	53	12	67	3	119	8	130	28	34	3	65	32	137	51	220	482
05:15 PM	9	51	21	81	3	87	11	101	27	58	3	88	38	161	48	247	517
05:30 PM	8	53	17	78	2	90	8	100	24	49	5	78	21	137	46	204	460
05:45 PM	2	48	13	63	3	103	8	114	26	42	2	70	36	153	36	225	472
Total	21	205	63	289	11	399	35	445	105	183	13	301	127	588	181	896	1931
Grand Total	46	430	150	626	29	846	81	956	216	391	29	636	222	1187	350	1759	3977
Apprch %	7.3	68.7	24		3	88.5	8.5		34	61.5	4.6		12.6	67.5	19.9		
Total %	1.2	10.8	3.8	15.7	0.7	21.3	2	24	5.4	9.8	0.7	16	5.6	29.8	8.8	44.2	

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	4	**57**	**24**	**85**	**8**	**132**	**20**	**160**	23	43	**4**	70	29	145	43	217	532
04:45 PM	7	49	19	75	3	115	10	128	26	**67**	2	**95**	31	**165**	42	238	**536**
05:00 PM	2	53	12	67	3	119	8	130	**28**	34	3	65	32	137	**51**	220	482
05:15 PM	**9**	51	21	81	3	87	11	101	27	58	3	88	**38**	161	48	**247**	517
Total Volume	22	210	76	308	17	453	49	519	104	202	12	318	130	608	184	922	2067
% App. Total	7.1	68.2	24.7		3.3	87.3	9.4		32.7	63.5	3.8		14.1	65.9	20		
PHF	.611	.921	.792	.906	.531	.858	.613	.811	.929	.754	.750	.837	.855	.921	.902	.933	.964

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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.	4	**57**	**24**	**85**	**8**	**132**	**20**	**160**	23	43	**4**	70	29	145	43	217
+15 mins.	7	49	19	75	3	115	10	128	26	**67**	2	**95**	31	**165**	42	238
+30 mins.	2	53	12	67	3	119	8	130	**28**	34	3	65	32	137	**51**	220
+45 mins.	**9**	51	21	81	3	87	11	101	27	58	3	88	**38**	161	48	**247**
Total Volume	22	210	76	308	17	453	49	519	104	202	12	318	130	608	184	922
% App. Total	7.1	68.2	24.7		3.3	87.3	9.4		32.7	63.5	3.8		14.1	65.9	20	
PHF	.611	.921	.792	.906	.531	.858	.613	.811	.929	.754	.750	.837	.855	.921	.902	.933

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

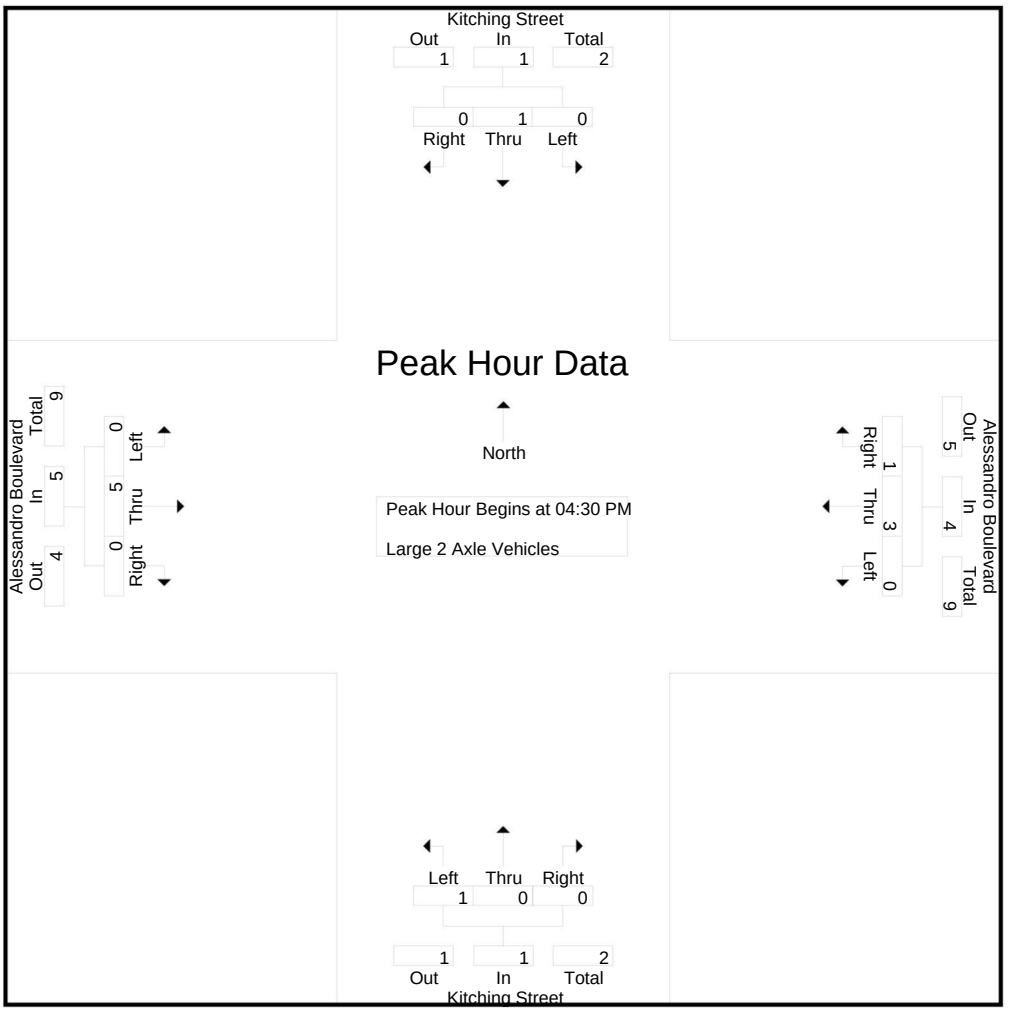
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	2	0	0	2	5
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	5	0	5	1	1	0	2	2	3	0	5	12
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
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	1	1	0	2	0	2	0	0	0	0	0	4	0	4	7
Total	0	1	1	2	0	3	1	4	0	1	0	1	0	7	0	7	14
Grand Total	0	1	1	2	0	8	1	9	1	2	0	3	2	10	0	12	26
Apprch %	0	50	50		0	88.9	11.1		33.3	66.7	0		16.7	83.3	0		
Total %	0	3.8	3.8	7.7	0	30.8	3.8	34.6	3.8	7.7	0	11.5	7.7	38.5	0	46.2	

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**4**
Total Volume	0	1	0	1	0	3	1	4	1	0	0	1	0	5	0	5	11
% App. Total	0	100	0		0	75	25		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.750	.250	1.00	.250	.000	.000	.250	.000	.625	.000	.625	.688

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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	**1**	0	**1**	**1**	0	0	**1**	0	1	0	1
+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	**1**	1	0	0	0	0	0	1	0	1
+45 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**
Total Volume	0	1	0	1	0	3	1	4	1	0	0	1	0	5	0	5
% App. Total	0	100	0		0	75	25		100	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.750	.250	1.000	.250	.000	.000	.250	.000	.625	.000	.625

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

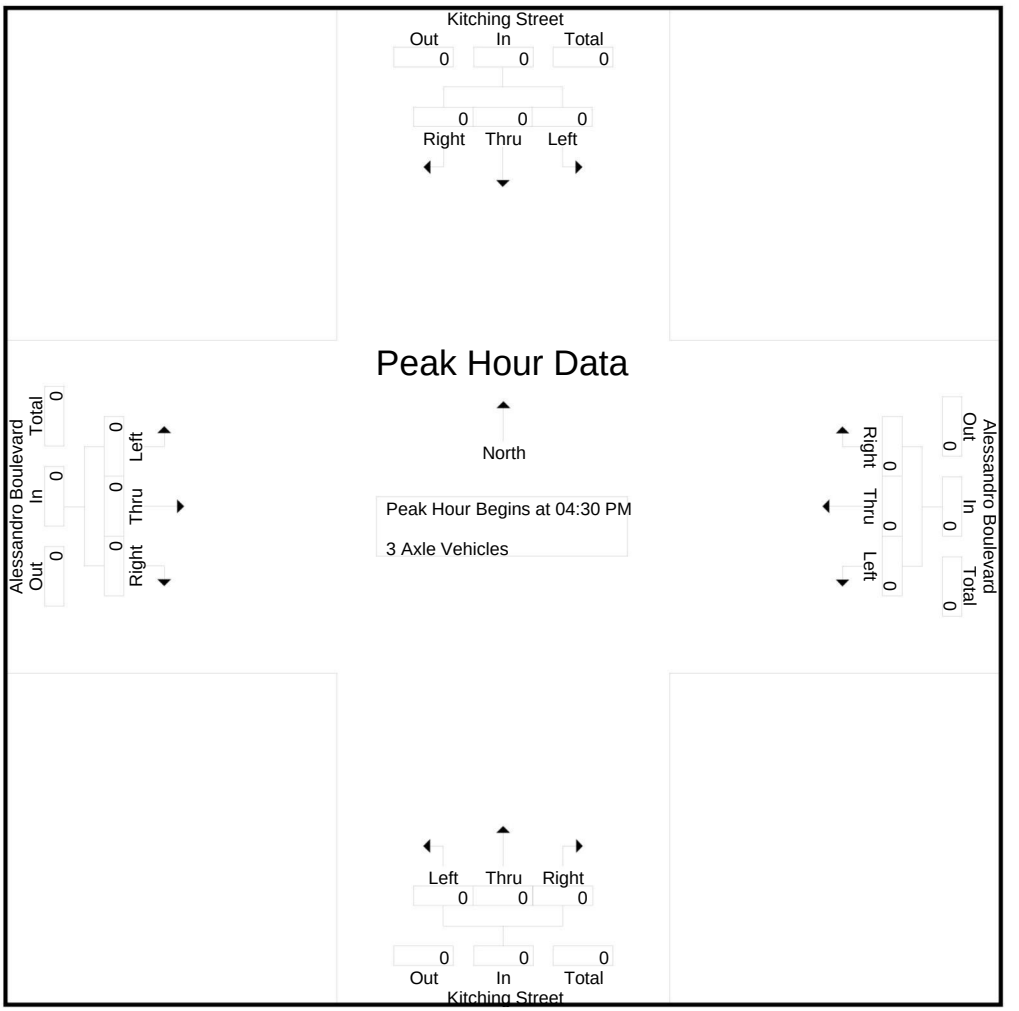
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 %																	

	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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 Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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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.	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 Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

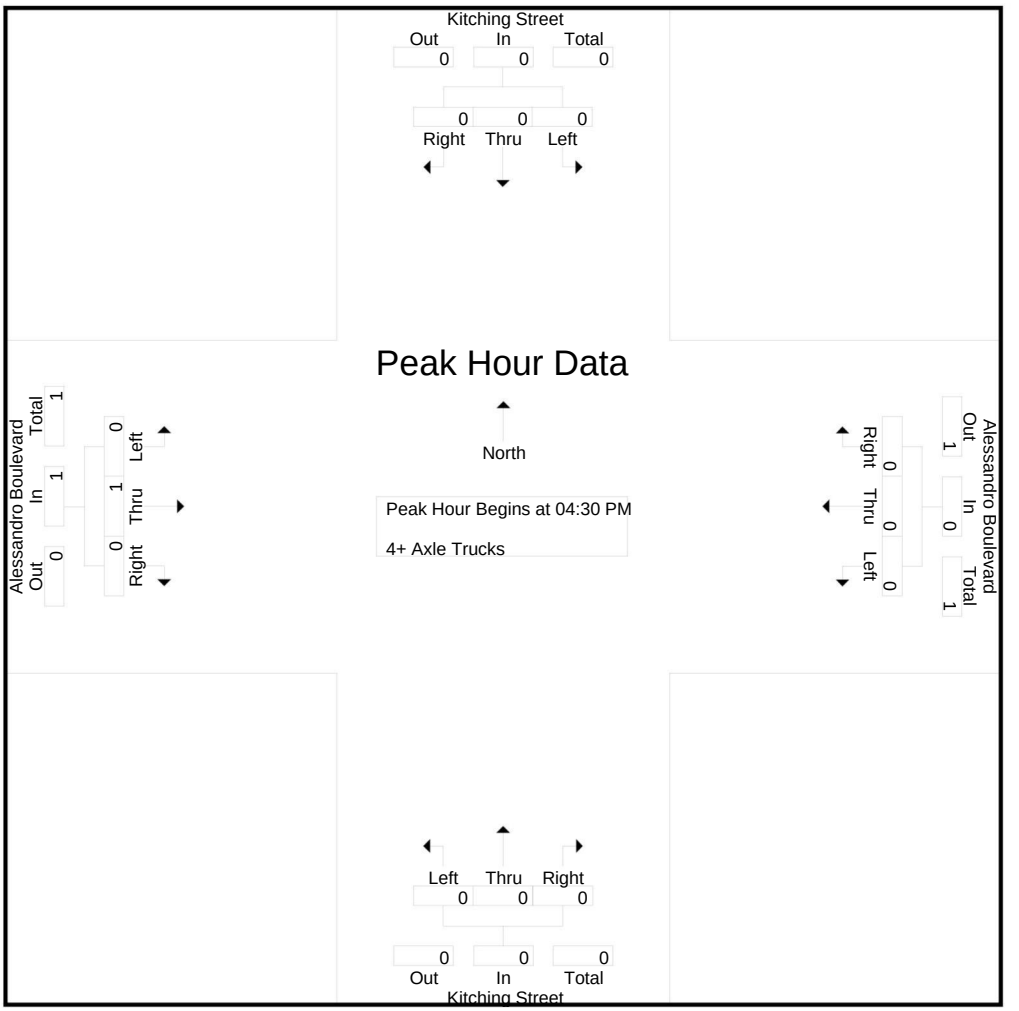
	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	0	1	2
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	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	3	0	3	3
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	5
Apprch %	0	100	0		0	0	0		0	0	0		0	100	0		
Total %	0	20	0	20	0	0	0	0	0	0	0	0	0	80	0	80	

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

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City of Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_MRV_Kit_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

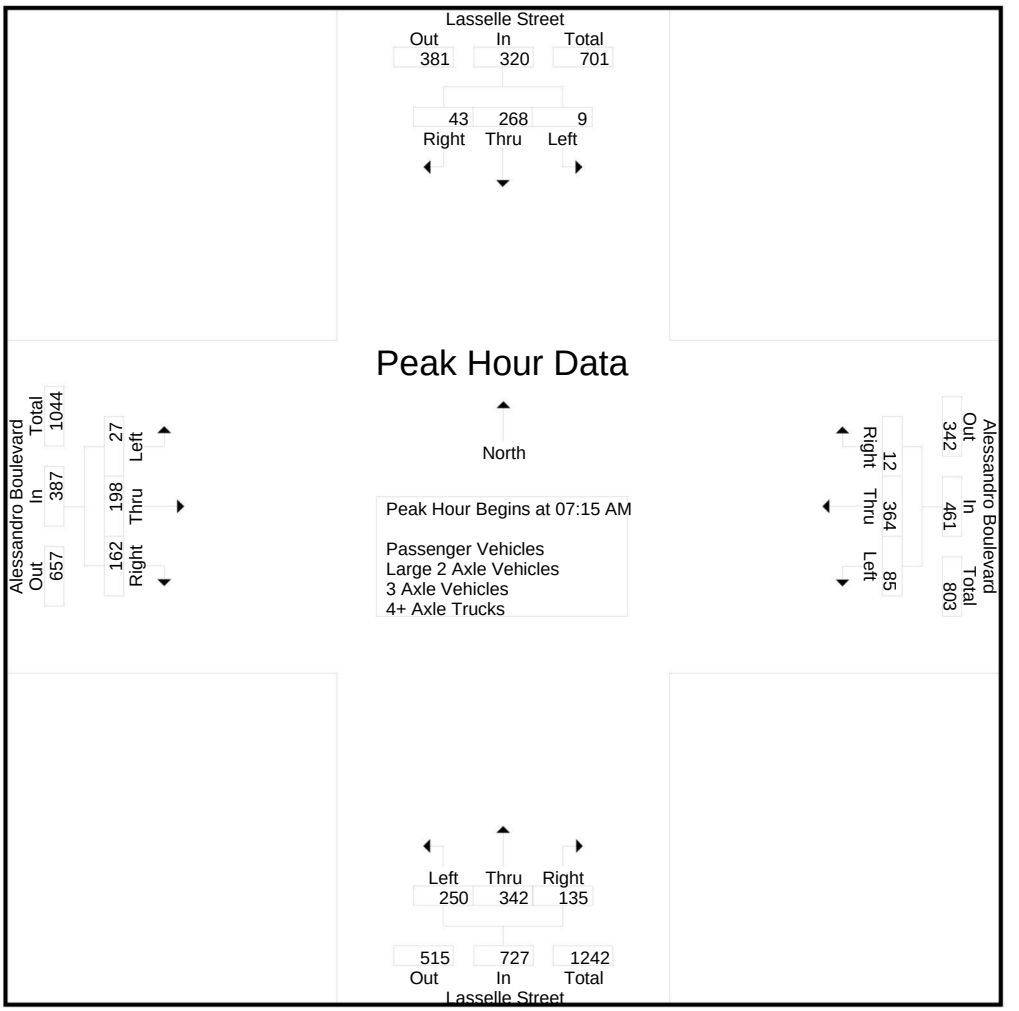
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	24	10	36	13	66	2	81	59	72	10	141	4	31	22	57	315
07:15 AM	3	50	19	72	14	84	5	103	57	90	31	178	5	49	26	80	433
07:30 AM	1	93	11	105	27	82	1	110	66	87	18	171	4	36	39	79	465
07:45 AM	0	60	5	65	21	99	5	125	66	68	38	172	12	55	51	118	480
Total	6	227	45	278	75	331	13	419	248	317	97	662	25	171	138	334	1693
08:00 AM	5	65	8	78	23	99	1	123	61	97	48	206	6	58	46	110	517
08:15 AM	2	64	8	74	19	77	1	97	49	62	38	149	8	60	35	103	423
08:30 AM	3	59	8	70	29	94	1	124	61	60	34	155	6	43	26	75	424
08:45 AM	2	43	7	52	11	65	3	79	30	54	20	104	10	34	24	68	303
Total	12	231	31	274	82	335	6	423	201	273	140	614	30	195	131	356	1667
Grand Total	18	458	76	552	157	666	19	842	449	590	237	1276	55	366	269	690	3360
Apprch %	3.3	83	13.8		18.6	79.1	2.3		35.2	46.2	18.6		8	53	39		
Total %	0.5	13.6	2.3	16.4	4.7	19.8	0.6	25.1	13.4	17.6	7.1	38	1.6	10.9	8	20.5	
Passenger Vehicles	16	445	75	536	154	638	16	808	441	583	231	1255	49	341	260	650	3249
% Passenger Vehicles	88.9	97.2	98.7	97.1	98.1	95.8	84.2	96	98.2	98.8	97.5	98.4	89.1	93.2	96.7	94.2	96.7
Large 2 Axle Vehicles	2	10	0	12	2	15	3	20	4	5	6	15	3	16	7	26	73
% Large 2 Axle Vehicles	11.1	2.2	0	2.2	1.3	2.3	15.8	2.4	0.9	0.8	2.5	1.2	5.5	4.4	2.6	3.8	2.2
3 Axle Vehicles	0	2	1	3	1	1	0	2	3	0	0	3	0	2	0	2	10
% 3 Axle Vehicles	0	0.4	1.3	0.5	0.6	0.2	0	0.2	0.7	0	0	0.2	0	0.5	0	0.3	0.3
4+ Axle Trucks	0	1	0	1	0	12	0	12	1	2	0	3	3	7	2	12	28
% 4+ Axle Trucks	0	0.2	0	0.2	0	1.8	0	1.4	0.2	0.3	0	0.2	5.5	1.9	0.7	1.7	0.8

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	50	**19**	72	14	84	**5**	103	57	90	31	178	5	49	26	80	433
07:30 AM	1	**93**	11	**105**	**27**	82	1	110	**66**	87	18	171	4	36	39	79	465
07:45 AM	0	60	5	65	21	**99**	5	**125**	66	68	38	172	**12**	55	**51**	**118**	480
08:00 AM	**5**	65	8	78	23	99	1	123	61	**97**	**48**	**206**	6	**58**	46	110	**517**
Total Volume	9	268	43	320	85	364	12	461	250	342	135	727	27	198	162	387	1895
% App. Total	2.8	83.8	13.4		18.4	79	2.6		34.4	47	18.6		7	51.2	41.9		
PHF	.450	.720	.566	.762	.787	.919	.600	.922	.947	.881	.703	.882	.563	.853	.794	.820	.916

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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				07:45 AM				07:15 AM				07:30 AM			
+0 mins.	1	**93**	**11**	**105**	21	**99**	**5**	**125**	57	90	31	178	4	36	39	79
+15 mins.	0	60	5	65	23	99	1	123	**66**	87	18	171	**12**	55	**51**	**118**
+30 mins.	**5**	65	8	78	19	77	1	97	66	68	38	172	6	58	46	110
+45 mins.	2	64	8	74	**29**	94	1	124	61	**97**	**48**	**206**	8	**60**	35	103
Total Volume	8	282	32	322	92	369	8	469	250	342	135	727	30	209	171	410
% App. Total	2.5	87.6	9.9		19.6	78.7	1.7		34.4	47	18.6		7.3	51	41.7	
PHF	.400	.758	.727	.767	.793	.932	.400	.938	.947	.881	.703	.882	.625	.871	.838	.869

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

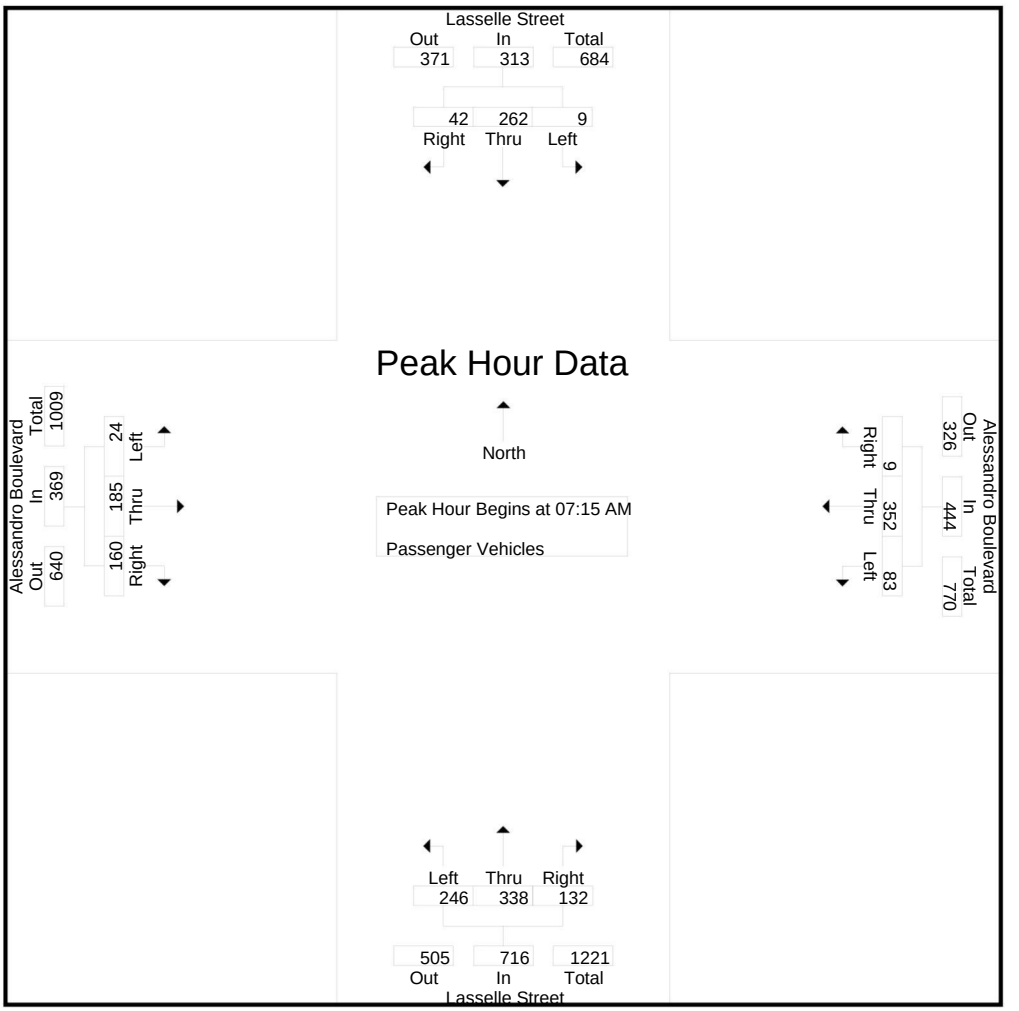
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	22	10	34	13	63	2	78	59	71	10	140	3	29	20	52	304
07:15 AM	3	48	19	70	13	81	4	98	57	90	29	176	4	44	25	73	417
07:30 AM	1	92	10	103	27	80	1	108	64	85	18	167	4	33	39	76	454
07:45 AM	0	59	5	64	20	95	3	118	65	67	37	169	10	51	50	111	462
Total	6	221	44	271	73	319	10	402	245	313	94	652	21	157	134	312	1637
08:00 AM	5	63	8	76	23	96	1	120	60	96	48	204	6	57	46	109	509
08:15 AM	1	60	8	69	19	71	1	91	47	62	36	145	7	54	33	94	399
08:30 AM	2	58	8	68	28	89	1	118	60	58	34	152	6	40	23	69	407
08:45 AM	2	43	7	52	11	63	3	77	29	54	19	102	9	33	24	66	297
Total	10	224	31	265	81	319	6	406	196	270	137	603	28	184	126	338	1612
Grand Total	16	445	75	536	154	638	16	808	441	583	231	1255	49	341	260	650	3249
Apprch %	3	83	14		19.1	79	2		35.1	46.5	18.4		7.5	52.5	40		
Total %	0.5	13.7	2.3	16.5	4.7	19.6	0.5	24.9	13.6	17.9	7.1	38.6	1.5	10.5	8	20	

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	48	**19**	70	13	81	**4**	98	57	90	29	176	4	44	25	73	417
07:30 AM	1	**92**	10	**103**	**27**	80	1	108	64	85	18	167	4	33	39	76	454
07:45 AM	0	59	5	64	20	95	3	118	**65**	67	37	169	**10**	51	**50**	**111**	462
08:00 AM	**5**	63	8	76	23	**96**	1	**120**	60	**96**	**48**	**204**	6	**57**	46	109	**509**
Total Volume	9	262	42	313	83	352	9	444	246	338	132	716	24	185	160	369	1842
% App. Total	2.9	83.7	13.4		18.7	79.3	2		34.4	47.2	18.4		6.5	50.1	43.4		
PHF	.450	.712	.553	.760	.769	.917	.563	.925	.946	.880	.688	.877	.600	.811	.800	.831	.905

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	48	**19**	70	13	81	**4**	98	57	90	29	176	4	44	25	73
+15 mins.	1	**92**	10	**103**	**27**	80	1	108	64	85	18	167	4	33	39	76
+30 mins.	0	59	5	64	20	95	3	118	**65**	67	37	169	**10**	51	**50**	**111**
+45 mins.	**5**	63	8	76	23	**96**	1	**120**	60	**96**	**48**	**204**	6	**57**	46	109
Total Volume	9	262	42	313	83	352	9	444	246	338	132	716	24	185	160	369
% App. Total	2.9	83.7	13.4		18.7	79.3	2		34.4	47.2	18.4		6.5	50.1	43.4	
PHF	.450	.712	.553	.760	.769	.917	.563	.925	.946	.880	.688	.877	.600	.811	.800	.831

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

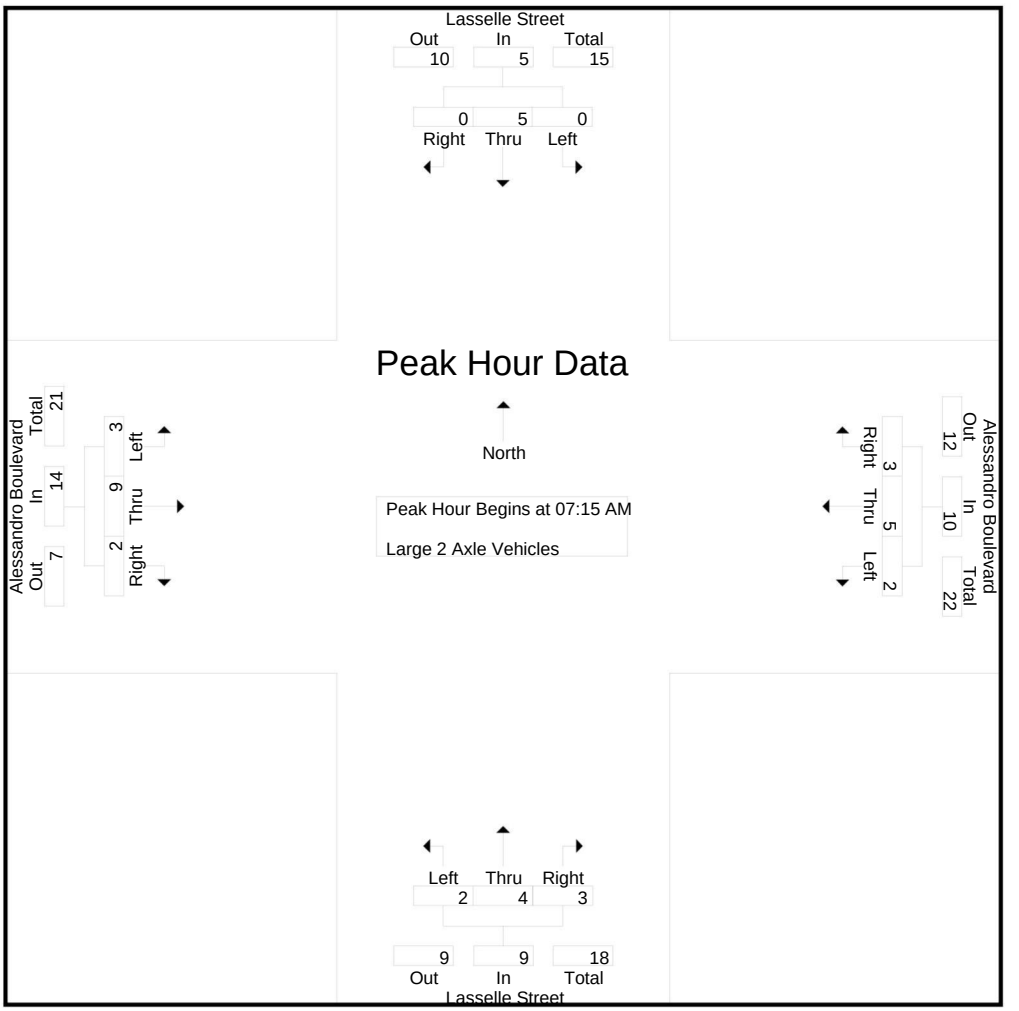
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	1	3	5
07:15 AM	0	2	0	2	1	1	1	3	0	0	2	2	1	3	1	5	12
07:30 AM	0	1	0	1	0	0	0	0	1	2	0	3	0	1	0	1	5
07:45 AM	0	0	0	0	1	3	2	6	0	1	1	2	2	4	1	7	15
Total	0	4	0	4	2	5	3	10	1	3	3	7	3	10	3	16	37
08:00 AM	0	2	0	2	0	1	0	1	1	1	0	2	0	1	0	1	6
08:15 AM	1	3	0	4	0	4	0	4	1	0	2	3	0	5	2	7	18
08:30 AM	1	1	0	2	0	3	0	3	0	1	0	1	0	0	2	2	8
08:45 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	0	0	0	4
Total	2	6	0	8	0	10	0	10	3	2	3	8	0	6	4	10	36
Grand Total	2	10	0	12	2	15	3	20	4	5	6	15	3	16	7	26	73
Apprch %	16.7	83.3	0		10	75	15		26.7	33.3	40		11.5	61.5	26.9		
Total %	2.7	13.7	0	16.4	2.7	20.5	4.1	27.4	5.5	6.8	8.2	20.5	4.1	21.9	9.6	35.6	

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	**1**	1	1	3	0	0	**2**	2	1	3	**1**	5	12
07:30 AM	0	1	0	1	0	0	0	0	**1**	**2**	0	**3**	0	1	0	1	5
07:45 AM	0	0	0	0	1	**3**	**2**	**6**	0	1	1	2	**2**	**4**	1	**7**	**15**
08:00 AM	0	2	0	2	0	1	0	1	1	1	0	2	0	1	0	1	6
Total Volume	0	5	0	5	2	5	3	10	2	4	3	9	3	9	2	14	38
% App. Total	0	100	0		20	50	30		22.2	44.4	33.3		21.4	64.3	14.3		
PHF	.000	.625	.000	.625	.500	.417	.375	.417	.500	.500	.375	.750	.375	.563	.500	.500	.633

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	**1**	1	1	3	0	0	**2**	2	1	3	**1**	5
+15 mins.	0	1	0	1	0	0	0	0	**1**	**2**	0	**3**	0	1	0	1
+30 mins.	0	0	0	0	1	**3**	**2**	**6**	0	1	1	2	**2**	**4**	1	**7**
+45 mins.	0	2	0	2	0	1	0	1	1	1	0	2	0	1	0	1
Total Volume	0	5	0	5	2	5	3	10	2	4	3	9	3	9	2	14
% App. Total	0	100	0		20	50	30		22.2	44.4	33.3		21.4	64.3	14.3	
PHF	.000	.625	.000	.625	.500	.417	.375	.417	.500	.500	.375	.750	.375	.563	.500	.500

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

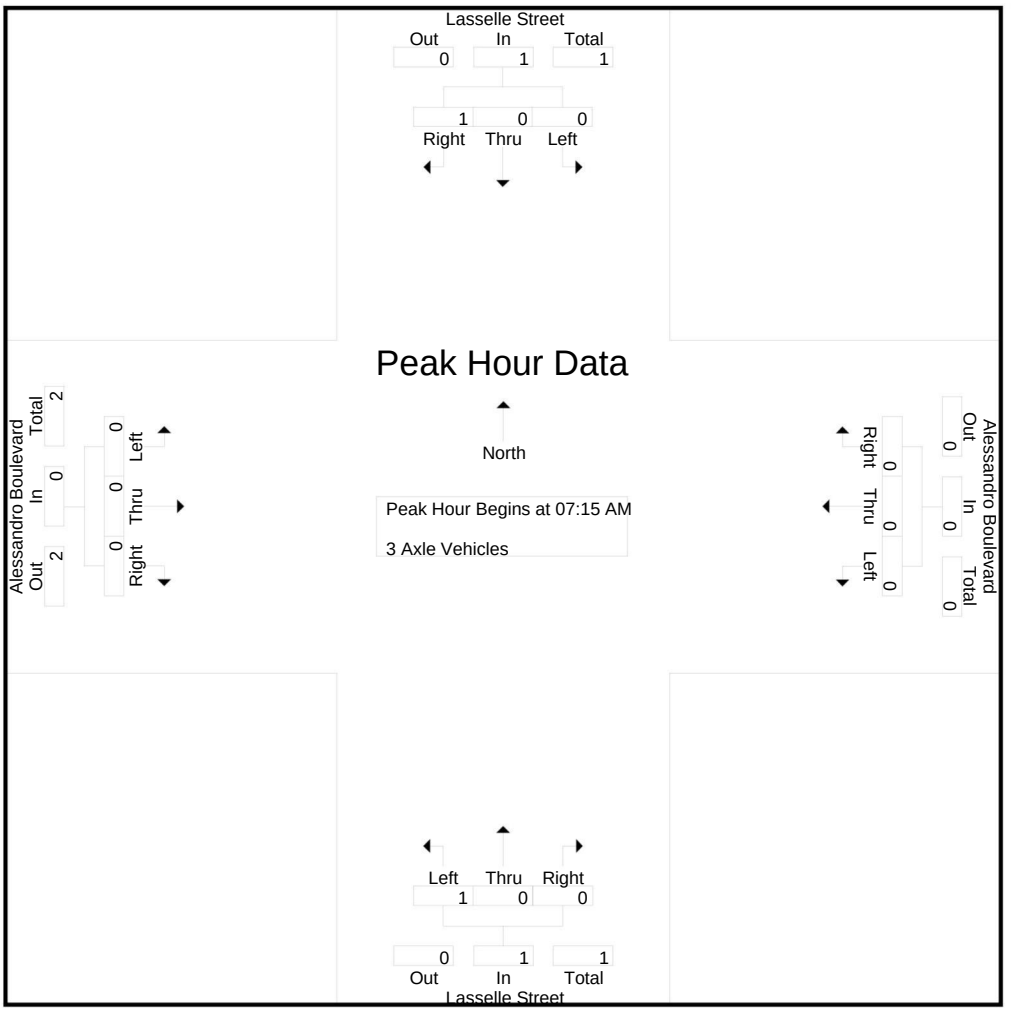
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	1	0	1	1	0	0	1	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	2	0	0	2	0	2	0	2	6
Grand Total	0	2	1	3	1	1	0	2	3	0	0	3	0	2	0	2	10
Apprch %	0	66.7	33.3		50	50	0		100	0	0		0	100	0		
Total %	0	20	10	30	10	10	0	20	30	0	0	30	0	20	0	20	

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

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



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

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

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

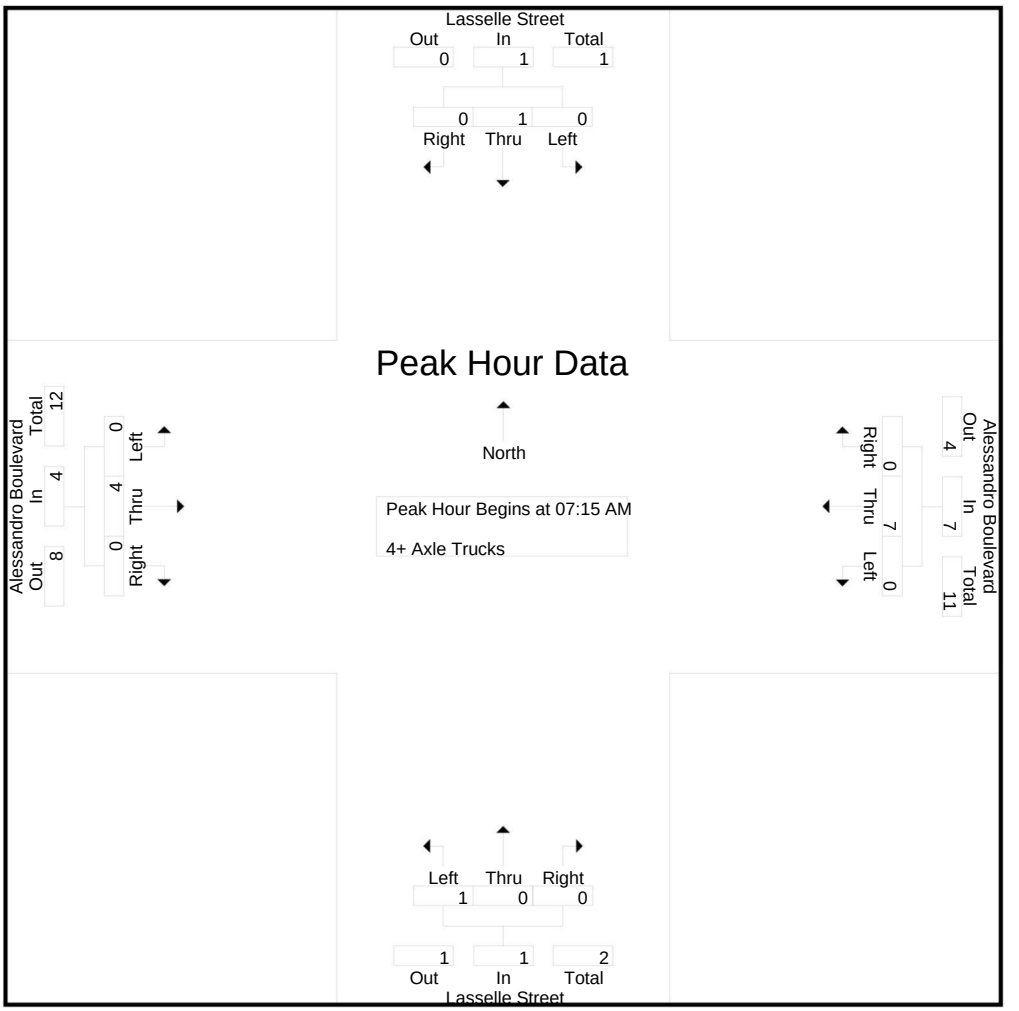
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	1	0	1	2	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	1	0	1	0	1	0	1	1	0	0	1	0	0	0	0	3
Total	0	1	0	1	0	6	0	6	1	1	0	2	1	4	1	6	15
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
08:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	1	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	6	0	6	0	1	0	1	2	3	1	6	13
Grand Total	0	1	0	1	0	12	0	12	1	2	0	3	3	7	2	12	28
Apprch %	0	100	0		0	100	0		33.3	66.7	0		25	58.3	16.7		
Total %	0	3.6	0	3.6	0	42.9	0	42.9	3.6	7.1	0	10.7	10.7	25	7.1	42.9	

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	**4**
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	**1**	0	**1**	0	1	0	1	**1**	0	0	**1**	0	0	0	0	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	0	7	0	7	1	0	0	1	0	4	0	4	13
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.875	.000	.875	.250	.000	.000	.250	.000	.500	.000	.500	.813

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	**1**	0	**1**	0	1	0	1	**1**	0	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	7	0	7	1	0	0	1	0	4	0	4
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.875	.000	.875	.250	.000	.000	.250	.000	.500	.000	.500

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City of Moreno Valley
N/S: Lasselle Street
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Weather: Clear

File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

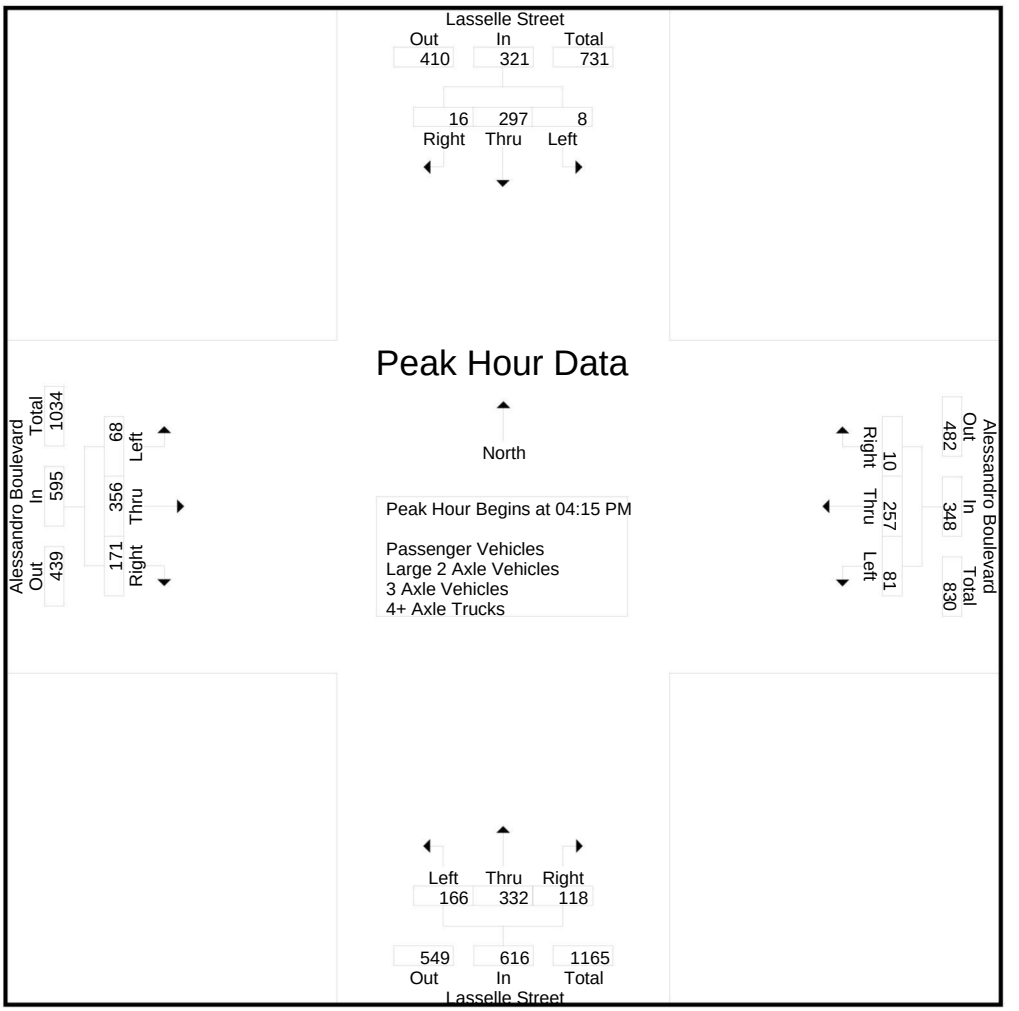
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	70	5	79	14	51	3	68	47	85	21	153	9	74	43	126	426
04:15 PM	2	75	7	84	25	55	3	83	49	71	25	145	19	97	37	153	465
04:30 PM	1	76	4	81	13	77	2	92	40	83	31	154	13	91	41	145	472
04:45 PM	3	64	2	69	19	74	2	95	45	84	31	160	19	88	58	165	489
Total	10	285	18	313	71	257	10	338	181	323	108	612	60	350	179	589	1852
05:00 PM	2	82	3	87	24	51	3	78	32	94	31	157	17	80	35	132	454
05:15 PM	4	61	8	73	13	49	6	68	33	74	22	129	8	103	66	177	447
05:30 PM	1	70	8	79	21	48	4	73	31	73	26	130	9	86	48	143	425
05:45 PM	0	77	5	82	9	59	3	71	39	59	19	117	13	83	46	142	412
Total	7	290	24	321	67	207	16	290	135	300	98	533	47	352	195	594	1738
Grand Total	17	575	42	634	138	464	26	628	316	623	206	1145	107	702	374	1183	3590
Apprch %	2.7	90.7	6.6		22	73.9	4.1		27.6	54.4	18		9	59.3	31.6		
Total %	0.5	16	1.2	17.7	3.8	12.9	0.7	17.5	8.8	17.4	5.7	31.9	3	19.6	10.4	33	
Passenger Vehicles	17	573	42	632	137	457	26	620	312	621	202	1135	106	692	370	1168	3555
% Passenger Vehicles	100	99.7	100	99.7	99.3	98.5	100	98.7	98.7	99.7	98.1	99.1	99.1	98.6	98.9	98.7	99
Large 2 Axle Vehicles	0	1	0	1	0	7	0	7	3	1	3	7	1	6	4	11	26
% Large 2 Axle Vehicles	0	0.2	0	0.2	0	1.5	0	1.1	0.9	0.2	1.5	0.6	0.9	0.9	1.1	0.9	0.7
3 Axle Vehicles	0	0	0	0	1	0	0	1	1	1	0	2	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0.7	0	0	0.2	0.3	0.2	0	0.2	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	1	1	0	3	0	3	5
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0	0.5	0.1	0	0.4	0	0.3	0.1

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	75	**7**	84	**25**	55	**3**	83	**49**	71	25	145	**19**	**97**	37	153	465
04:30 PM	1	76	4	81	13	**77**	2	92	40	83	**31**	154	13	91	41	145	472
04:45 PM	**3**	64	2	69	19	74	2	**95**	45	84	31	**160**	19	88	**58**	**165**	**489**
05:00 PM	2	**82**	3	**87**	24	51	3	78	32	**94**	31	157	17	80	35	132	454
Total Volume	8	297	16	321	81	257	10	348	166	332	118	616	68	356	171	595	1880
% App. Total	2.5	92.5	5		23.3	73.9	2.9		26.9	53.9	19.2		11.4	59.8	28.7		
PHF	.667	.905	.571	.922	.810	.834	.833	.916	.847	.883	.952	.963	.895	.918	.737	.902	.961

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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:

	04:15 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	2	75	**7**	84	**25**	55	**3**	83	**49**	71	25	145	13	91	41	145
+15 mins.	1	76	4	81	13	**77**	2	92	40	83	**31**	154	**19**	88	58	165
+30 mins.	**3**	64	2	69	19	74	2	**95**	45	84	31	**160**	17	80	35	132
+45 mins.	2	**82**	3	**87**	24	51	3	78	32	**94**	31	157	8	**103**	**66**	**177**
Total Volume	8	297	16	321	81	257	10	348	166	332	118	616	57	362	200	619
% App. Total	2.5	92.5	5		23.3	73.9	2.9		26.9	53.9	19.2		9.2	58.5	32.3	
PHF	.667	.905	.571	.922	.810	.834	.833	.916	.847	.883	.952	.963	.750	.879	.758	.874

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City of Moreno Valley
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File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

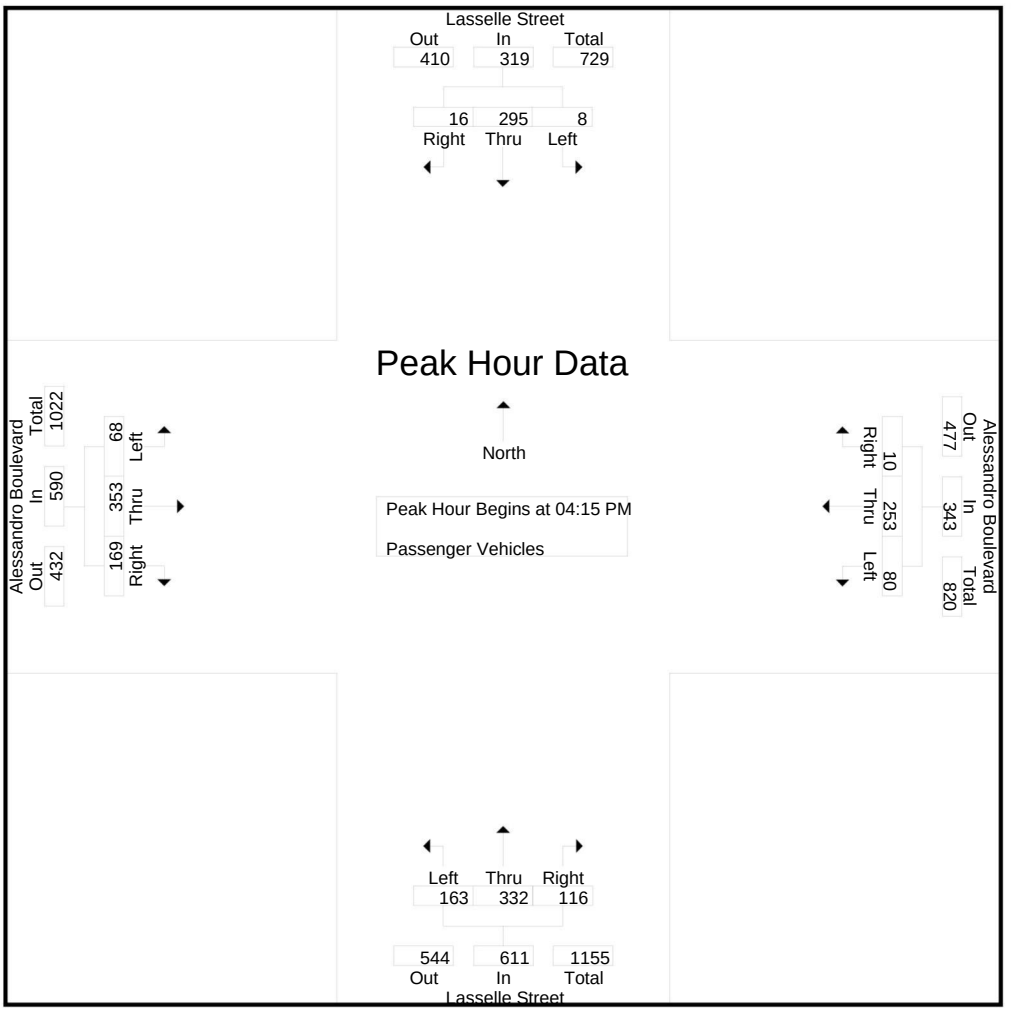
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	70	5	79	14	50	3	67	47	83	19	149	9	72	43	124	419
04:15 PM	2	75	7	84	25	54	3	82	46	71	24	141	19	97	35	151	458
04:30 PM	1	74	4	79	13	76	2	91	40	83	31	154	13	91	41	145	469
04:45 PM	3	64	2	69	18	73	2	93	45	84	30	159	19	86	58	163	484
Total	10	283	18	311	70	253	10	333	178	321	104	603	60	346	177	583	1830
05:00 PM	2	82	3	87	24	50	3	77	32	94	31	157	17	79	35	131	452
05:15 PM	4	61	8	73	13	48	6	67	33	74	22	129	7	102	65	174	443
05:30 PM	1	70	8	79	21	48	4	73	31	73	26	130	9	86	48	143	425
05:45 PM	0	77	5	82	9	58	3	70	38	59	19	116	13	79	45	137	405
Total	7	290	24	321	67	204	16	287	134	300	98	532	46	346	193	585	1725
Grand Total	17	573	42	632	137	457	26	620	312	621	202	1135	106	692	370	1168	3555
Apprch %	2.7	90.7	6.6		22.1	73.7	4.2		27.5	54.7	17.8		9.1	59.2	31.7		
Total %	0.5	16.1	1.2	17.8	3.9	12.9	0.7	17.4	8.8	17.5	5.7	31.9	3	19.5	10.4	32.9	

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	75	**7**	84	**25**	54	**3**	82	**46**	71	24	141	**19**	**97**	35	151	458
04:30 PM	1	74	4	79	13	**76**	2	91	40	83	**31**	154	13	91	41	145	469
04:45 PM	**3**	64	2	69	18	73	2	**93**	45	84	30	**159**	19	86	**58**	**163**	**484**
05:00 PM	2	**82**	3	**87**	24	50	3	77	32	**94**	31	157	17	79	35	131	452
Total Volume	8	295	16	319	80	253	10	343	163	332	116	611	68	353	169	590	1863
% App. Total	2.5	92.5	5		23.3	73.8	2.9		26.7	54.3	19		11.5	59.8	28.6		
PHF	.667	.899	.571	.917	.800	.832	.833	.922	.886	.883	.935	.961	.895	.910	.728	.905	.962

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	75	**7**	84	**25**	54	**3**	82	**46**	71	24	141	**19**	**97**	35	151
+15 mins.	1	74	4	79	13	**76**	2	91	40	83	**31**	154	13	91	41	145
+30 mins.	**3**	64	2	69	18	73	2	**93**	45	84	30	**159**	19	86	**58**	**163**
+45 mins.	2	**82**	3	**87**	24	50	3	77	32	**94**	31	157	17	79	35	131
Total Volume	8	295	16	319	80	253	10	343	163	332	116	611	68	353	169	590
% App. Total	2.5	92.5	5		23.3	73.8	2.9		26.7	54.3	19		11.5	59.8	28.6	
PHF	.667	.899	.571	.917	.800	.832	.833	.922	.886	.883	.935	.961	.895	.910	.728	.905

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City of Moreno Valley
N/S: Lasselle Street
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Weather: Clear

File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

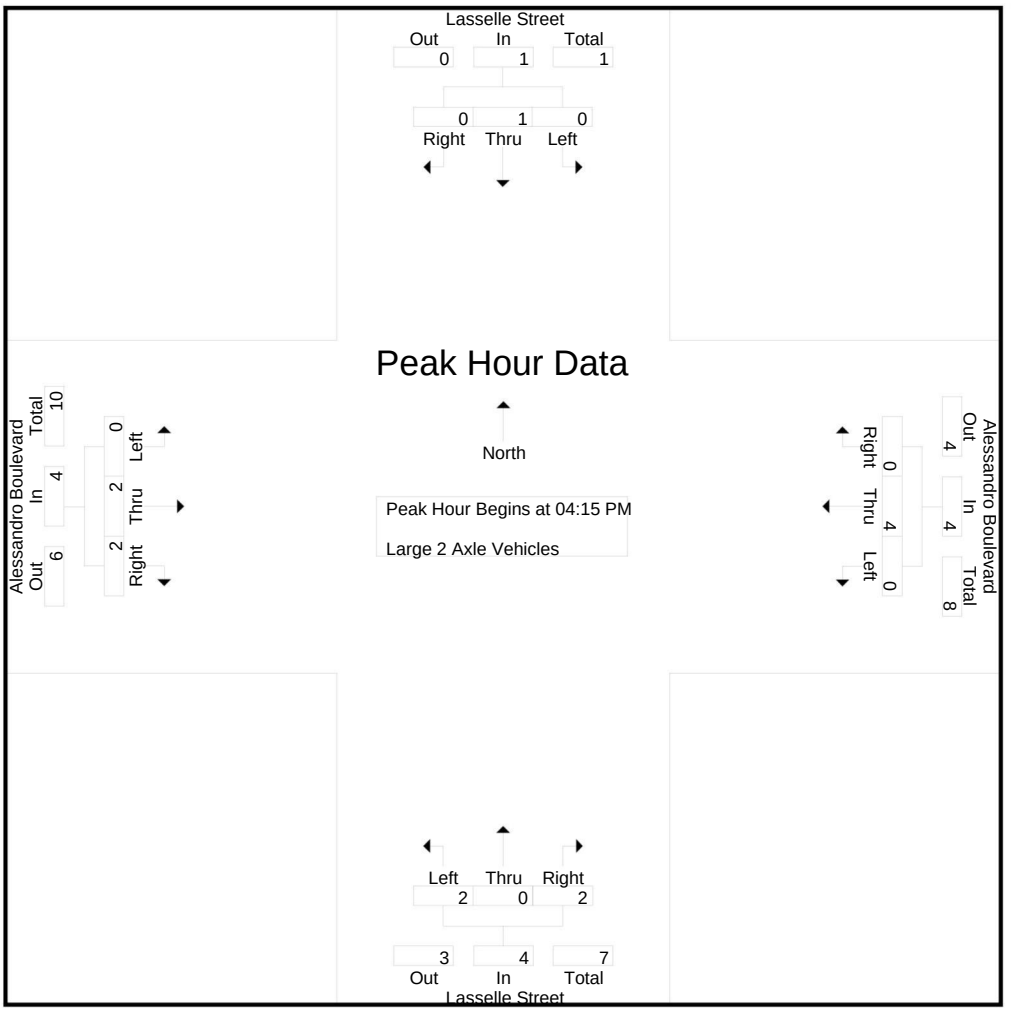
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
04:15 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	0	2	2	6
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
Total	0	1	0	1	0	4	0	4	2	1	3	6	0	3	2	5	16
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	3	1	4	6
Total	0	0	0	0	0	3	0	3	1	0	0	1	1	3	2	6	10
Grand Total	0	1	0	1	0	7	0	7	3	1	3	7	1	6	4	11	26
Apprch %	0	100	0		0	100	0		42.9	14.3	42.9		9.1	54.5	36.4		
Total %	0	3.8	0	3.8	0	26.9	0	26.9	11.5	3.8	11.5	26.9	3.8	23.1	15.4	42.3	

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	**2**	0	**1**	**3**	0	0	**2**	**2**	**6**
04:30 PM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	**2**	0	2	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	4	0	4	2	0	2	4	0	2	2	4	13
% App. Total	0	100	0		0	100	0		50	0	50		0	50	50		
PHF	.000	.250	.000	.250	.000	1.00	.000	1.00	.250	.000	.500	.333	.000	.250	.250	.500	.542

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City of Moreno Valley
N/S: Lasselle Street
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Weather: Clear

File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	**2**	0	**1**	**3**	0	0	**2**	**2**
+15 mins.	0	**1**	0	**1**	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	**2**	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	4	0	4	2	0	2	4	0	2	2	4
% App. Total	0	100	0		0	100	0		50	0	50		0	50	50	
PHF	.000	.250	.000	.250	.000	1.000	.000	1.000	.250	.000	.500	.333	.000	.250	.250	.500

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City of Moreno Valley
N/S: Lasselle Street
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File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- 3 Axle Vehicles

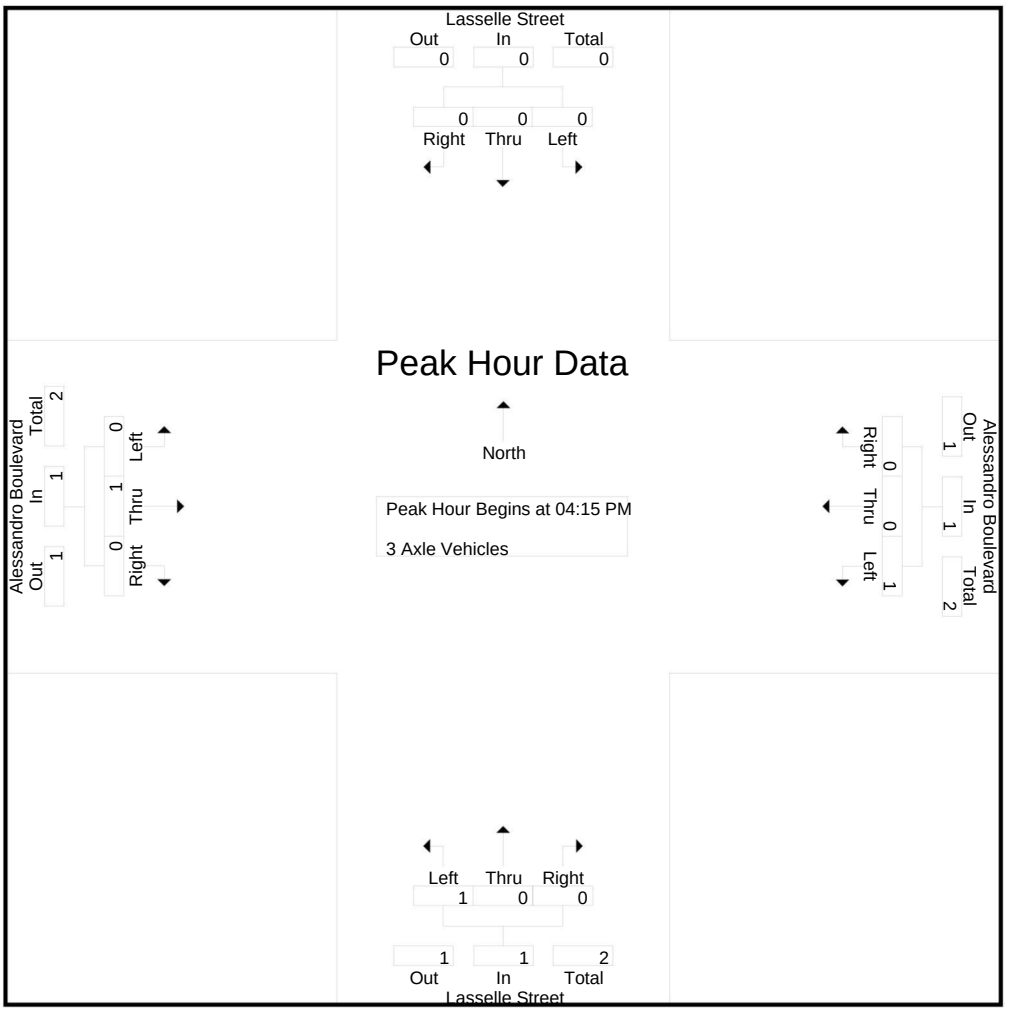
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	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	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	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	1	0	0	1	1	1	0	2	0	1	0	1	4
Apprch %	0	0	0		100	0	0		50	50	0		0	100	0		
Total %	0	0	0	0	25	0	0	25	25	25	0	50	0	25	0	25	

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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	**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	**1**	0	**1**	1
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	3
% App. Total	0	0	0		100	0	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.750

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City of Moreno Valley
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File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

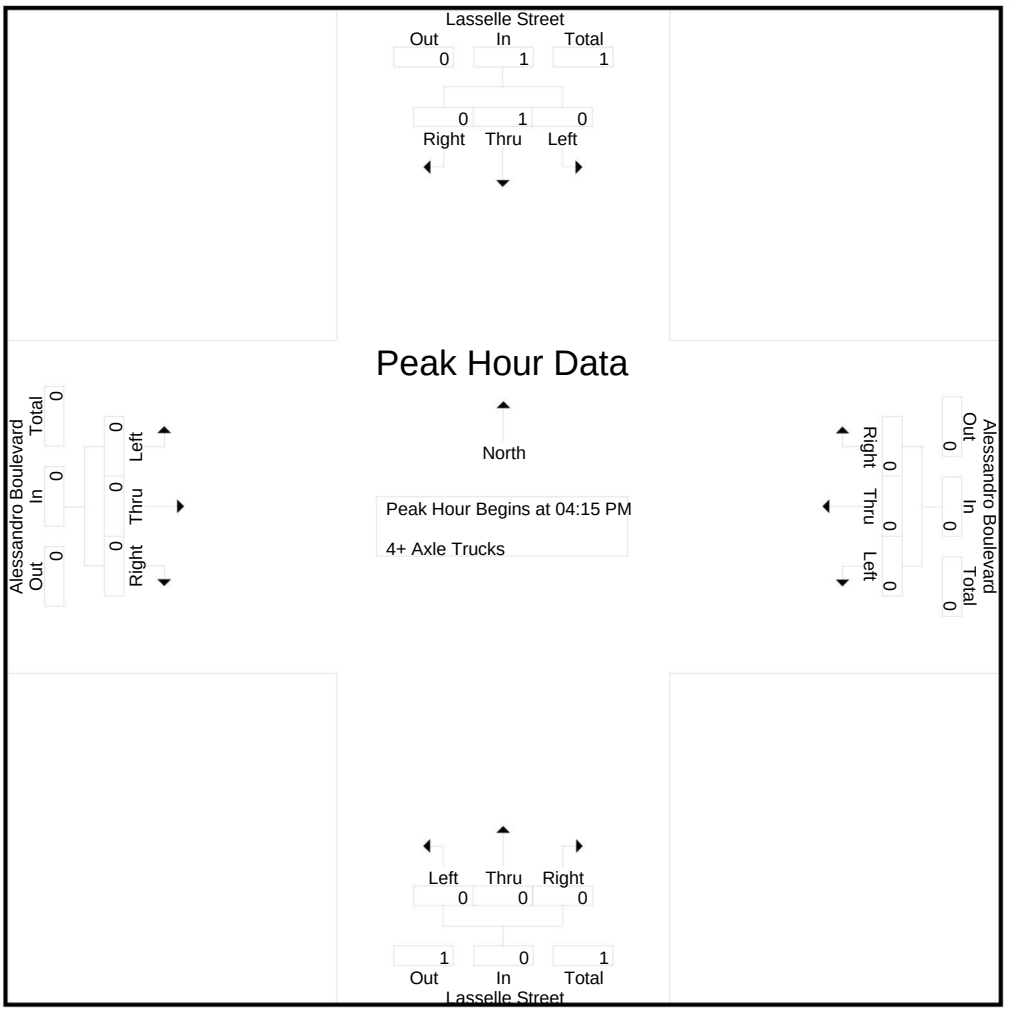
	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
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	0	0	0	0	0	1	1	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	1	0	1	0	0	0	0	0	0	1	1	0	3	0	3	5
Apprch %	0	100	0		0	0	0		0	0	100		0	100	0		
Total %	0	20	0	20	0	0	0	0	0	0	20	20	0	60	0	60	

	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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
05:00 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 Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 03_MRV_Las_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 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

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

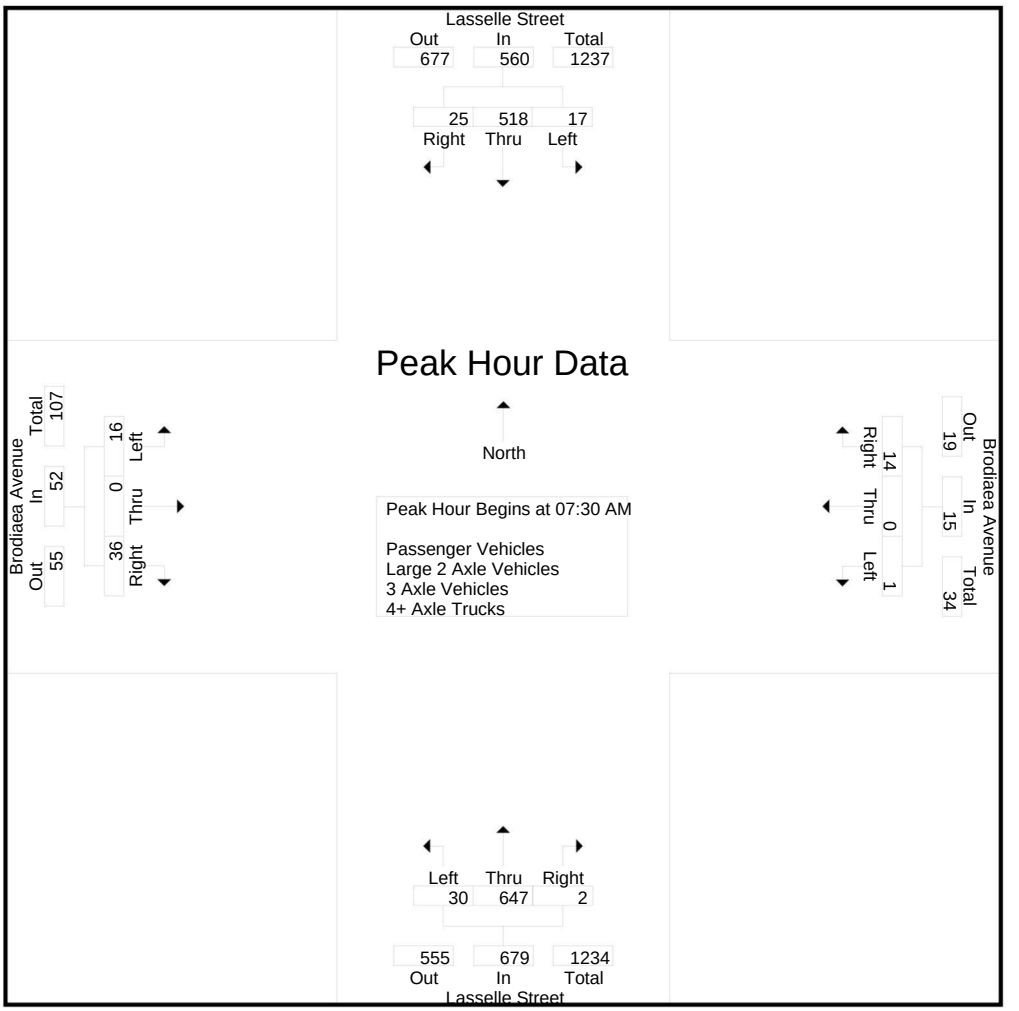
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	50	0	62	0	0	6	6	7	135	3	145	3	0	1	4	217
07:15 AM	5	77	3	85	1	0	7	8	8	167	1	176	2	1	8	11	280
07:30 AM	2	149	8	159	0	0	3	3	14	146	1	161	5	0	10	15	338
07:45 AM	9	118	5	132	1	0	2	3	6	172	0	178	3	0	6	9	322
Total	28	394	16	438	2	0	18	20	35	620	5	660	13	1	25	39	1157
08:00 AM	3	132	6	141	0	0	5	5	6	188	0	194	6	0	10	16	356
08:15 AM	3	119	6	128	0	0	4	4	4	141	1	146	2	0	10	12	290
08:30 AM	6	102	3	111	1	0	5	6	5	140	0	145	1	0	2	3	265
08:45 AM	4	76	1	81	3	0	3	6	3	94	3	100	2	0	6	8	195
Total	16	429	16	461	4	0	17	21	18	563	4	585	11	0	28	39	1106
Grand Total	44	823	32	899	6	0	35	41	53	1183	9	1245	24	1	53	78	2263
Apprch %	4.9	91.5	3.6		14.6	0	85.4		4.3	95	0.7		30.8	1.3	67.9		
Total %	1.9	36.4	1.4	39.7	0.3	0	1.5	1.8	2.3	52.3	0.4	55	1.1	0	2.3	3.4	
Passenger Vehicles	31	802	32	865	6	0	19	25	52	1175	5	1232	24	1	51	76	2198
% Passenger Vehicles	70.5	97.4	100	96.2	100	0	54.3	61	98.1	99.3	55.6	99	100	100	96.2	97.4	97.1
Large 2 Axle Vehicles	11	14	0	25	0	0	12	12	1	7	1	9	0	0	2	2	48
% Large 2 Axle Vehicles	25	1.7	0	2.8	0	0	34.3	29.3	1.9	0.6	11.1	0.7	0	0	3.8	2.6	2.1
3 Axle Vehicles	1	3	0	4	0	0	3	3	0	0	2	2	0	0	0	0	9
% 3 Axle Vehicles	2.3	0.4	0	0.4	0	0	8.6	7.3	0	0	22.2	0.2	0	0	0	0	0.4
4+ Axle Trucks	1	4	0	5	0	0	1	1	0	1	1	2	0	0	0	0	8
% 4+ Axle Trucks	2.3	0.5	0	0.6	0	0	2.9	2.4	0	0.1	11.1	0.2	0	0	0	0	0.4

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**149**	**8**	**159**	0	0	3	3	**14**	146	**1**	161	5	0	**10**	15	338
07:45 AM	**9**	118	5	132	**1**	0	2	3	6	172	0	178	3	0	6	9	322
08:00 AM	3	132	6	141	0	0	**5**	**5**	6	**188**	0	**194**	**6**	0	10	**16**	**356**
08:15 AM	3	119	6	128	0	0	4	4	4	141	1	146	2	0	10	12	290
Total Volume	17	518	25	560	1	0	14	15	30	647	2	679	16	0	36	52	1306
% App. Total	3	92.5	4.5		6.7	0	93.3		4.4	95.3	0.3		30.8	0	69.2		
PHF	.472	.869	.781	.881	.250	.000	.700	.750	.536	.860	.500	.875	.667	.000	.900	.813	.917

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
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				08:00 AM				07:15 AM				07:30 AM			
+0 mins.	2	**149**	**8**	**159**	0	0	**5**	5	8	167	**1**	176	5	0	**10**	15
+15 mins.	**9**	118	5	132	0	0	4	4	**14**	146	1	161	3	0	6	9
+30 mins.	3	132	6	141	1	0	5	**6**	6	172	0	178	**6**	0	10	**16**
+45 mins.	3	119	6	128	**3**	0	3	6	6	**188**	0	**194**	2	0	10	12
Total Volume	17	518	25	560	4	0	17	21	34	673	2	709	16	0	36	52
% App. Total	3	92.5	4.5		19	0	81		4.8	94.9	0.3		30.8	0	69.2	
PHF	.472	.869	.781	.881	.333	.000	.850	.875	.607	.895	.500	.914	.667	.000	.900	.813

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

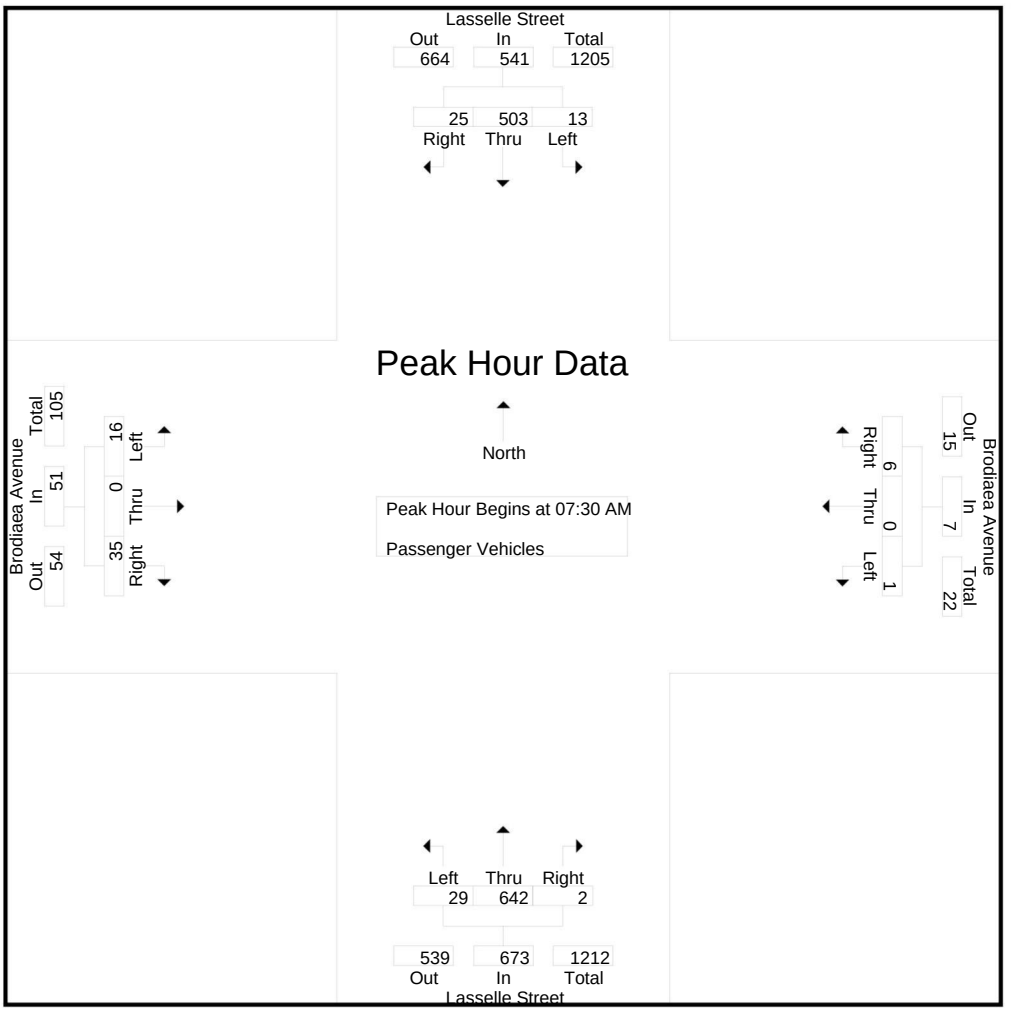
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	47	0	58	0	0	5	5	7	135	1	143	3	0	1	4	210
07:15 AM	3	76	3	82	1	0	3	4	8	167	0	175	2	1	7	10	271
07:30 AM	1	147	8	156	0	0	0	0	13	145	1	159	5	0	9	14	329
07:45 AM	7	114	5	126	1	0	0	1	6	171	0	177	3	0	6	9	313
Total	22	384	16	422	2	0	8	10	34	618	2	654	13	1	23	37	1123
08:00 AM	3	129	6	138	0	0	3	3	6	187	0	193	6	0	10	16	350
08:15 AM	2	113	6	121	0	0	3	3	4	139	1	144	2	0	10	12	280
08:30 AM	1	101	3	105	1	0	3	4	5	139	0	144	1	0	2	3	256
08:45 AM	3	75	1	79	3	0	2	5	3	92	2	97	2	0	6	8	189
Total	9	418	16	443	4	0	11	15	18	557	3	578	11	0	28	39	1075
Grand Total	31	802	32	865	6	0	19	25	52	1175	5	1232	24	1	51	76	2198
Apprch %	3.6	92.7	3.7		24	0	76		4.2	95.4	0.4		31.6	1.3	67.1		
Total %	1.4	36.5	1.5	39.4	0.3	0	0.9	1.1	2.4	53.5	0.2	56.1	1.1	0	2.3	3.5	

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	**147**	**8**	**156**	0	0	0	0	**13**	145	**1**	159	5	0	9	14	329
07:45 AM	**7**	114	5	126	**1**	0	0	1	6	171	0	177	3	0	6	9	313
08:00 AM	3	129	6	138	0	0	**3**	**3**	6	**187**	0	**193**	**6**	0	**10**	**16**	**350**
08:15 AM	2	113	6	121	0	0	3	3	4	139	1	144	2	0	10	12	280
Total Volume	13	503	25	541	1	0	6	7	29	642	2	673	16	0	35	51	1272
% App. Total	2.4	93	4.6		14.3	0	85.7		4.3	95.4	0.3		31.4	0	68.6		
PHF	.464	.855	.781	.867	.250	.000	.500	.583	.558	.858	.500	.872	.667	.000	.875	.797	.909

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
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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.	1	**147**	**8**	**156**	0	0	0	0	**13**	145	**1**	159	5	0	9	14
+15 mins.	**7**	114	5	126	**1**	0	0	1	6	171	0	177	3	0	6	9
+30 mins.	3	129	6	138	0	0	**3**	**3**	6	**187**	0	**193**	**6**	0	**10**	**16**
+45 mins.	2	113	6	121	0	0	3	3	4	139	1	144	2	0	10	12
Total Volume	13	503	25	541	1	0	6	7	29	642	2	673	16	0	35	51
% App. Total	2.4	93	4.6		14.3	0	85.7		4.3	95.4	0.3		31.4	0	68.6	
PHF	.464	.855	.781	.867	.250	.000	.500	.583	.558	.858	.500	.872	.667	.000	.875	.797

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

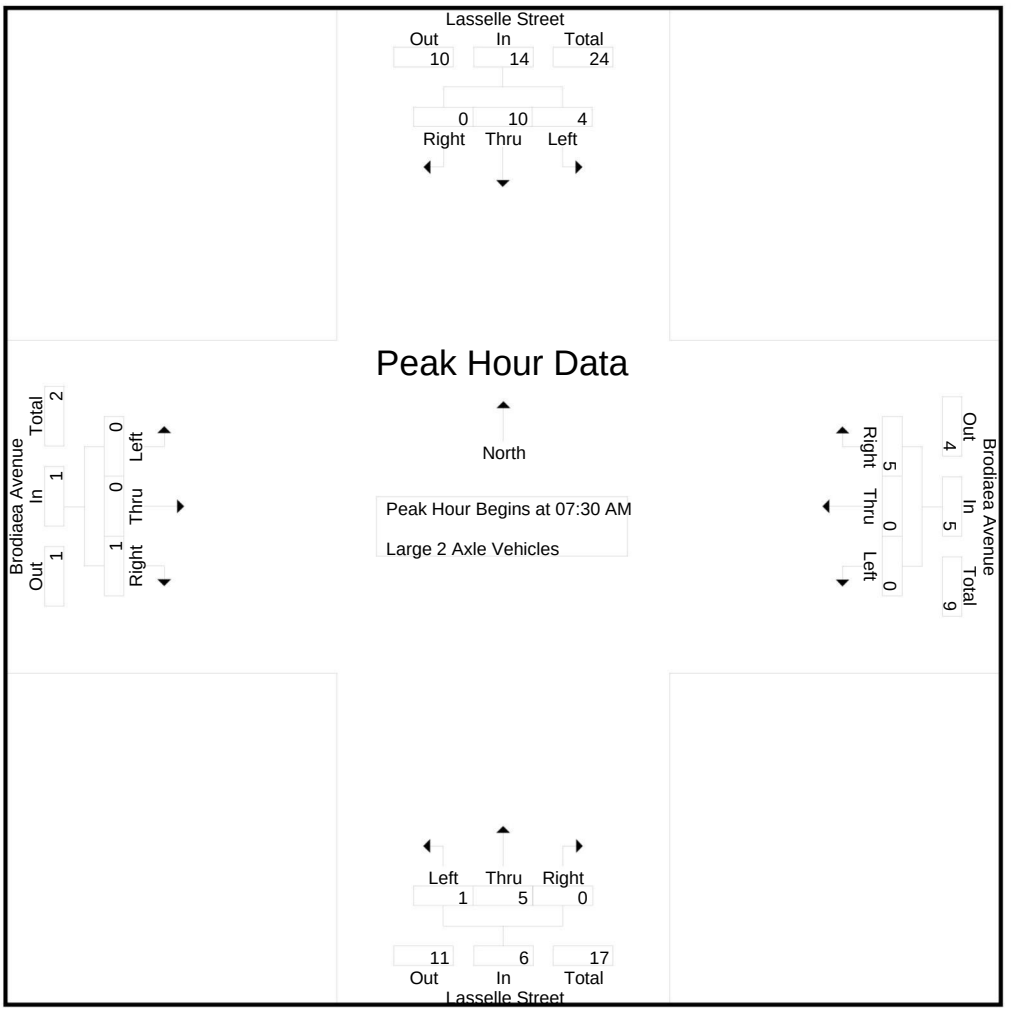
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
07:15 AM	2	1	0	3	0	0	4	4	0	0	0	0	0	0	1	1	8
07:30 AM	1	1	0	2	0	0	2	2	1	1	0	2	0	0	1	1	7
07:45 AM	2	1	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
Total	6	4	0	10	0	0	8	8	1	2	0	3	0	0	2	2	23
08:00 AM	0	3	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
08:15 AM	1	5	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
08:30 AM	3	1	0	4	0	0	1	1	0	0	0	0	0	0	0	0	5
08:45 AM	1	1	0	2	0	0	1	1	0	2	1	3	0	0	0	0	6
Total	5	10	0	15	0	0	4	4	0	5	1	6	0	0	0	0	25
Grand Total	11	14	0	25	0	0	12	12	1	7	1	9	0	0	2	2	48
Apprch %	44	56	0		0	0	100		11.1	77.8	11.1		0	0	100		
Total %	22.9	29.2	0	52.1	0	0	25	25	2.1	14.6	2.1	18.8	0	0	4.2	4.2	

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	0	2	0	0	**2**	**2**	**1**	1	0	**2**	0	0	**1**	**1**	7
07:45 AM	**2**	1	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
08:00 AM	0	3	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
08:15 AM	1	**5**	0	**6**	0	0	0	0	0	**2**	0	2	0	0	0	0	**8**
Total Volume	4	10	0	14	0	0	5	5	1	5	0	6	0	0	1	1	26
% App. Total	28.6	71.4	0		0	0	100		16.7	83.3	0		0	0	100		
PHF	.500	.500	.000	.583	.000	.000	.625	.625	.250	.625	.000	.750	.000	.000	.250	.250	.813

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City of Moreno Valley
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E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
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	1	0	2	0	0	**2**	**2**	**1**	1	0	**2**	0	0	**1**	**1**
+15 mins.	**2**	1	0	3	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	2	2	0	1	0	1	0	0	0	0
+45 mins.	1	**5**	0	**6**	0	0	0	0	0	**2**	0	2	0	0	0	0
Total Volume	4	10	0	14	0	0	5	5	1	5	0	6	0	0	1	1
% App. Total	28.6	71.4	0		0	0	100		16.7	83.3	0		0	0	100	
PHF	.500	.500	.000	.583	.000	.000	.625	.625	.250	.625	.000	.750	.000	.000	.250	.250

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

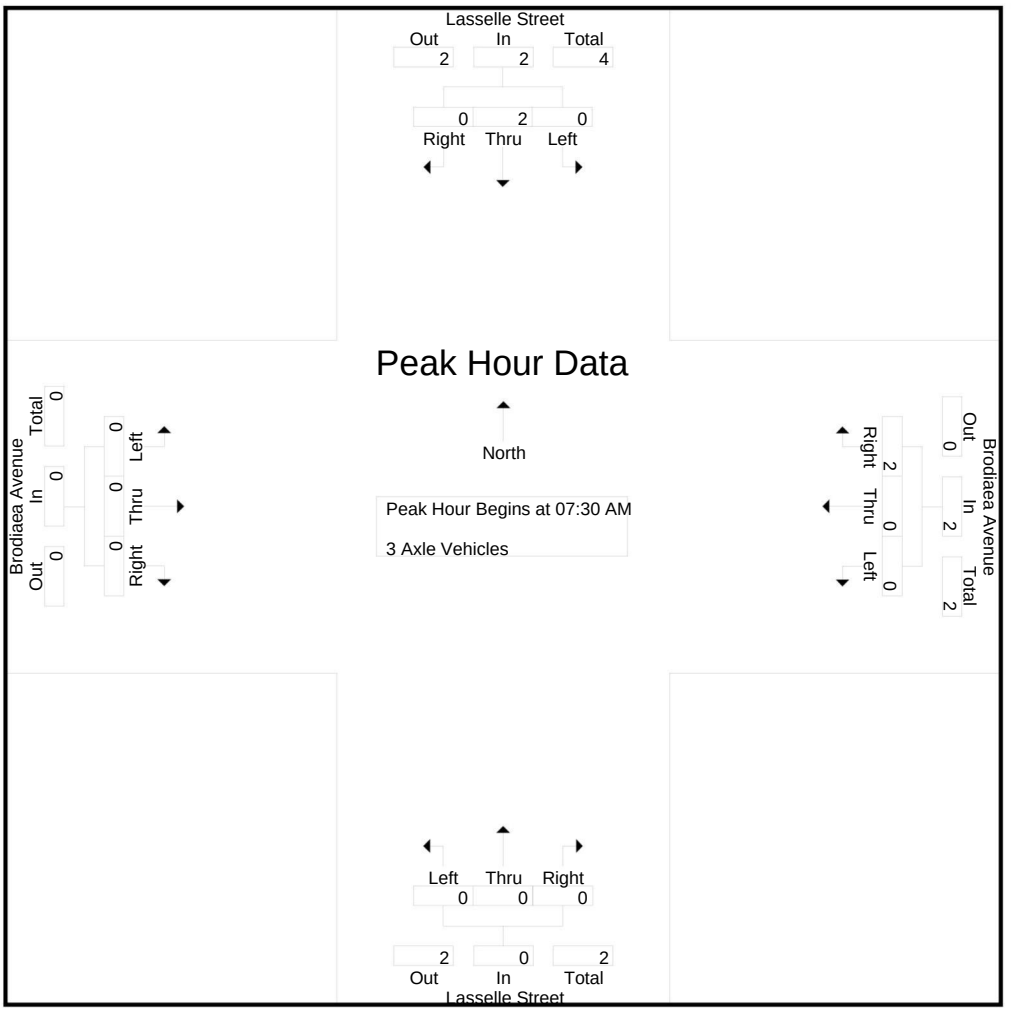
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	1	1	0	0	2	2	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
Grand Total	1	3	0	4	0	0	3	3	0	0	2	2	0	0	0	0	9
Apprch %	25	75	0		0	0	100		0	0	100		0	0	0		
Total %	11.1	33.3	0	44.4	0	0	33.3	33.3	0	0	22.2	22.2	0	0	0	0	

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea 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**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
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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	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	2	2	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
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File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
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Groups Printed- 4+ Axle Trucks

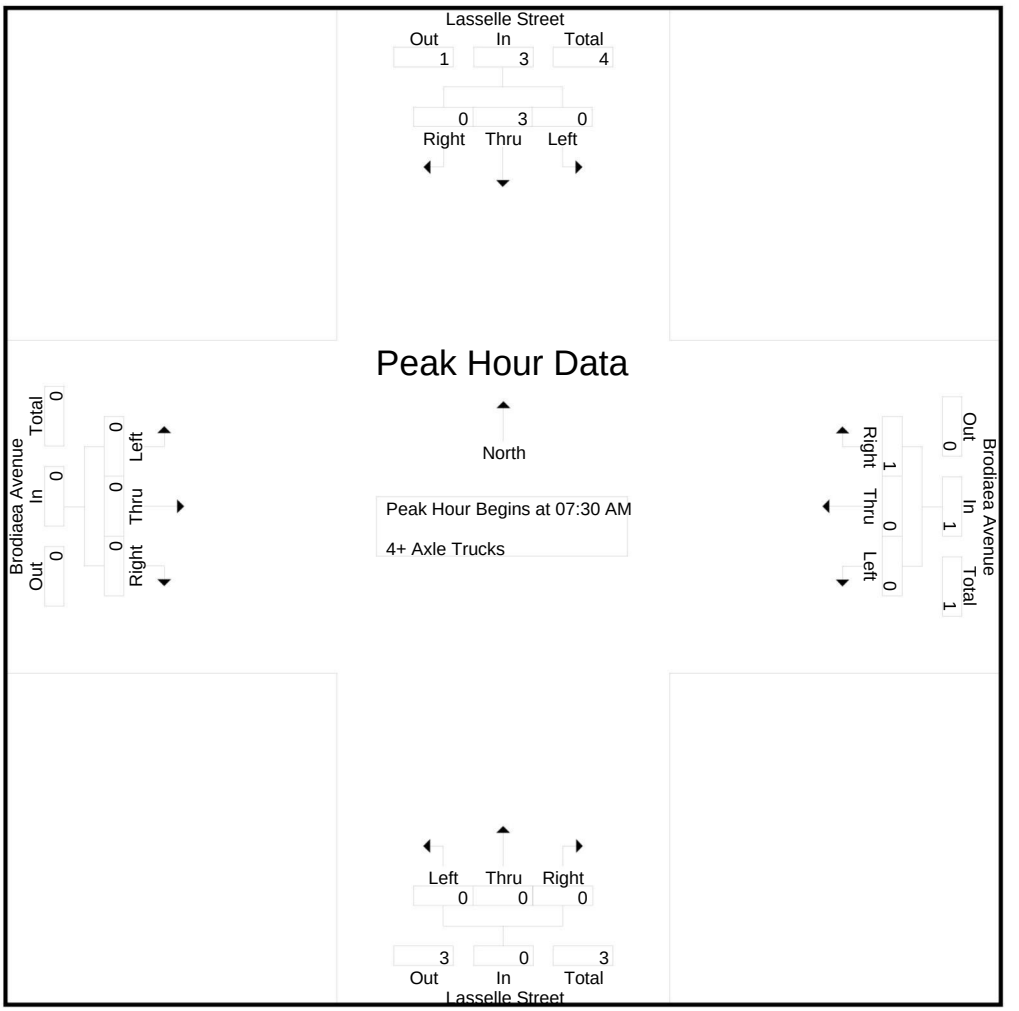
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	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	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Total	0	4	0	4	0	0	1	1	0	0	1	1	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	1	4	0	5	0	0	1	1	0	1	1	2	0	0	0	0	8
Apprch %	20	80	0		0	0	100		0	50	50		0	0	0		
Total %	12.5	50	0	62.5	0	0	12.5	12.5	0	12.5	12.5	25	0	0	0	0	

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea 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	**3**	0	**3**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**4**
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	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Weather: Clear

File Name : 04_MRV_Las_Bro AM
Site Code : 99924451
Start Date : 5/23/2024
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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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**3**	0	**3**	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	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
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E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

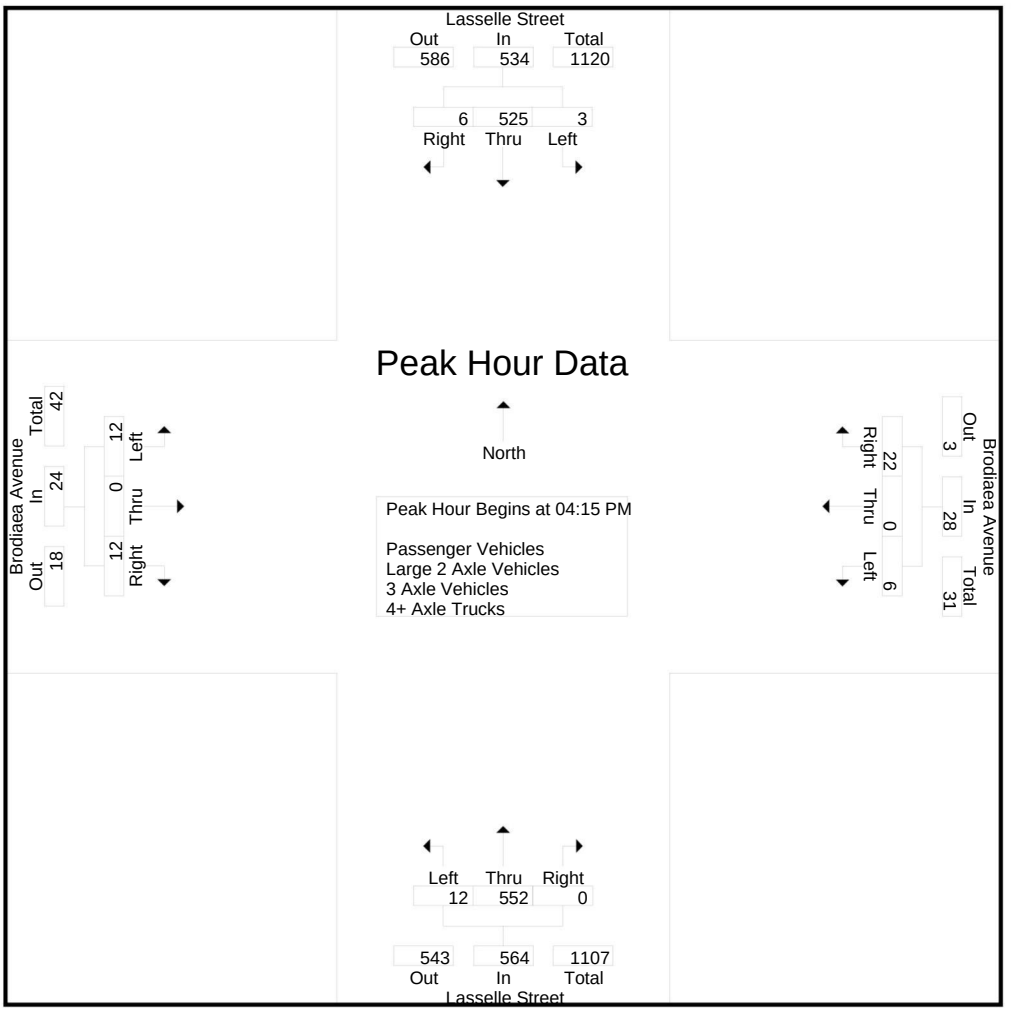
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	110	4	116	2	0	4	6	2	160	1	163	2	0	2	4	289
04:15 PM	3	135	2	140	1	0	9	10	3	129	0	132	2	0	3	5	287
04:30 PM	0	126	0	126	3	0	12	15	2	130	0	132	4	0	3	7	280
04:45 PM	0	127	2	129	2	0	1	3	2	154	0	156	2	0	2	4	292
Total	5	498	8	511	8	0	26	34	9	573	1	583	10	0	10	20	1148
05:00 PM	0	137	2	139	0	0	0	0	5	139	0	144	4	0	4	8	291
05:15 PM	0	129	3	132	0	0	0	0	4	119	0	123	3	0	1	4	259
05:30 PM	0	129	3	132	1	0	6	7	4	117	0	121	2	0	2	4	264
05:45 PM	0	128	3	131	0	0	0	0	6	117	0	123	2	0	3	5	259
Total	0	523	11	534	1	0	6	7	19	492	0	511	11	0	10	21	1073
Grand Total	5	1021	19	1045	9	0	32	41	28	1065	1	1094	21	0	20	41	2221
Apprch %	0.5	97.7	1.8		22	0	78		2.6	97.3	0.1		51.2	0	48.8		
Total %	0.2	46	0.9	47.1	0.4	0	1.4	1.8	1.3	48	0	49.3	0.9	0	0.9	1.8	
Passenger Vehicles	5	1017	19	1041	9	0	30	39	28	1058	1	1087	21	0	20	41	2208
% Passenger Vehicles	100	99.6	100	99.6	100	0	93.8	95.1	100	99.3	100	99.4	100	0	100	100	99.4
Large 2 Axle Vehicles	0	2	0	2	0	0	1	1	0	5	0	5	0	0	0	0	8
% Large 2 Axle Vehicles	0	0.2	0	0.2	0	0	3.1	2.4	0	0.5	0	0.5	0	0	0	0	0.4
3 Axle Vehicles	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	3.1	2.4	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea 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 04:15 PM																	
04:15 PM	**3**	135	**2**	**140**	1	0	9	10	3	129	0	132	2	0	3	5	287
04:30 PM	0	126	0	126	**3**	0	**12**	**15**	2	130	0	132	**4**	0	3	7	280
04:45 PM	0	127	2	129	2	0	1	3	2	**154**	0	**156**	2	0	2	4	**292**
05:00 PM	0	**137**	2	139	0	0	0	0	**5**	139	0	144	4	0	**4**	**8**	291
Total Volume	3	525	6	534	6	0	22	28	12	552	0	564	12	0	12	24	1150
% App. Total	0.6	98.3	1.1		21.4	0	78.6		2.1	97.9	0		50	0	50		
PHF	.250	.958	.750	.954	.500	.000	.458	.467	.600	.896	.000	.904	.750	.000	.750	.750	.985

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N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
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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				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	**3**	135	**2**	**140**	2	0	4	6	2	**160**	**1**	**163**	2	0	3	5
+15 mins.	0	126	0	126	1	0	9	10	**3**	129	0	132	**4**	0	3	7
+30 mins.	0	127	2	129	**3**	0	**12**	**15**	2	130	0	132	2	0	2	4
+45 mins.	0	**137**	2	139	2	0	1	3	2	154	0	156	4	0	**4**	**8**
Total Volume	3	525	6	534	8	0	26	34	9	573	1	583	12	0	12	24
% App. Total	0.6	98.3	1.1		23.5	0	76.5		1.5	98.3	0.2		50	0	50	
PHF	.250	.958	.750	.954	.667	.000	.542	.567	.750	.895	.250	.894	.750	.000	.750	.750

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City of Moreno Valley
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File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

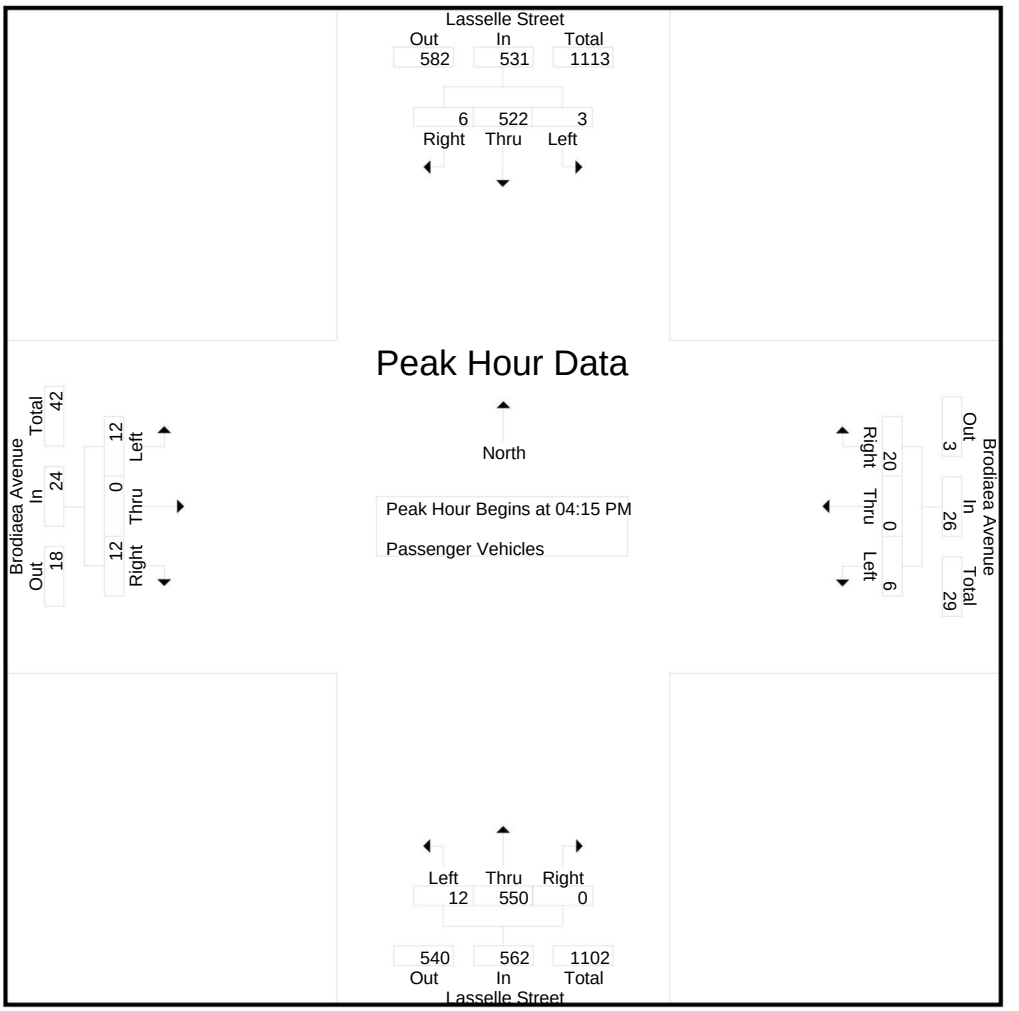
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	110	4	116	2	0	4	6	2	155	1	158	2	0	2	4	284
04:15 PM	3	134	2	139	1	0	7	8	3	128	0	131	2	0	3	5	283
04:30 PM	0	125	0	125	3	0	12	15	2	130	0	132	4	0	3	7	279
04:45 PM	0	126	2	128	2	0	1	3	2	153	0	155	2	0	2	4	290
Total	5	495	8	508	8	0	24	32	9	566	1	576	10	0	10	20	1136
05:00 PM	0	137	2	139	0	0	0	0	5	139	0	144	4	0	4	8	291
05:15 PM	0	129	3	132	0	0	0	0	4	119	0	123	3	0	1	4	259
05:30 PM	0	129	3	132	1	0	6	7	4	117	0	121	2	0	2	4	264
05:45 PM	0	127	3	130	0	0	0	0	6	117	0	123	2	0	3	5	258
Total	0	522	11	533	1	0	6	7	19	492	0	511	11	0	10	21	1072
Grand Total	5	1017	19	1041	9	0	30	39	28	1058	1	1087	21	0	20	41	2208
Apprch %	0.5	97.7	1.8		23.1	0	76.9		2.6	97.3	0.1		51.2	0	48.8		
Total %	0.2	46.1	0.9	47.1	0.4	0	1.4	1.8	1.3	47.9	0	49.2	1	0	0.9	1.9	

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**3**	134	**2**	**139**	1	0	7	8	3	128	0	131	2	0	3	5	283
04:30 PM	0	125	0	125	**3**	0	**12**	**15**	2	130	0	132	**4**	0	3	7	279
04:45 PM	0	126	2	128	2	0	1	3	2	**153**	0	**155**	2	0	2	4	290
05:00 PM	0	**137**	2	139	0	0	0	0	**5**	139	0	144	4	0	**4**	**8**	**291**
Total Volume	3	522	6	531	6	0	20	26	12	550	0	562	12	0	12	24	1143
% App. Total	0.6	98.3	1.1		23.1	0	76.9		2.1	97.9	0		50	0	50		
PHF	.250	.953	.750	.955	.500	.000	.417	.433	.600	.899	.000	.906	.750	.000	.750	.750	.982

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Site Code : 99924451
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**3**	134	**2**	**139**	1	0	7	8	3	128	0	131	2	0	3	5
+15 mins.	0	125	0	125	**3**	0	**12**	**15**	2	130	0	132	**4**	0	3	7
+30 mins.	0	126	2	128	2	0	1	3	2	**153**	0	**155**	2	0	2	4
+45 mins.	0	**137**	2	139	0	0	0	0	**5**	139	0	144	4	0	**4**	**8**
Total Volume	3	522	6	531	6	0	20	26	12	550	0	562	12	0	12	24
% App. Total	0.6	98.3	1.1		23.1	0	76.9		2.1	97.9	0		50	0	50	
PHF	.250	.953	.750	.955	.500	.000	.417	.433	.600	.899	.000	.906	.750	.000	.750	.750

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File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
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Groups Printed- Large 2 Axle Vehicles

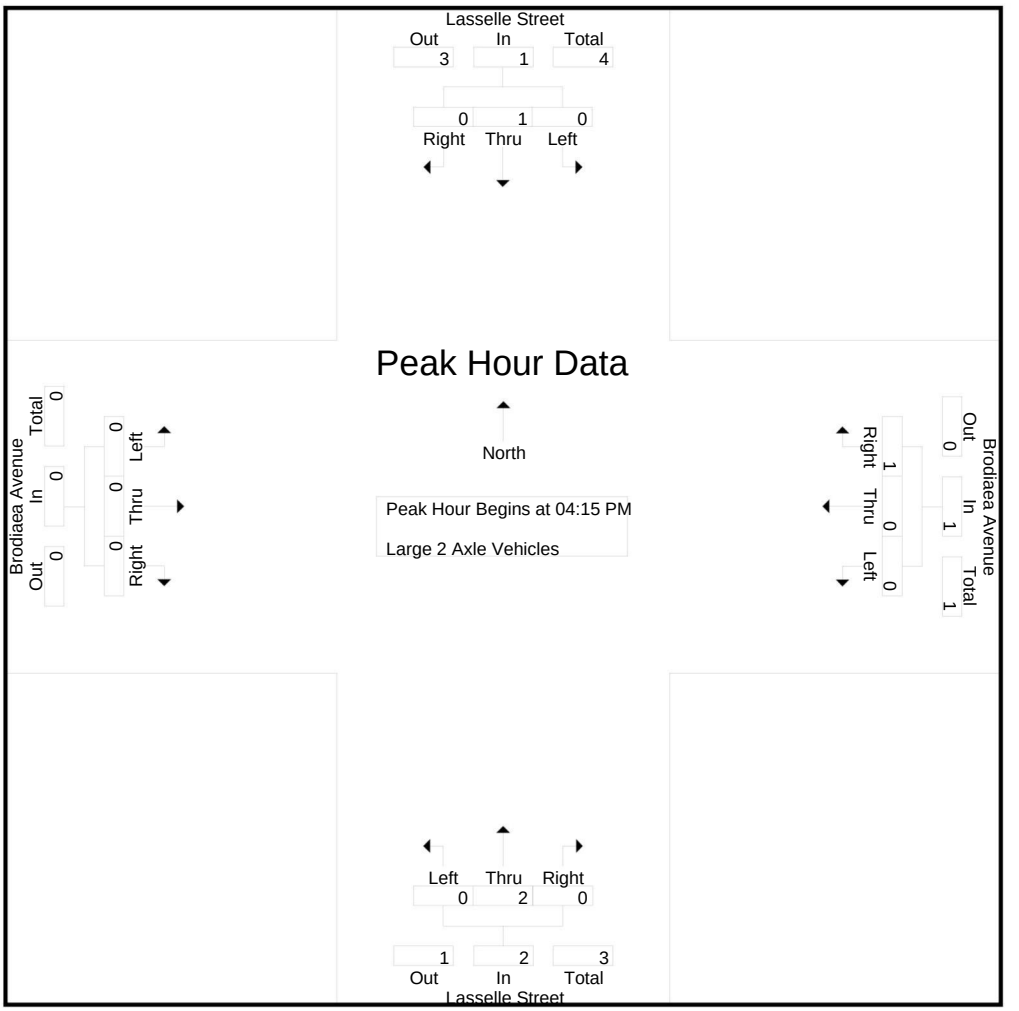
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	1	1	0	5	0	5	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	1	1	0	5	0	5	0	0	0	0	8
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	25	0	25	0	0	12.5	12.5	0	62.5	0	62.5	0	0	0	0	

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 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	1	1	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.333

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

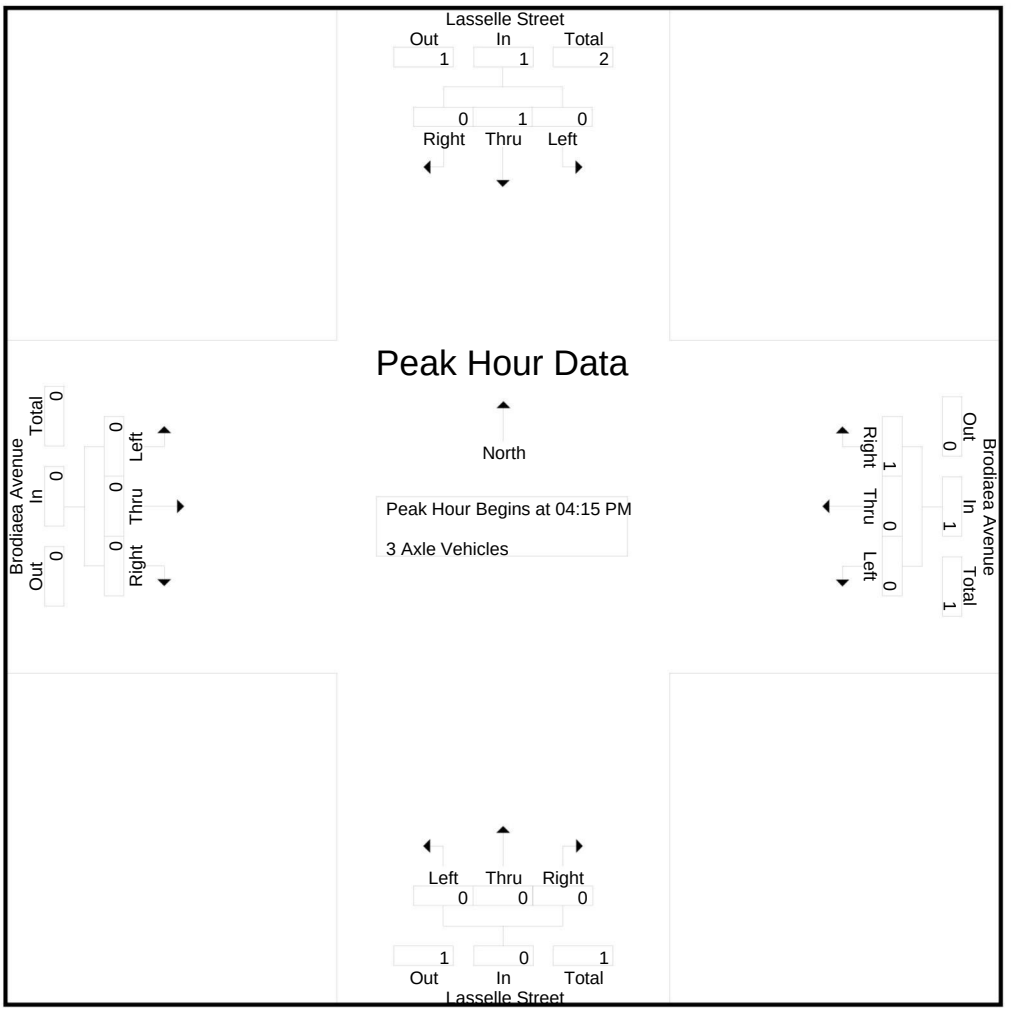
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	33.3	33.3	0	33.3	0	33.3	0	0	0	0	

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

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Lasselle Street
E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

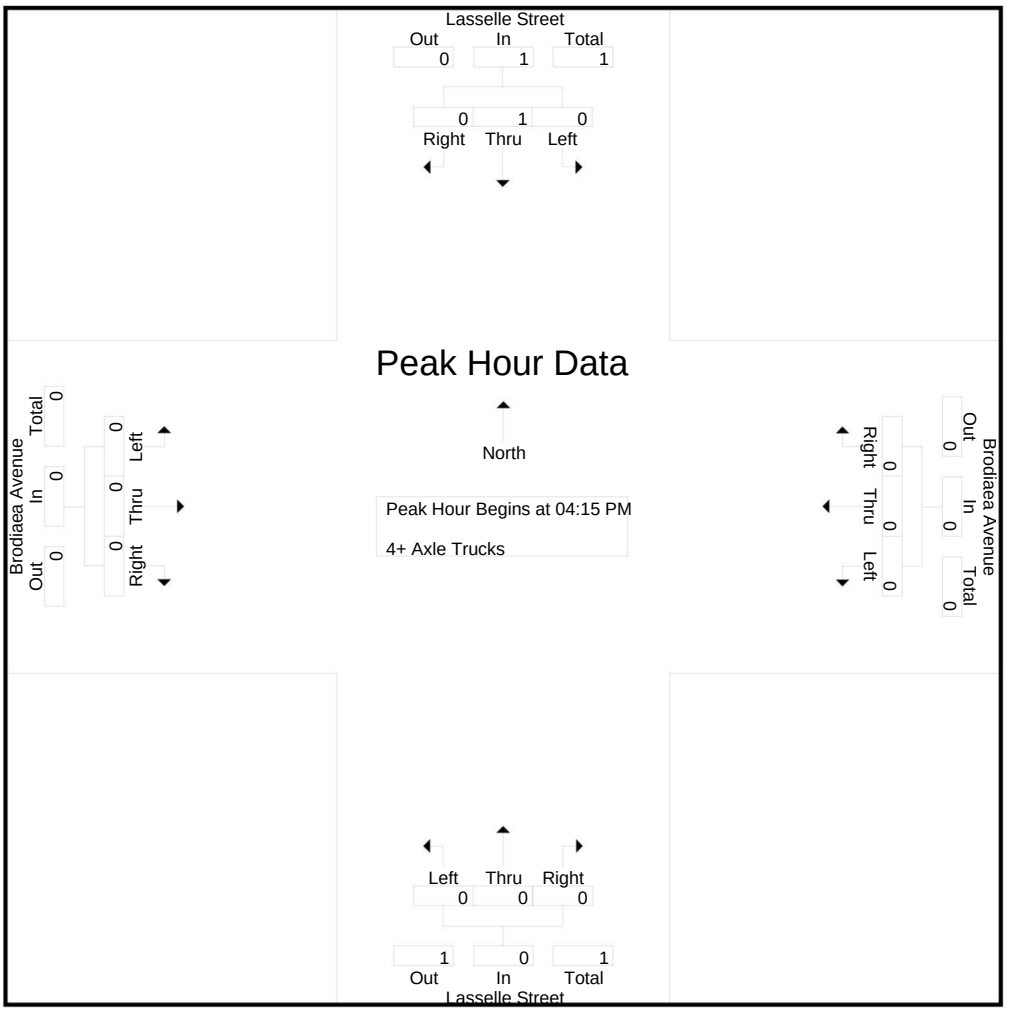
	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	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	0	0	0	0	1	0	1	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	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	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

	Lasselle Street Southbound				Brodiaea Avenue Westbound				Lasselle Street Northbound				Brodiaea 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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
05:00 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 Moreno Valley
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E/W: Brodiaea Avenue
Weather: Clear

File Name : 04_MRV_Las_Bro PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 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

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

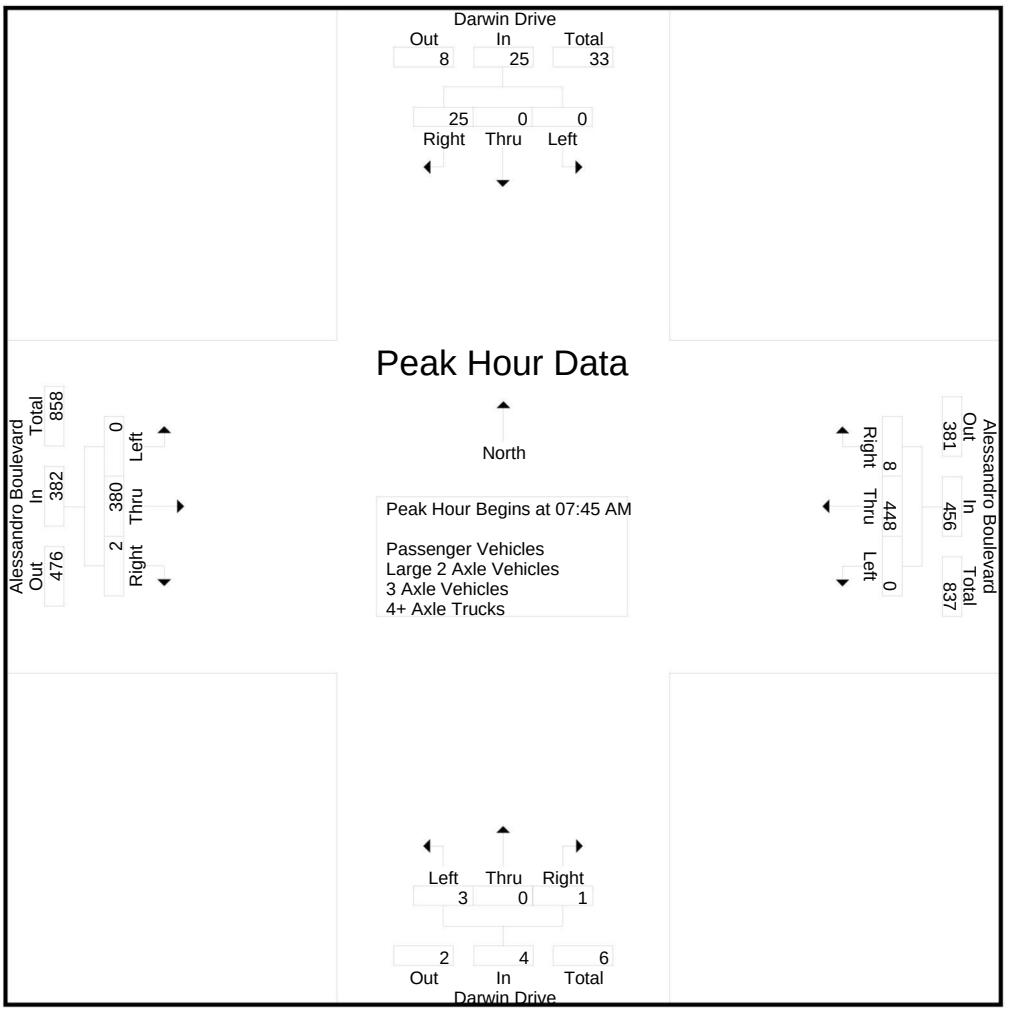
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	91	5	96	0	0	0	0	0	45	0	45	142
07:15 AM	3	2	8	13	0	86	4	90	0	0	0	0	0	77	1	78	181
07:30 AM	0	0	6	6	0	114	2	116	0	0	0	0	0	58	2	60	182
07:45 AM	0	0	6	6	0	119	1	120	2	0	0	2	0	95	1	96	224
Total	3	2	21	26	0	410	12	422	2	0	0	2	0	275	4	279	729
08:00 AM	0	0	10	10	0	102	1	103	0	0	0	0	0	108	0	108	221
08:15 AM	0	0	5	5	0	112	3	115	1	0	1	2	0	99	1	100	222
08:30 AM	0	0	4	4	0	115	3	118	0	0	0	0	0	78	0	78	200
08:45 AM	0	0	3	3	0	72	3	75	0	0	0	0	0	58	0	58	136
Total	0	0	22	22	0	401	10	411	1	0	1	2	0	343	1	344	779
Grand Total	3	2	43	48	0	811	22	833	3	0	1	4	0	618	5	623	1508
Apprch %	6.2	4.2	89.6		0	97.4	2.6		75	0	25		0	99.2	0.8		
Total %	0.2	0.1	2.9	3.2	0	53.8	1.5	55.2	0.2	0	0.1	0.3	0	41	0.3	41.3	
Passenger Vehicles	3	0	35	38	0	785	18	803	1	0	1	2	0	588	2	590	1433
% Passenger Vehicles	100	0	81.4	79.2	0	96.8	81.8	96.4	33.3	0	100	50	0	95.1	40	94.7	95
Large 2 Axle Vehicles	0	0	6	6	0	13	2	15	2	0	0	2	0	21	3	24	47
% Large 2 Axle Vehicles	0	0	14	12.5	0	1.6	9.1	1.8	66.7	0	0	50	0	3.4	60	3.9	3.1
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.3	0	0.3	0.3
4+ Axle Trucks	0	2	2	4	0	11	2	13	0	0	0	0	0	7	0	7	24
% 4+ Axle Trucks	0	100	4.7	8.3	0	1.4	9.1	1.6	0	0	0	0	0	1.1	0	1.1	1.6

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	0	0	6	6	0	**119**	1	**120**	**2**	0	0	**2**	0	95	**1**	96	**224**
08:00 AM	0	0	**10**	**10**	0	102	1	103	0	0	0	0	0	**108**	0	**108**	221
08:15 AM	0	0	5	5	0	112	**3**	115	1	0	**1**	2	0	99	1	100	222
08:30 AM	0	0	4	4	0	115	3	118	0	0	0	0	0	78	0	78	200
Total Volume	0	0	25	25	0	448	8	456	3	0	1	4	0	380	2	382	867
% App. Total	0	0	100		0	98.2	1.8		75	0	25		0	99.5	0.5		
PHF	.000	.000	.625	.625	.000	.941	.667	.950	.375	.000	.250	.500	.000	.880	.500	.884	.968

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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:

	07:15 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	**3**	**2**	8	**13**	0	**119**	1	**120**	0	0	0	0	0	95	**1**	96
+15 mins.	0	0	6	6	0	102	1	103	**2**	0	0	**2**	0	**108**	0	**108**
+30 mins.	0	0	6	6	0	112	**3**	115	0	0	0	0	0	99	1	100
+45 mins.	0	0	**10**	10	0	115	3	118	1	0	**1**	2	0	78	0	78
Total Volume	3	2	30	35	0	448	8	456	3	0	1	4	0	380	2	382
% App. Total	8.6	5.7	85.7		0	98.2	1.8		75	0	25		0	99.5	0.5	
PHF	.250	.250	.750	.673	.000	.941	.667	.950	.375	.000	.250	.500	.000	.880	.500	.884

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

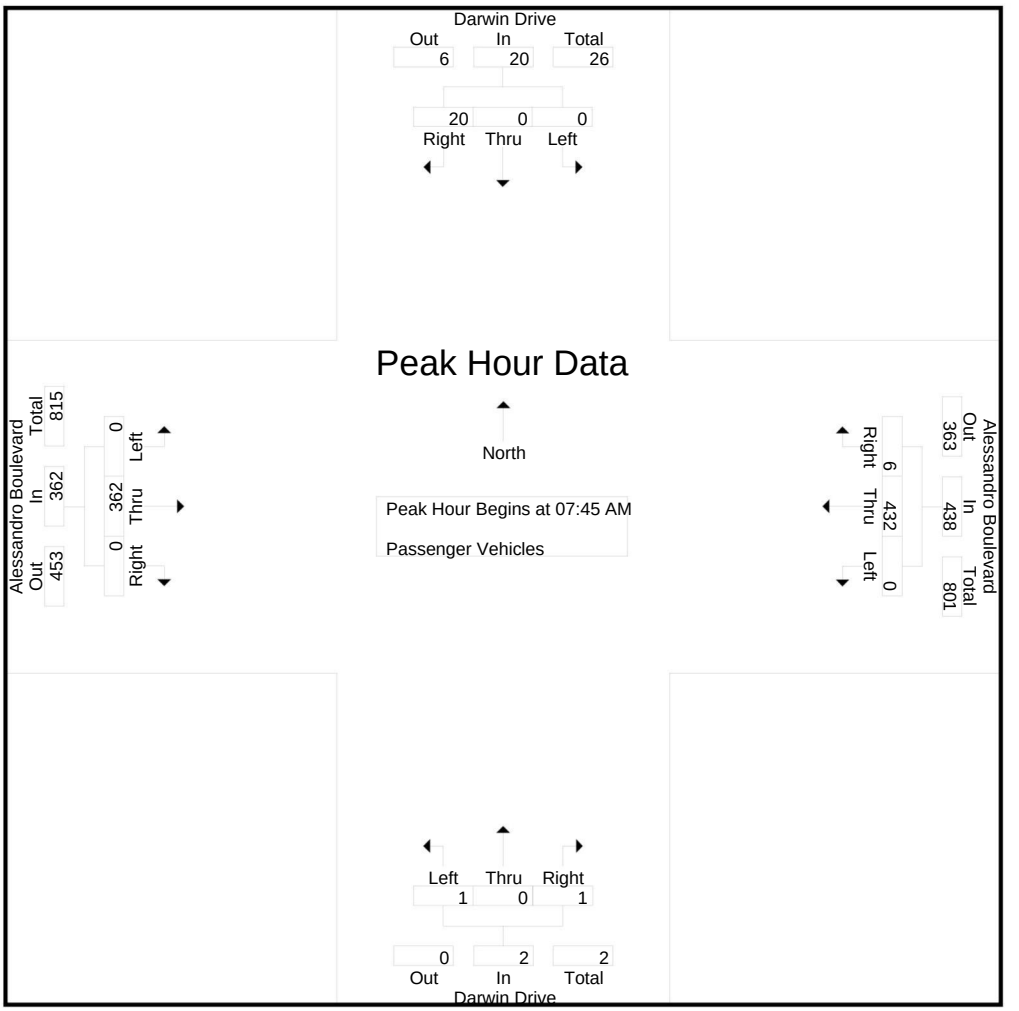
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	87	5	92	0	0	0	0	0	43	0	43	136
07:15 AM	3	0	6	9	0	84	4	88	0	0	0	0	0	73	1	74	171
07:30 AM	0	0	5	5	0	113	1	114	0	0	0	0	0	54	1	55	174
07:45 AM	0	0	3	3	0	116	1	117	1	0	0	1	0	90	0	90	211
Total	3	0	15	18	0	400	11	411	1	0	0	1	0	260	2	262	692
08:00 AM	0	0	8	8	0	99	0	99	0	0	0	0	0	107	0	107	214
08:15 AM	0	0	5	5	0	108	3	111	0	0	1	1	0	91	0	91	208
08:30 AM	0	0	4	4	0	109	2	111	0	0	0	0	0	74	0	74	189
08:45 AM	0	0	3	3	0	69	2	71	0	0	0	0	0	56	0	56	130
Total	0	0	20	20	0	385	7	392	0	0	1	1	0	328	0	328	741
Grand Total	3	0	35	38	0	785	18	803	1	0	1	2	0	588	2	590	1433
Apprch %	7.9	0	92.1		0	97.8	2.2		50	0	50		0	99.7	0.3		
Total %	0.2	0	2.4	2.7	0	54.8	1.3	56	0.1	0	0.1	0.1	0	41	0.1	41.2	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	3	3	0	**116**	1	**117**	**1**	0	0	**1**	0	90	0	90	211
08:00 AM	0	0	**8**	**8**	0	99	0	99	0	0	0	0	0	**107**	0	**107**	**214**
08:15 AM	0	0	5	5	0	108	**3**	111	0	0	**1**	1	0	91	0	91	208
08:30 AM	0	0	4	4	0	109	2	111	0	0	0	0	0	74	0	74	189
Total Volume	0	0	20	20	0	432	6	438	1	0	1	2	0	362	0	362	822
% App. Total	0	0	100		0	98.6	1.4		50	0	50		0	100	0		
PHF	.000	.000	.625	.625	.000	.931	.500	.936	.250	.000	.250	.500	.000	.846	.000	.846	.960

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
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File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
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Peak Hour Analysis From 07:30 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	5	5	0	113	1	114	0	0	0	0	0	90	0	90
+15 mins.	0	0	3	3	0	**116**	1	**117**	**1**	0	0	**1**	0	**107**	0	**107**
+30 mins.	0	0	**8**	**8**	0	99	0	99	0	0	0	0	0	91	0	91
+45 mins.	0	0	5	5	0	108	**3**	111	0	0	**1**	1	0	74	0	74
Total Volume	0	0	21	21	0	436	5	441	1	0	1	2	0	362	0	362
% App. Total	0	0	100		0	98.9	1.1		50	0	50		0	100	0	
PHF	.000	.000	.656	.656	.000	.940	.417	.942	.250	.000	.250	.500	.000	.846	.000	.846

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

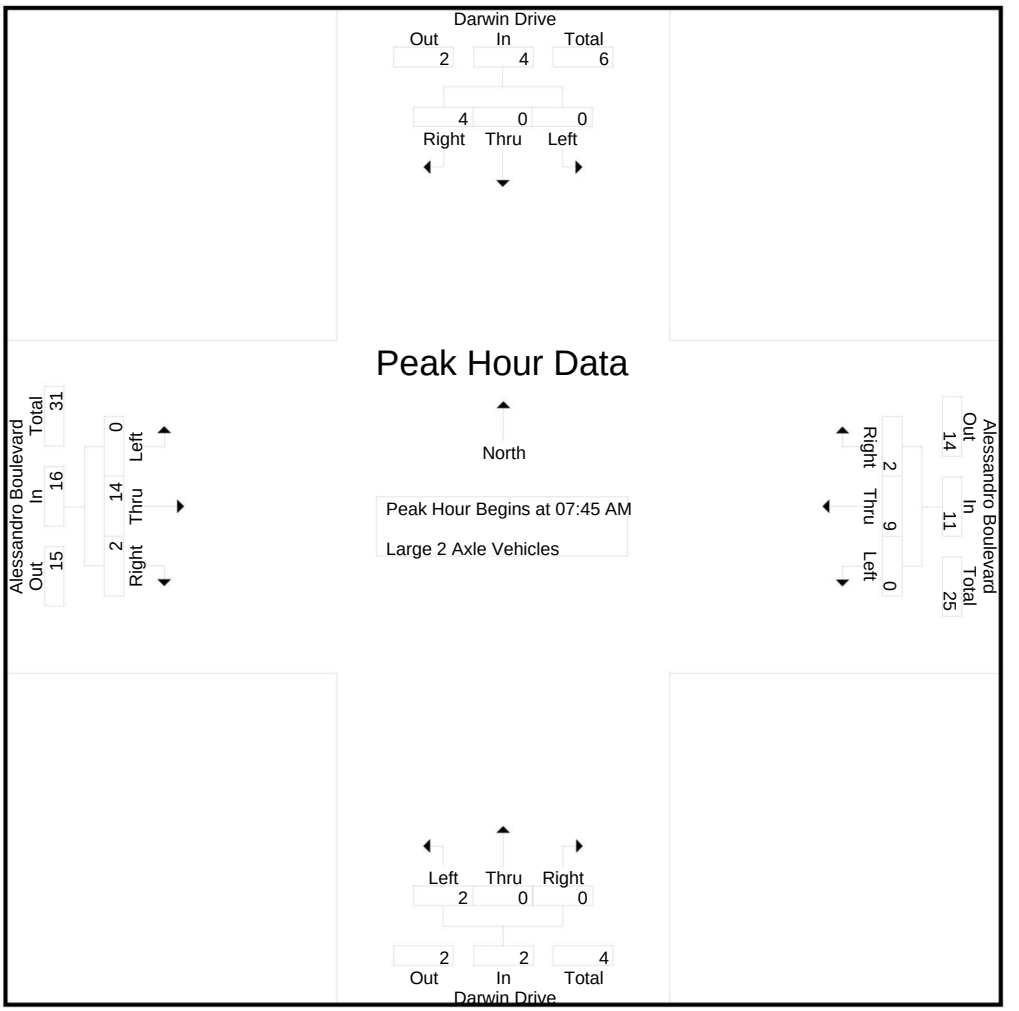
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:45 AM	0	0	3	3	0	2	0	2	1	0	0	1	0	5	1	6	12
Total	0	0	5	5	0	4	0	4	1	0	0	1	0	11	2	13	23
08:00 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	7	1	8	12
08:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	9	2	11	1	0	0	1	0	10	1	11	24
Grand Total	0	0	6	6	0	13	2	15	2	0	0	2	0	21	3	24	47
Apprch %	0	0	100		0	86.7	13.3		100	0	0		0	87.5	12.5		
Total %	0	0	12.8	12.8	0	27.7	4.3	31.9	4.3	0	0	4.3	0	44.7	6.4	51.1	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**3**	**3**	0	2	0	2	**1**	0	0	**1**	0	5	**1**	6	**12**
08:00 AM	0	0	1	1	0	1	**1**	2	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	**3**	0	3	1	0	0	1	0	**7**	1	**8**	12
08:30 AM	0	0	0	0	0	3	1	**4**	0	0	0	0	0	1	0	1	5
Total Volume	0	0	4	4	0	9	2	11	2	0	0	2	0	14	2	16	33
% App. Total	0	0	100		0	81.8	18.2		100	0	0		0	87.5	12.5		
PHF	.000	.000	.333	.333	.000	.750	.500	.688	.500	.000	.000	.500	.000	.500	.500	.500	.688

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City of Moreno Valley
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Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



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

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	**1**	2
+15 mins.	0	0	**3**	**3**	0	1	**1**	2	**1**	0	0	**1**	0	5	1	6
+30 mins.	0	0	1	1	0	**3**	0	3	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	3	1	**4**	1	0	0	1	0	**7**	1	**8**
Total Volume	0	0	4	4	0	9	2	11	2	0	0	2	0	14	3	17
% App. Total	0	0	100		0	81.8	18.2		100	0	0		0	82.4	17.6	
PHF	.000	.000	.333	.333	.000	.750	.500	.688	.500	.000	.000	.500	.000	.500	.750	.531

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

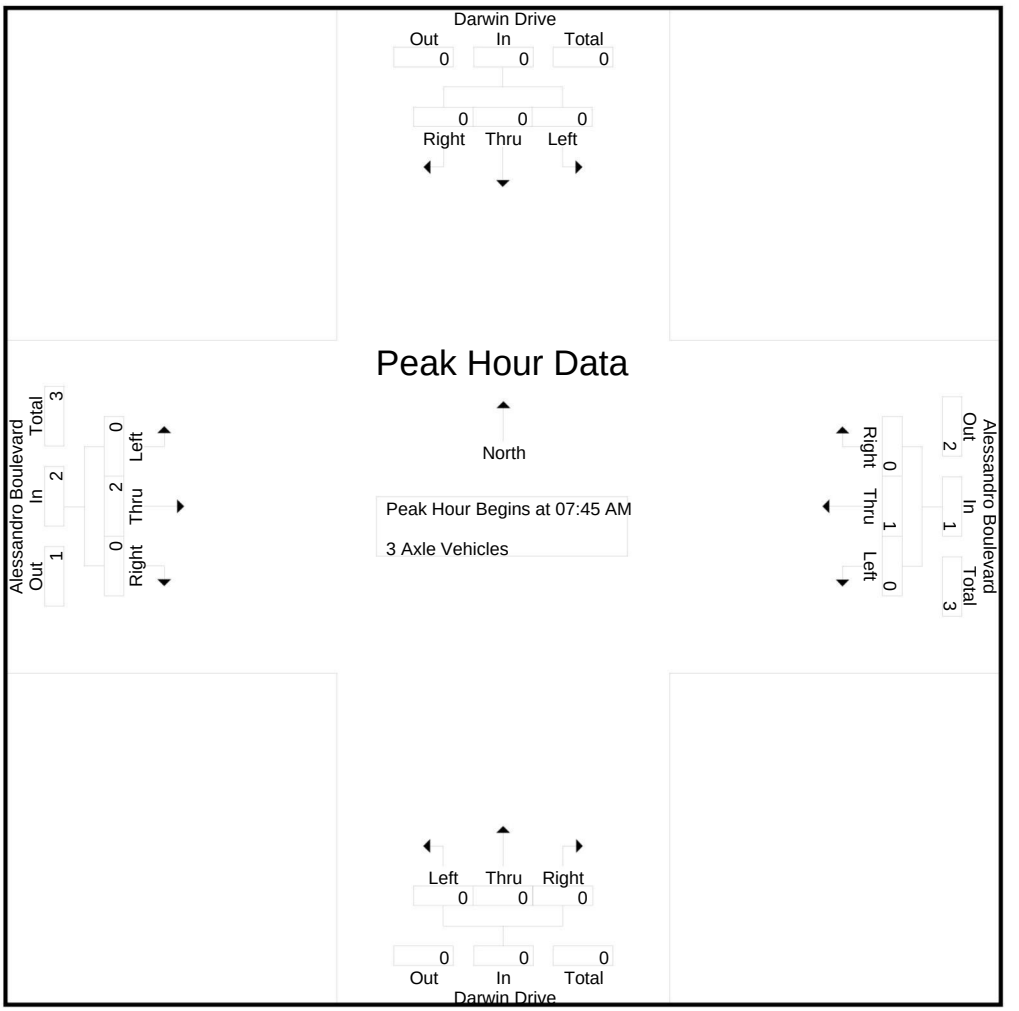
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	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	2	0	2	3
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	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	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	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Moreno Valley
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Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



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

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

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City of Moreno Valley
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E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

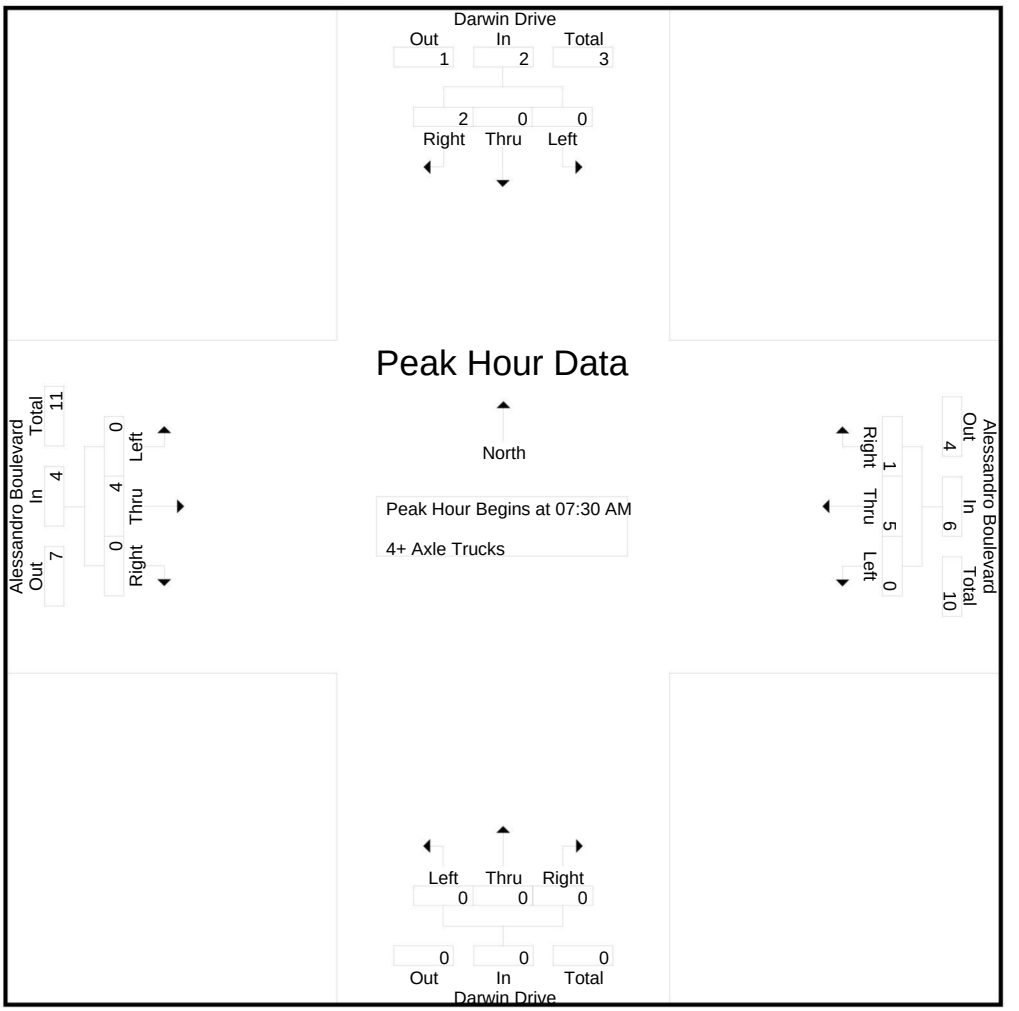
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	3	0	3	6
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	0	5	1	6	0	0	0	0	0	4	0	4	13
08:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	6	1	7	0	0	0	0	0	3	0	3	11
Grand Total	0	2	2	4	0	11	2	13	0	0	0	0	0	7	0	7	24
Apprch %	0	50	50		0	84.6	15.4		0	0	0		0	100	0		
Total %	0	8.3	8.3	16.7	0	45.8	8.3	54.2	0	0	0	0	0	29.2	0	29.2	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	0	1	**1**	**2**	0	0	0	0	0	**3**	0	**3**	**6**
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	**2**	0	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	2	2	0	5	1	6	0	0	0	0	0	4	0	4	12
% App. Total	0	0	100		0	83.3	16.7		0	0	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.625	.250	.750	.000	.000	.000	.000	.000	.333	.000	.333	.500

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 07:30 AM to 08:30 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	1	**1**	**2**	0	0	0	0	0	**3**	0	**3**
+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	**2**	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	2	2	0	5	1	6	0	0	0	0	0	4	0	4
% App. Total	0	0	100		0	83.3	16.7		0	0	0		0	100	0	
PHF	.000	.000	.500	.500	.000	.625	.250	.750	.000	.000	.000	.000	.000	.333	.000	.333

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

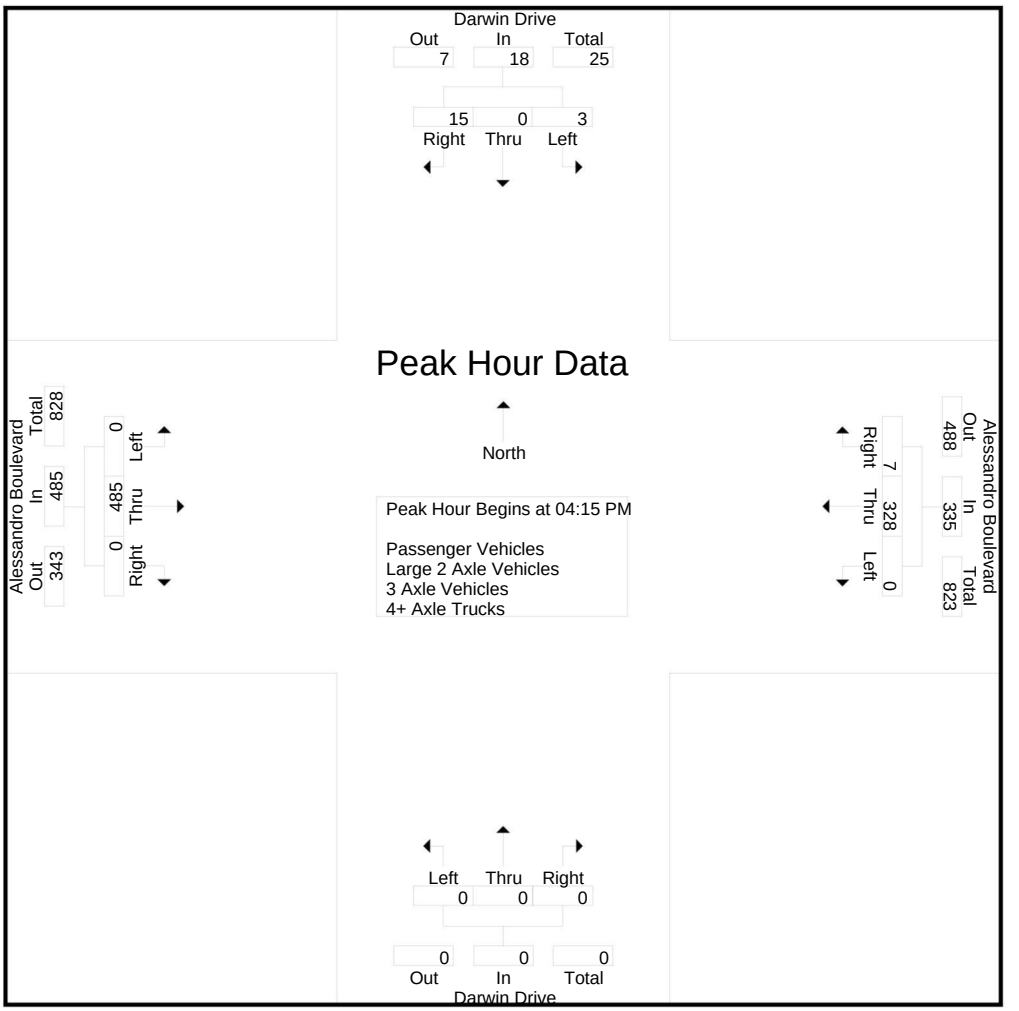
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	67	3	70	0	0	0	0	1	104	0	105	176
04:15 PM	1	0	4	5	0	83	3	86	0	0	0	0	0	117	0	117	208
04:30 PM	0	0	2	2	0	83	2	85	0	0	0	0	0	131	0	131	218
04:45 PM	2	0	4	6	0	92	0	92	0	0	0	0	0	122	0	122	220
Total	3	0	11	14	0	325	8	333	0	0	0	0	1	474	0	475	822
05:00 PM	0	0	5	5	0	70	2	72	0	0	0	0	0	115	0	115	192
05:15 PM	0	0	2	2	0	66	0	66	0	0	0	0	0	122	0	122	190
05:30 PM	1	0	9	10	0	66	3	69	0	0	0	0	0	121	0	121	200
05:45 PM	0	0	4	4	0	73	1	74	0	0	0	0	0	101	0	101	179
Total	1	0	20	21	0	275	6	281	0	0	0	0	0	459	0	459	761
Grand Total	4	0	31	35	0	600	14	614	0	0	0	0	1	933	0	934	1583
Apprch %	11.4	0	88.6		0	97.7	2.3		0	0	0		0.1	99.9	0		
Total %	0.3	0	2	2.2	0	37.9	0.9	38.8	0	0	0	0	0.1	58.9	0	59	
Passenger Vehicles	4	0	30	34	0	593	13	606	0	0	0	0	1	919	0	920	1560
% Passenger Vehicles	100	0	96.8	97.1	0	98.8	92.9	98.7	0	0	0	0	100	98.5	0	98.5	98.5
Large 2 Axle Vehicles	0	0	1	1	0	6	1	7	0	0	0	0	0	9	0	9	17
% Large 2 Axle Vehicles	0	0	3.2	2.9	0	1	7.1	1.1	0	0	0	0	0	1	0	1	1.1
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.4	0.3

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	4	5	0	83	**3**	86	0	0	0	0	0	117	0	117	208
04:30 PM	0	0	2	2	0	83	2	85	0	0	0	0	0	**131**	0	**131**	218
04:45 PM	**2**	0	4	**6**	0	**92**	0	**92**	0	0	0	0	0	122	0	122	**220**
05:00 PM	0	0	**5**	5	0	70	2	72	0	0	0	0	0	115	0	115	192
Total Volume	3	0	15	18	0	328	7	335	0	0	0	0	0	485	0	485	838
% App. Total	16.7	0	83.3		0	97.9	2.1		0	0	0		0	100	0		
PHF	.375	.000	.750	.750	.000	.891	.583	.910	.000	.000	.000	.000	.000	.926	.000	.926	.952

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File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	**2**	0	4	6	0	83	**3**	86	0	0	0	0	0	**131**	0	**131**
+15 mins.	0	0	5	5	0	83	2	85	0	0	0	0	0	122	0	122
+30 mins.	0	0	2	2	0	**92**	0	**92**	0	0	0	0	0	115	0	115
+45 mins.	1	0	**9**	**10**	0	70	2	72	0	0	0	0	0	122	0	122
Total Volume	3	0	20	23	0	328	7	335	0	0	0	0	0	490	0	490
% App. Total	13	0	87		0	97.9	2.1		0	0	0		0	100	0	
PHF	.375	.000	.556	.575	.000	.891	.583	.910	.000	.000	.000	.000	.000	.935	.000	.935

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File Name : 05_MRV_Dar_Ales PM
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Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

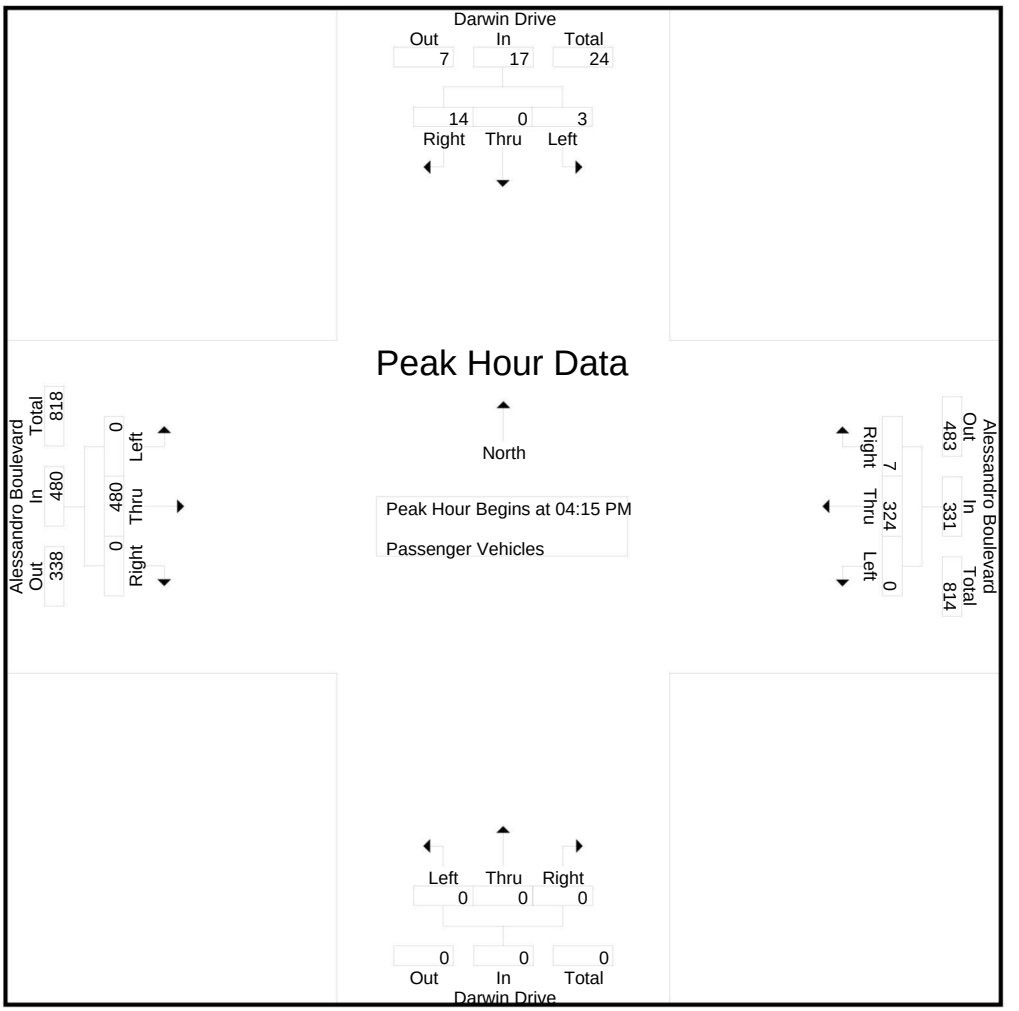
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	66	2	68	0	0	0	0	1	100	0	101	170
04:15 PM	1	0	4	5	0	82	3	85	0	0	0	0	0	116	0	116	206
04:30 PM	0	0	1	1	0	83	2	85	0	0	0	0	0	131	0	131	217
04:45 PM	2	0	4	6	0	90	0	90	0	0	0	0	0	119	0	119	215
Total	3	0	10	13	0	321	7	328	0	0	0	0	1	466	0	467	808
05:00 PM	0	0	5	5	0	69	2	71	0	0	0	0	0	114	0	114	190
05:15 PM	0	0	2	2	0	65	0	65	0	0	0	0	0	121	0	121	188
05:30 PM	1	0	9	10	0	66	3	69	0	0	0	0	0	121	0	121	200
05:45 PM	0	0	4	4	0	72	1	73	0	0	0	0	0	97	0	97	174
Total	1	0	20	21	0	272	6	278	0	0	0	0	0	453	0	453	752
Grand Total	4	0	30	34	0	593	13	606	0	0	0	0	1	919	0	920	1560
Apprch %	11.8	0	88.2		0	97.9	2.1		0	0	0		0.1	99.9	0		
Total %	0.3	0	1.9	2.2	0	38	0.8	38.8	0	0	0	0	0.1	58.9	0	59	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	4	5	0	82	**3**	85	0	0	0	0	0	116	0	116	206
04:30 PM	0	0	1	1	0	83	2	85	0	0	0	0	0	**131**	0	**131**	**217**
04:45 PM	**2**	0	4	**6**	0	**90**	0	**90**	0	0	0	0	0	119	0	119	215
05:00 PM	0	0	**5**	5	0	69	2	71	0	0	0	0	0	114	0	114	190
Total Volume	3	0	14	17	0	324	7	331	0	0	0	0	0	480	0	480	828
% App. Total	17.6	0	82.4		0	97.9	2.1		0	0	0		0	100	0		
PHF	.375	.000	.700	.708	.000	.900	.583	.919	.000	.000	.000	.000	.000	.916	.000	.916	.954

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	4	5	0	82	**3**	85	0	0	0	0	0	116	0	116
+15 mins.	0	0	1	1	0	83	2	85	0	0	0	0	0	**131**	0	**131**
+30 mins.	**2**	0	4	**6**	0	**90**	0	**90**	0	0	0	0	0	119	0	119
+45 mins.	0	0	**5**	5	0	69	2	71	0	0	0	0	0	114	0	114
Total Volume	3	0	14	17	0	324	7	331	0	0	0	0	0	480	0	480
% App. Total	17.6	0	82.4		0	97.9	2.1		0	0	0		0	100	0	
PHF	.375	.000	.700	.708	.000	.900	.583	.919	.000	.000	.000	.000	.000	.916	.000	.916

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

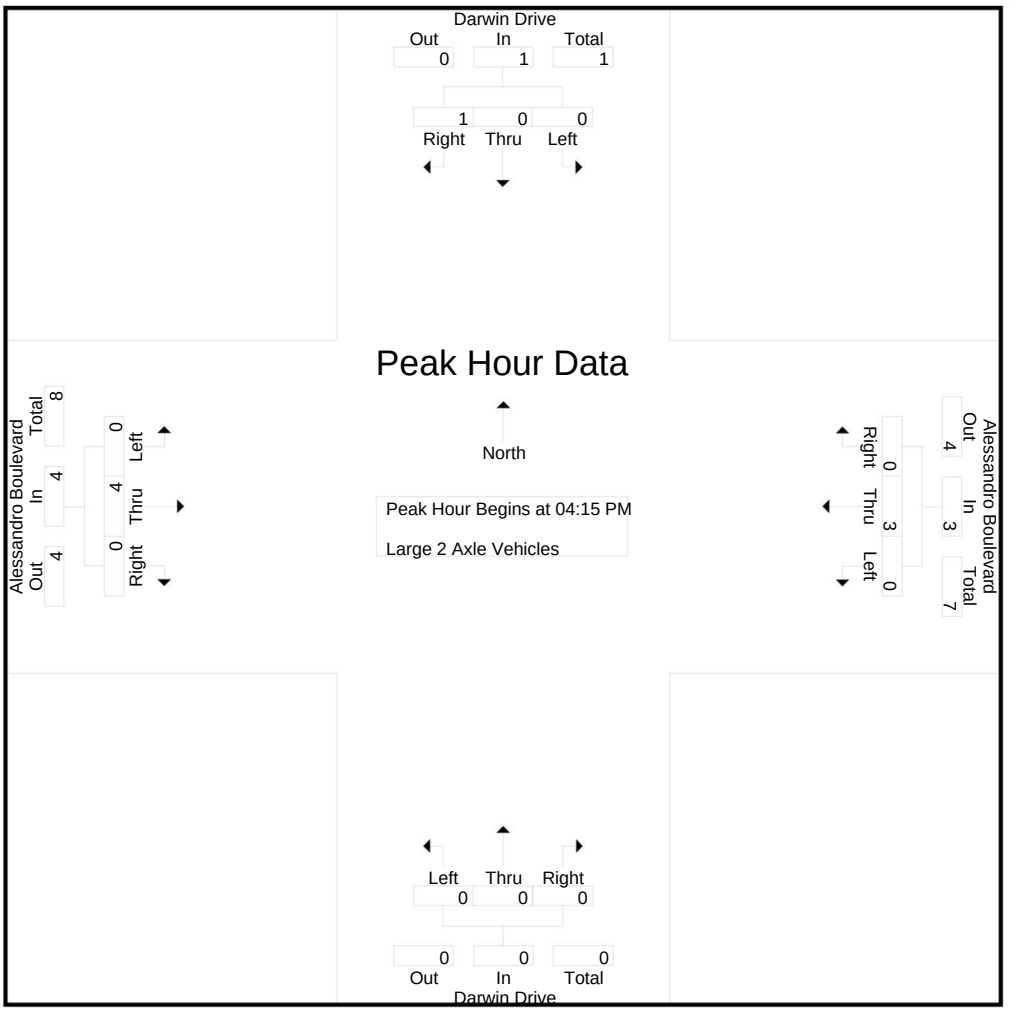
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	1	1	0	3	1	4	0	0	0	0	0	6	0	6	11
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	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	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	0	0	1	1	0	6	1	7	0	0	0	0	0	9	0	9	17
Apprch %	0	0	100		0	85.7	14.3		0	0	0		0	100	0		
Total %	0	0	5.9	5.9	0	35.3	5.9	41.2	0	0	0	0	0	52.9	0	52.9	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	4	0	4	8
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.333	.000	.333	.500

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+15 mins.	0	0	**1**	**1**	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	**3**	0	**3**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	4	0	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.333	.000	.333

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

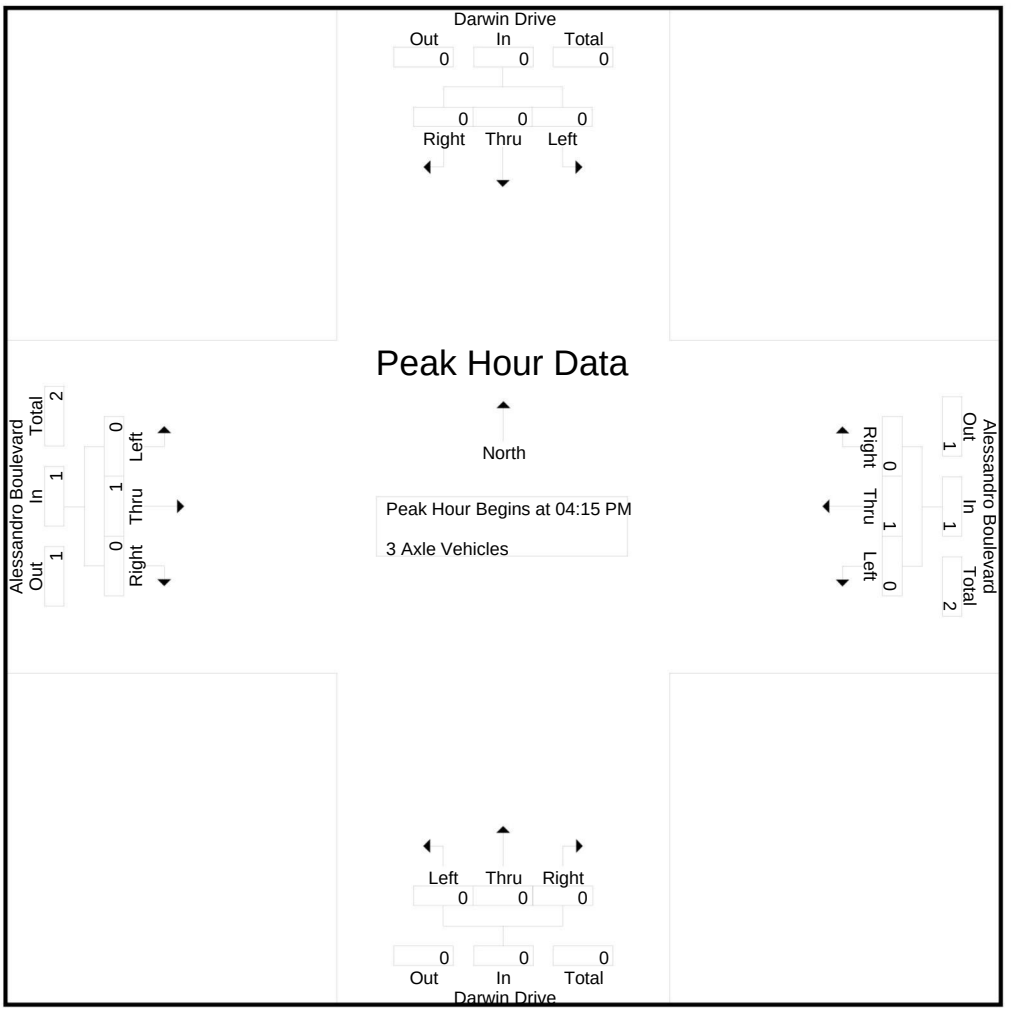
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 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	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

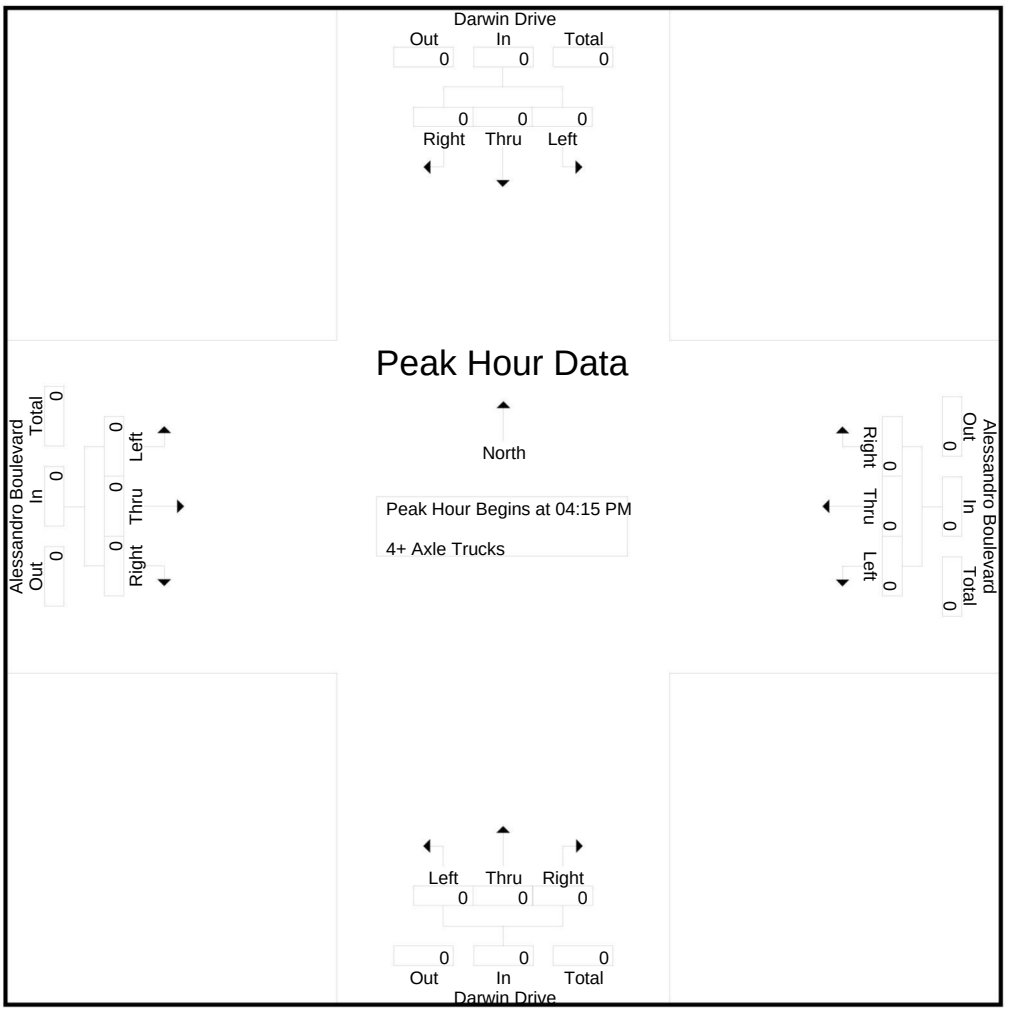
	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 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	2	0	2	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	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
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	

	Darwin Drive Southbound				Alessandro Boulevard Westbound				Darwin Drive Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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
05:00 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 Moreno Valley
N/S: Darwin Drive
E/W: Alessandro Boulevard
Weather: Clear

File Name : 05_MRV_Dar_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 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

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City of Moreno Valley
N/S: Morrison Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 09_MRV_Mor_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

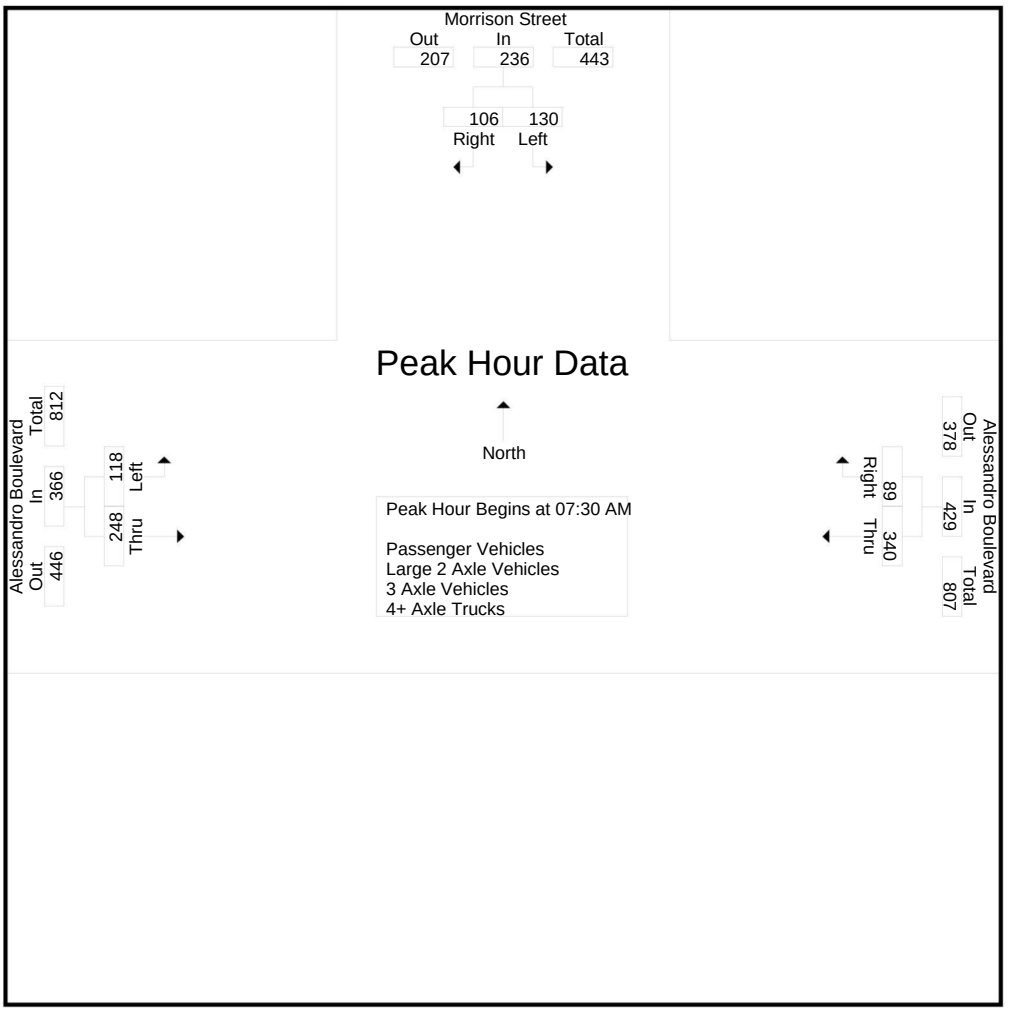
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	15	21	36	71	9	80	12	30	42	158
07:15 AM	33	19	52	79	16	95	21	57	78	225
07:30 AM	47	24	71	84	13	97	14	48	62	230
07:45 AM	34	15	49	104	28	132	29	66	95	276
Total	129	79	208	338	66	404	76	201	277	889
08:00 AM	23	28	51	75	24	99	39	68	107	257
08:15 AM	26	39	65	77	24	101	36	66	102	268
08:30 AM	19	27	46	89	14	103	18	57	75	224
08:45 AM	10	15	25	61	12	73	10	50	60	158
Total	78	109	187	302	74	376	103	241	344	907
Grand Total	207	188	395	640	140	780	179	442	621	1796
Apprch %	52.4	47.6		82.1	17.9		28.8	71.2		
Total %	11.5	10.5	22	35.6	7.8	43.4	10	24.6	34.6	
Passenger Vehicles	198	186	384	613	137	750	174	417	591	1725
% Passenger Vehicles	95.7	98.9	97.2	95.8	97.9	96.2	97.2	94.3	95.2	96
Large 2 Axle Vehicles	7	1	8	14	3	17	2	19	21	46
% Large 2 Axle Vehicles	3.4	0.5	2	2.2	2.1	2.2	1.1	4.3	3.4	2.6
3 Axle Vehicles	1	0	1	1	0	1	1	1	2	4
% 3 Axle Vehicles	0.5	0	0.3	0.2	0	0.1	0.6	0.2	0.3	0.2
4+ Axle Trucks	1	1	2	12	0	12	2	5	7	21
% 4+ Axle Trucks	0.5	0.5	0.5	1.9	0	1.5	1.1	1.1	1.1	1.2

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**47**	24	**71**	84	13	97	14	48	62	230
07:45 AM	34	15	49	**104**	**28**	**132**	29	66	95	**276**
08:00 AM	23	28	51	75	24	99	**39**	**68**	**107**	257
08:15 AM	26	**39**	65	77	24	101	36	66	102	268
Total Volume	130	106	236	340	89	429	118	248	366	1031
% App. Total	55.1	44.9		79.3	20.7		32.2	67.8		
PHF	.691	.679	.831	.817	.795	.813	.756	.912	.855	.934

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City of Moreno Valley
N/S: Morrison Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 09_MRV_Mor_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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			07:45 AM			07:45 AM		
+0 mins.	**47**	24	**71**	**104**	**28**	**132**	29	66	95
+15 mins.	34	15	49	75	24	99	**39**	**68**	**107**
+30 mins.	23	28	51	77	24	101	36	66	102
+45 mins.	26	**39**	65	89	14	103	18	57	75
Total Volume	130	106	236	345	90	435	122	257	379
% App. Total	55.1	44.9		79.3	20.7		32.2	67.8	
PHF	.691	.679	.831	.829	.804	.824	.782	.945	.886

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City of Moreno Valley
N/S: Morrison Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 09_MRV_Mor_Ales AM
Site Code : 99924451
Start Date : 5/23/2024

Groups Printed- Passenger Vehicles

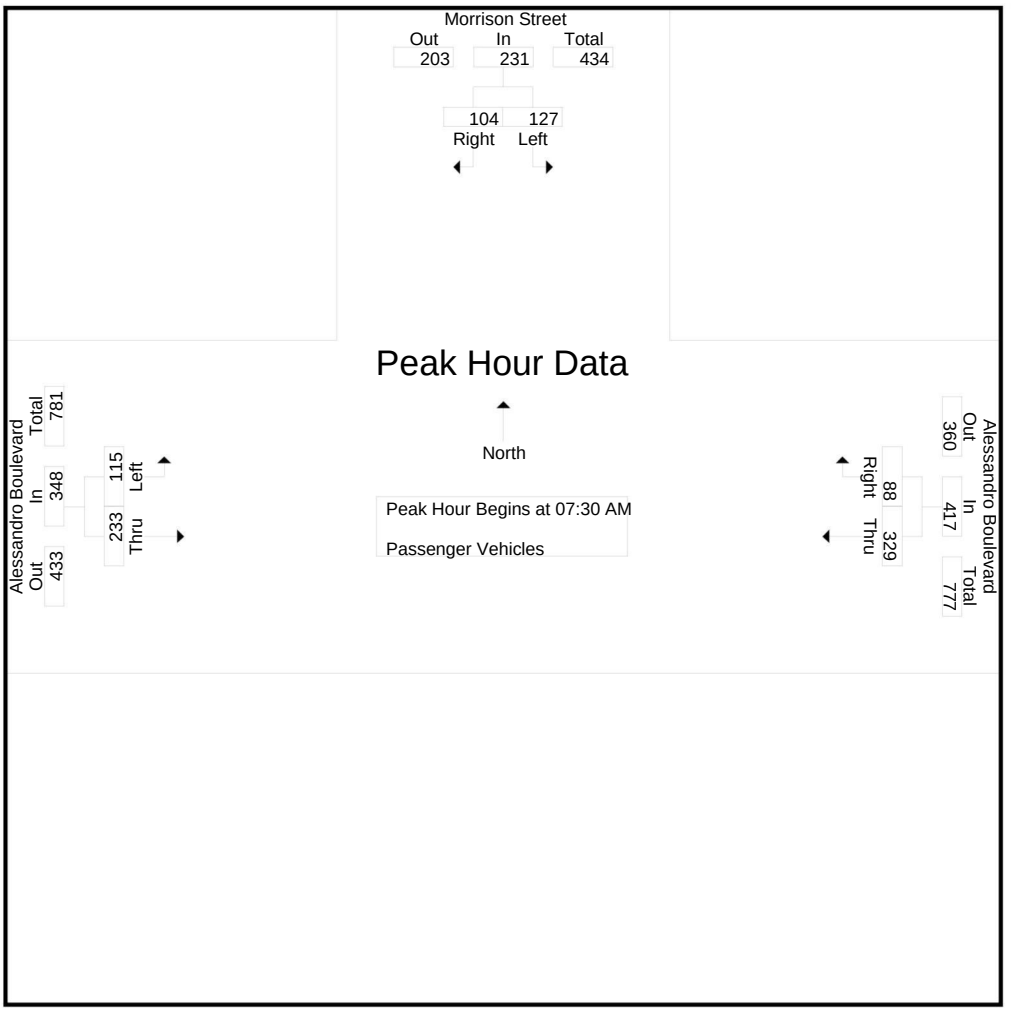
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	14	21	35	67	7	74	11	30	41	150
07:15 AM	30	19	49	77	16	93	21	52	73	215
07:30 AM	46	23	69	83	13	96	12	46	58	223
07:45 AM	34	15	49	101	27	128	29	61	90	267
Total	124	78	202	328	63	391	73	189	262	855
08:00 AM	22	27	49	72	24	96	39	66	105	250
08:15 AM	25	39	64	73	24	97	35	60	95	256
08:30 AM	17	27	44	83	14	97	17	54	71	212
08:45 AM	10	15	25	57	12	69	10	48	58	152
Total	74	108	182	285	74	359	101	228	329	870
Grand Total	198	186	384	613	137	750	174	417	591	1725
Apprch %	51.6	48.4		81.7	18.3		29.4	70.6		
Total %	11.5	10.8	22.3	35.5	7.9	43.5	10.1	24.2	34.3	

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**46**	23	**69**	83	13	96	12	46	58	223
07:45 AM	34	15	49	**101**	**27**	**128**	29	61	90	**267**
08:00 AM	22	27	49	72	24	96	**39**	**66**	**105**	250
08:15 AM	25	**39**	64	73	24	97	35	60	95	256
Total Volume	127	104	231	329	88	417	115	233	348	996
% App. Total	55	45		78.9	21.1		33	67		
PHF	.690	.667	.837	.814	.815	.814	.737	.883	.829	.933

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City of Moreno Valley
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File Name : 09_MRV_Mor_Ales AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**46**	23	**69**	83	13	96	12	46	58
+15 mins.	34	15	49	**101**	**27**	**128**	29	61	90
+30 mins.	22	27	49	72	24	96	**39**	**66**	**105**
+45 mins.	25	**39**	64	73	24	97	35	60	95
Total Volume	127	104	231	329	88	417	115	233	348
% App. Total	55	45		78.9	21.1		33	67	
PHF	.690	.667	.837	.814	.815	.814	.737	.883	.829

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City of Moreno Valley
N/S: Morrison Street
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File Name : 09_MRV_Mor_Ales AM
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Groups Printed- Large 2 Axle Vehicles

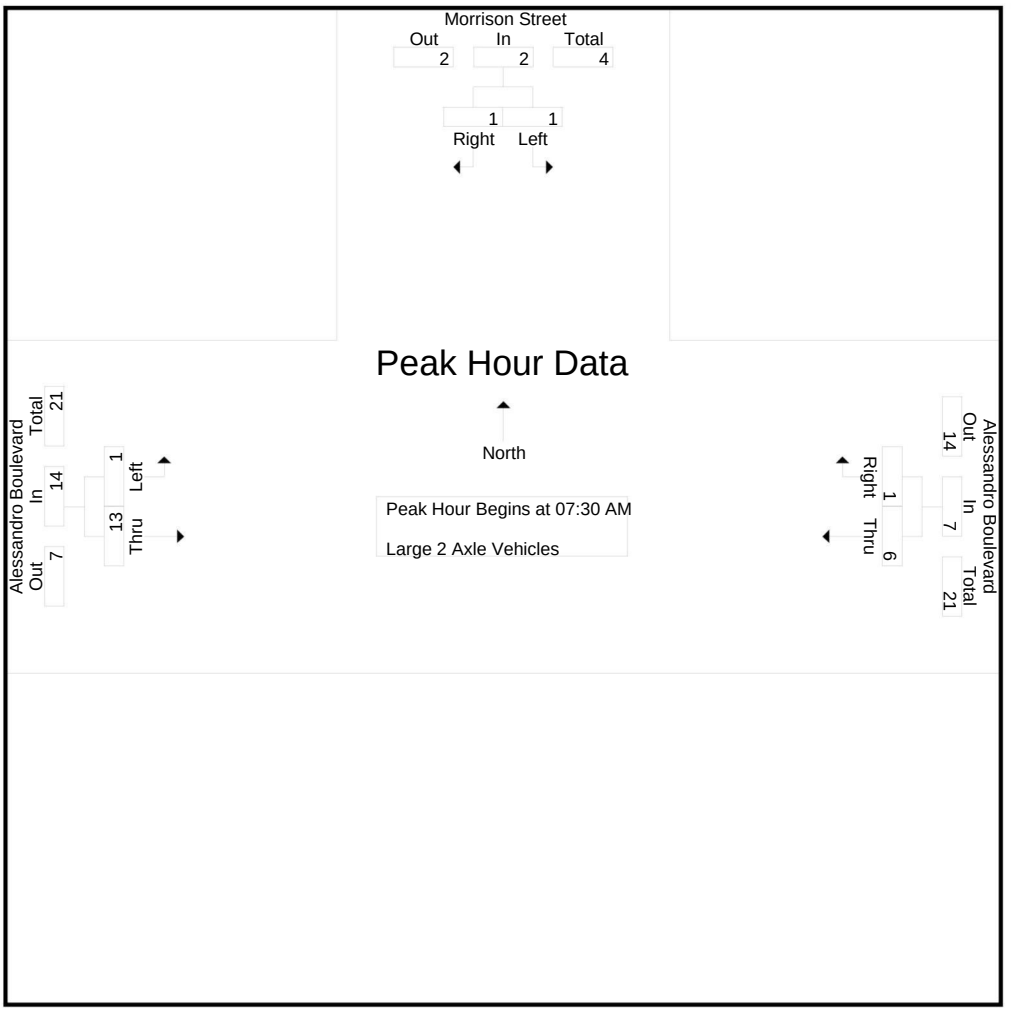
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	0	1	2	2	4	1	0	1	6
07:15 AM	3	0	3	0	0	0	0	4	4	7
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	2	1	3	0	5	5	8
Total	4	0	4	4	3	7	1	10	11	22
08:00 AM	1	1	2	1	0	1	0	1	1	4
08:15 AM	0	0	0	3	0	3	1	6	7	10
08:30 AM	2	0	2	4	0	4	0	1	1	7
08:45 AM	0	0	0	2	0	2	0	1	1	3
Total	3	1	4	10	0	10	1	9	10	24
Grand Total	7	1	8	14	3	17	2	19	21	46
Apprch %	87.5	12.5		82.4	17.6		9.5	90.5		
Total %	15.2	2.2	17.4	30.4	6.5	37	4.3	41.3	45.7	

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	1	1	1
07:45 AM	0	0	0	2	**1**	**3**	0	5	5	8
08:00 AM	**1**	**1**	**2**	1	0	1	0	1	1	4
08:15 AM	0	0	0	**3**	0	3	**1**	**6**	**7**	**10**
Total Volume	1	1	2	6	1	7	1	13	14	23
% App. Total	50	50		85.7	14.3		7.1	92.9		
PHF	.250	.250	.250	.500	.250	.583	.250	.542	.500	.575

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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	2	**1**	**3**	0	5	5
+30 mins.	**1**	**1**	**2**	1	0	1	0	1	1
+45 mins.	0	0	0	**3**	0	3	**1**	**6**	**7**
Total Volume	1	1	2	6	1	7	1	13	14
% App. Total	50	50		85.7	14.3		7.1	92.9	
PHF	.250	.250	.250	.500	.250	.583	.250	.542	.500

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City of Moreno Valley
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Groups Printed- 3 Axle Vehicles

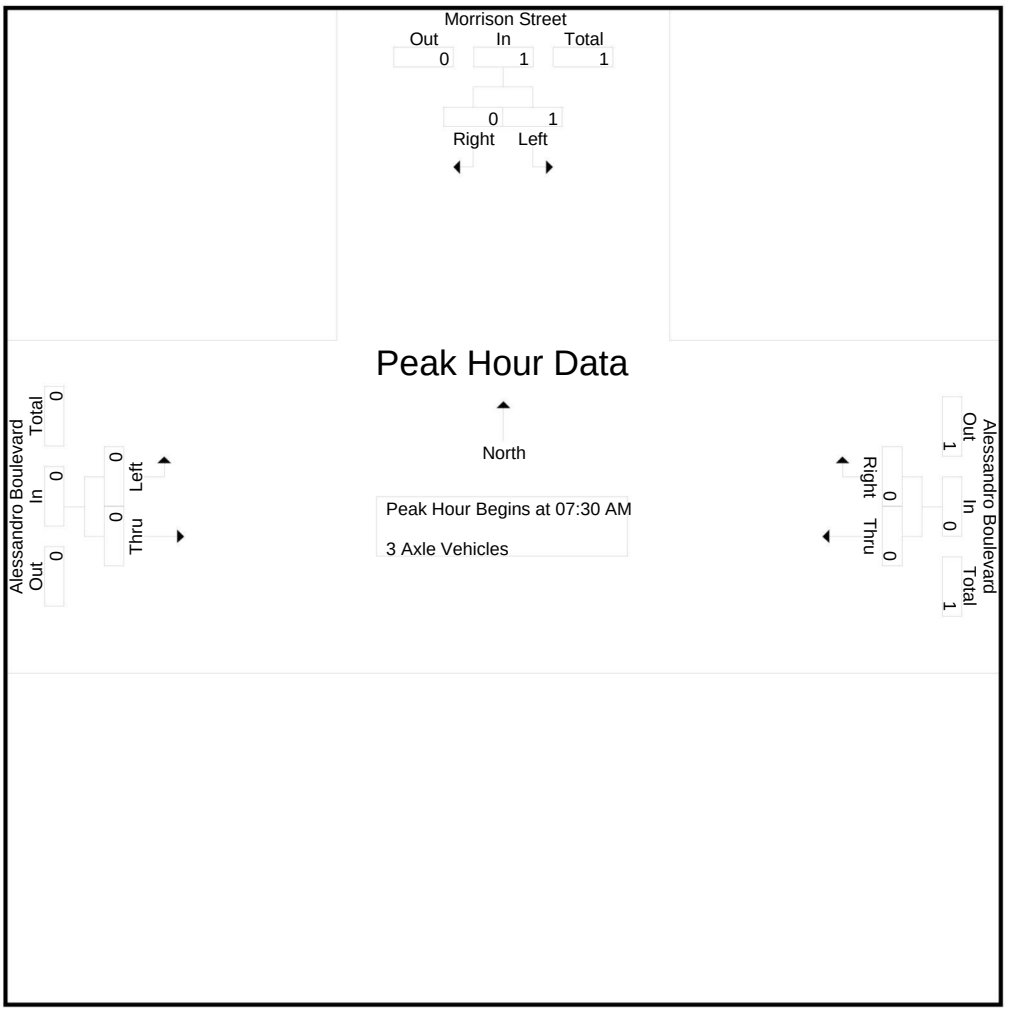
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	1	1	2	3
Grand Total	1	0	1	1	0	1	1	1	2	4
Apprch %	100	0		100	0		50	50		
Total %	25	0	25	25	0	25	25	25	50	

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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

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

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Groups Printed- 4+ Axle Trucks

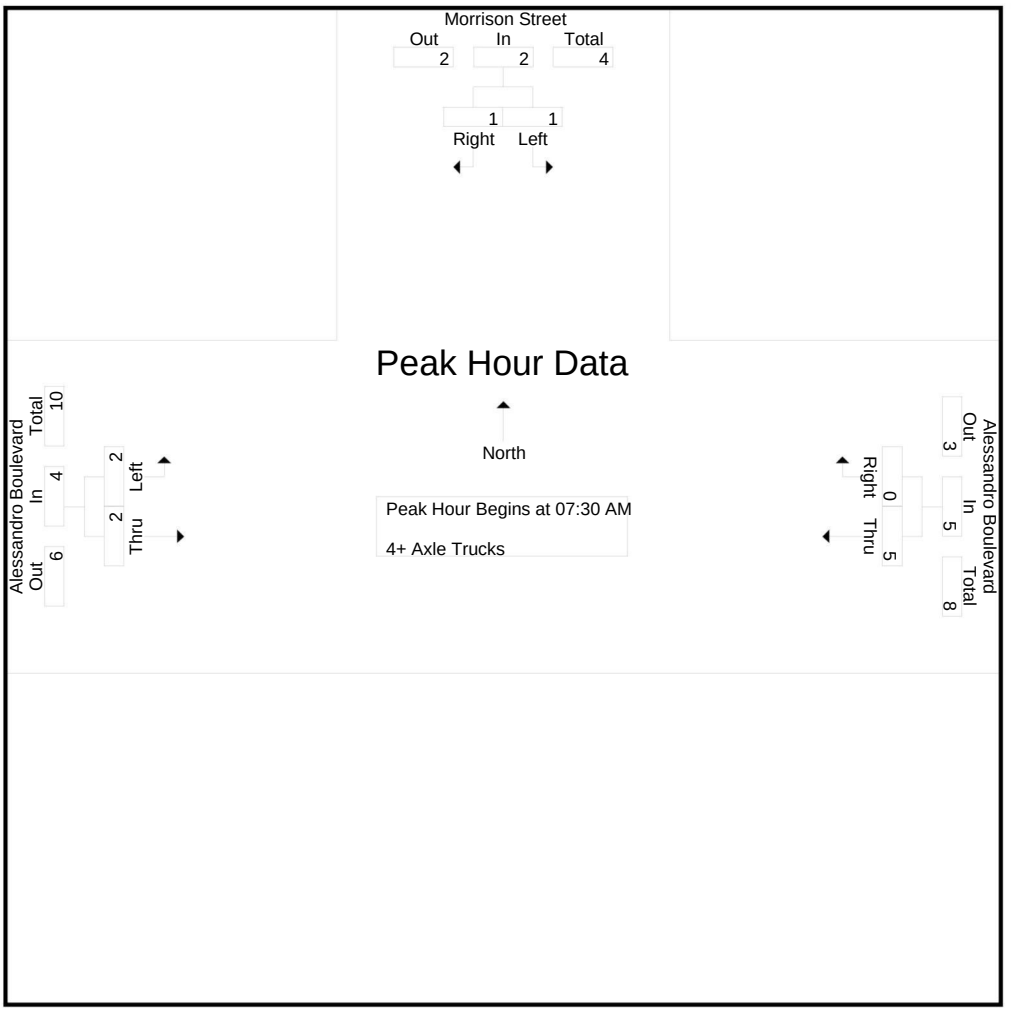
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	2	0	2	0	1	1	3
07:30 AM	1	1	2	1	0	1	2	1	3	6
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	1	1	2	5	0	5	2	2	4	11
08:00 AM	0	0	0	2	0	2	0	1	1	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	2	0	2	0	1	1	3
08:45 AM	0	0	0	2	0	2	0	1	1	3
Total	0	0	0	7	0	7	0	3	3	10
Grand Total	1	1	2	12	0	12	2	5	7	21
Apprch %	50	50		100	0		28.6	71.4		
Total %	4.8	4.8	9.5	57.1	0	57.1	9.5	23.8	33.3	

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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**	**1**	**2**	1	0	1	**2**	**1**	**3**	**6**
07:45 AM	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	**2**	0	**2**	0	1	1	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	1	1	2	5	0	5	2	2	4	11
% App. Total	50	50		100	0		50	50		
PHF	.250	.250	.250	.625	.000	.625	.250	.500	.333	.458

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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	**1**	**2**	1	0	1	**2**	**1**	**3**
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	**2**	0	**2**	0	1	1
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	1	1	2	5	0	5	2	2	4
% App. Total	50	50		100	0		50	50	
PHF	.250	.250	.250	.625	.000	.625	.250	.500	.333

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Weather: Clear

File Name : 09_MRV_Mor_Ales PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

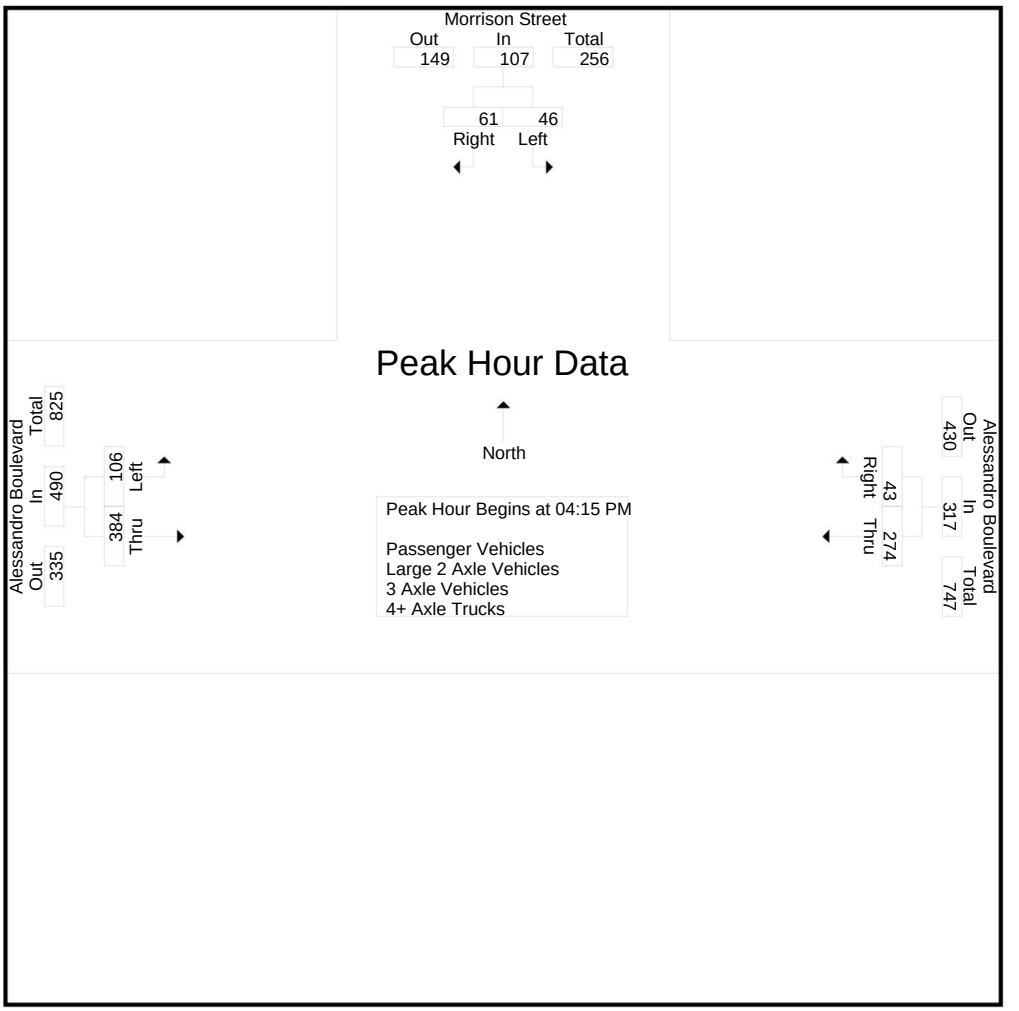
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	20	14	34	53	18	71	22	82	104	209
04:15 PM	10	13	23	73	10	83	24	102	126	232
04:30 PM	12	16	28	72	10	82	28	96	124	234
04:45 PM	9	17	26	74	14	88	31	88	119	233
Total	51	60	111	272	52	324	105	368	473	908
05:00 PM	15	15	30	55	9	64	23	98	121	215
05:15 PM	9	14	23	52	13	65	32	93	125	213
05:30 PM	10	11	21	58	5	63	27	90	117	201
05:45 PM	8	9	17	68	5	73	21	86	107	197
Total	42	49	91	233	32	265	103	367	470	826
Grand Total	93	109	202	505	84	589	208	735	943	1734
Apprch %	46	54		85.7	14.3		22.1	77.9		
Total %	5.4	6.3	11.6	29.1	4.8	34	12	42.4	54.4	
Passenger Vehicles	93	109	202	498	83	581	206	722	928	1711
% Passenger Vehicles	100	100	100	98.6	98.8	98.6	99	98.2	98.4	98.7
Large 2 Axle Vehicles	0	0	0	6	1	7	2	8	10	17
% Large 2 Axle Vehicles	0	0	0	1.2	1.2	1.2	1	1.1	1.1	1
3 Axle Vehicles	0	0	0	1	0	1	0	1	1	2
% 3 Axle Vehicles	0	0	0	0.2	0	0.2	0	0.1	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	4	4	4
% 4+ Axle Trucks	0	0	0	0	0	0	0	0.5	0.4	0.2

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	10	13	23	73	10	83	24	**102**	**126**	232
04:30 PM	12	16	28	72	10	82	28	96	124	**234**
04:45 PM	9	**17**	26	**74**	**14**	**88**	**31**	88	119	233
05:00 PM	**15**	15	**30**	55	9	64	23	98	121	215
Total Volume	46	61	107	274	43	317	106	384	490	914
% App. Total	43	57		86.4	13.6		21.6	78.4		
PHF	.767	.897	.892	.926	.768	.901	.855	.941	.972	.976

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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			04:00 PM			04:15 PM		
+0 mins.	**20**	14	**34**	53	**18**	71	24	**102**	**126**
+15 mins.	10	13	23	73	10	83	28	96	124
+30 mins.	12	16	28	72	10	82	**31**	88	119
+45 mins.	9	**17**	26	**74**	14	**88**	23	98	121
Total Volume	51	60	111	272	52	324	106	384	490
% App. Total	45.9	54.1		84	16		21.6	78.4	
PHF	.638	.882	.816	.919	.722	.920	.855	.941	.972

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Groups Printed- Passenger Vehicles

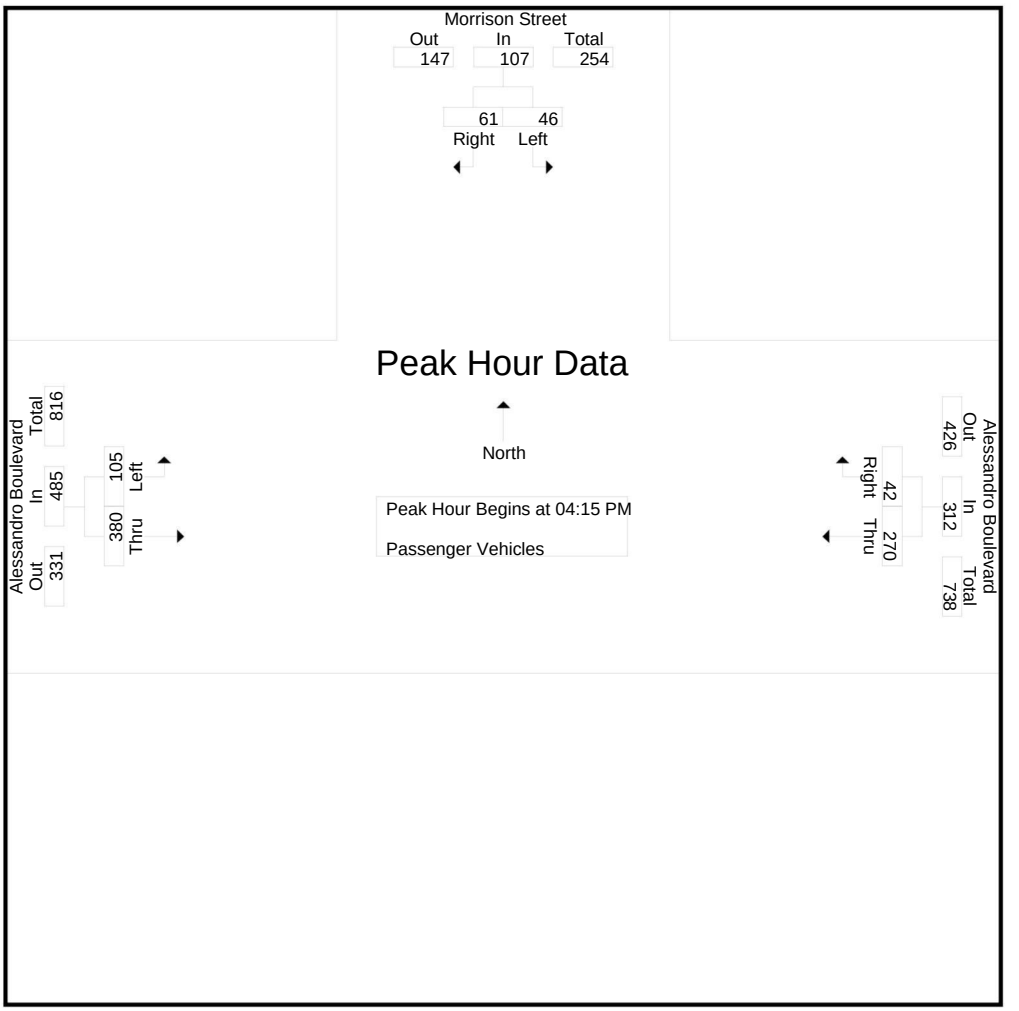
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	20	14	34	52	18	70	21	78	99	203
04:15 PM	10	13	23	72	9	81	24	101	125	229
04:30 PM	12	16	28	72	10	82	28	96	124	234
04:45 PM	9	17	26	72	14	86	30	86	116	228
Total	51	60	111	268	51	319	103	361	464	894
05:00 PM	15	15	30	54	9	63	23	97	120	213
05:15 PM	9	14	23	51	13	64	32	92	124	211
05:30 PM	10	11	21	58	5	63	27	90	117	201
05:45 PM	8	9	17	67	5	72	21	82	103	192
Total	42	49	91	230	32	262	103	361	464	817
Grand Total	93	109	202	498	83	581	206	722	928	1711
Apprch %	46	54		85.7	14.3		22.2	77.8		
Total %	5.4	6.4	11.8	29.1	4.9	34	12	42.2	54.2	

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	10	13	23	**72**	9	81	24	**101**	**125**	229
04:30 PM	12	16	28	72	10	82	28	96	124	**234**
04:45 PM	9	**17**	26	72	**14**	**86**	**30**	86	116	228
05:00 PM	**15**	15	**30**	54	9	63	23	97	120	213
Total Volume	46	61	107	270	42	312	105	380	485	904
% App. Total	43	57		86.5	13.5		21.6	78.4		
PHF	.767	.897	.892	.938	.750	.907	.875	.941	.970	.966

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	10	13	23	**72**	9	81	24	**101**	**125**
+15 mins.	12	16	28	72	10	82	28	96	124
+30 mins.	9	**17**	26	72	**14**	**86**	**30**	86	116
+45 mins.	**15**	15	**30**	54	9	63	23	97	120
Total Volume	46	61	107	270	42	312	105	380	485
% App. Total	43	57		86.5	13.5		21.6	78.4	
PHF	.767	.897	.892	.938	.750	.907	.875	.941	.970

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City of Moreno Valley
N/S: Morrison Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 09_MRV_Mor_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

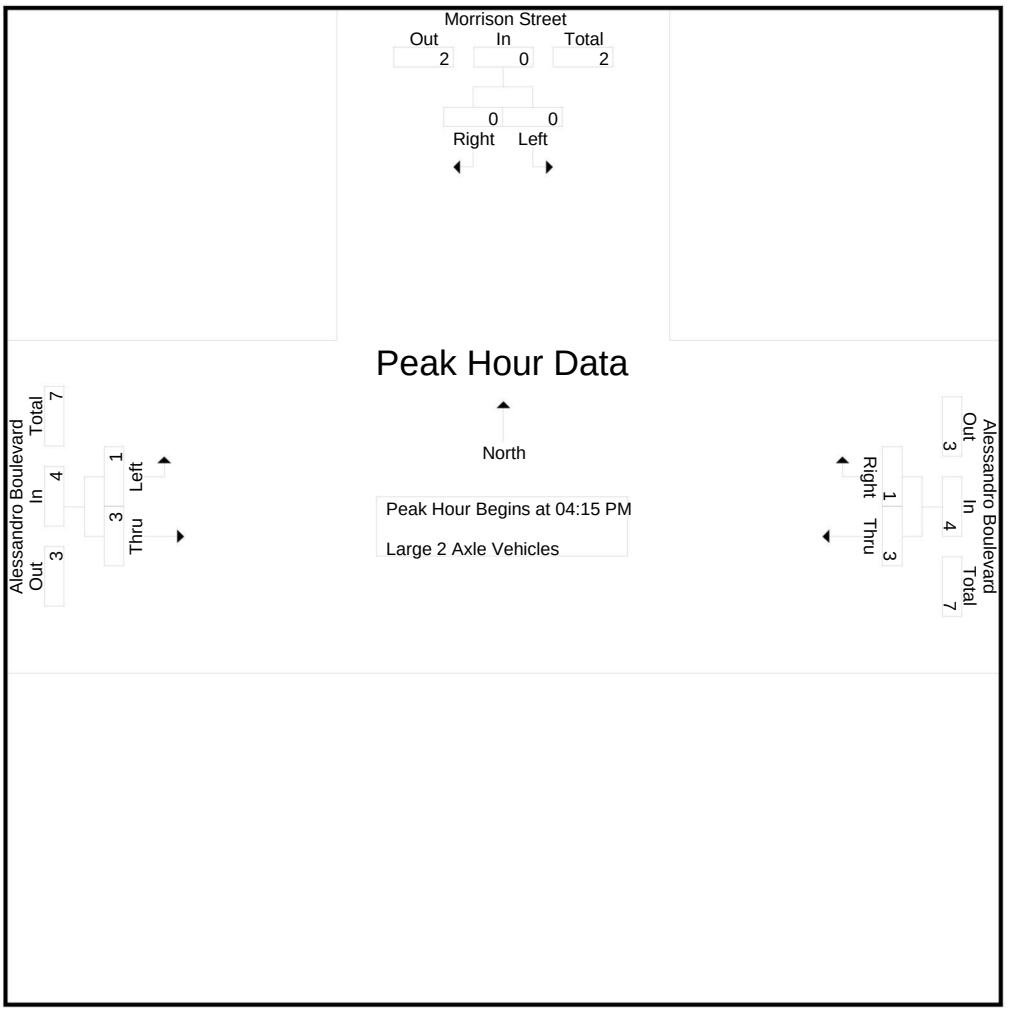
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	1	2	3	4
04:15 PM	0	0	0	1	1	2	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	1	2	3	4
Total	0	0	0	3	1	4	2	5	7	11
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	3	3	4
Total	0	0	0	3	0	3	0	3	3	6
Grand Total	0	0	0	6	1	7	2	8	10	17
Apprch %	0	0		85.7	14.3		20	80		
Total %	0	0	0	35.3	5.9	41.2	11.8	47.1	58.8	

	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	**1**	**1**	**2**	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	**1**	**2**	**3**	**4**
05:00 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	3	1	4	1	3	4	8
% App. Total	0	0		75	25		25	75		
PHF	.000	.000	.000	.750	.250	.500	.250	.375	.333	.500

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City of Moreno Valley
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Weather: Clear

File Name : 09_MRV_Mor_Ales PM
Site Code : 99924451
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Morrison Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 09_MRV_Mor_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- 3 Axle Vehicles

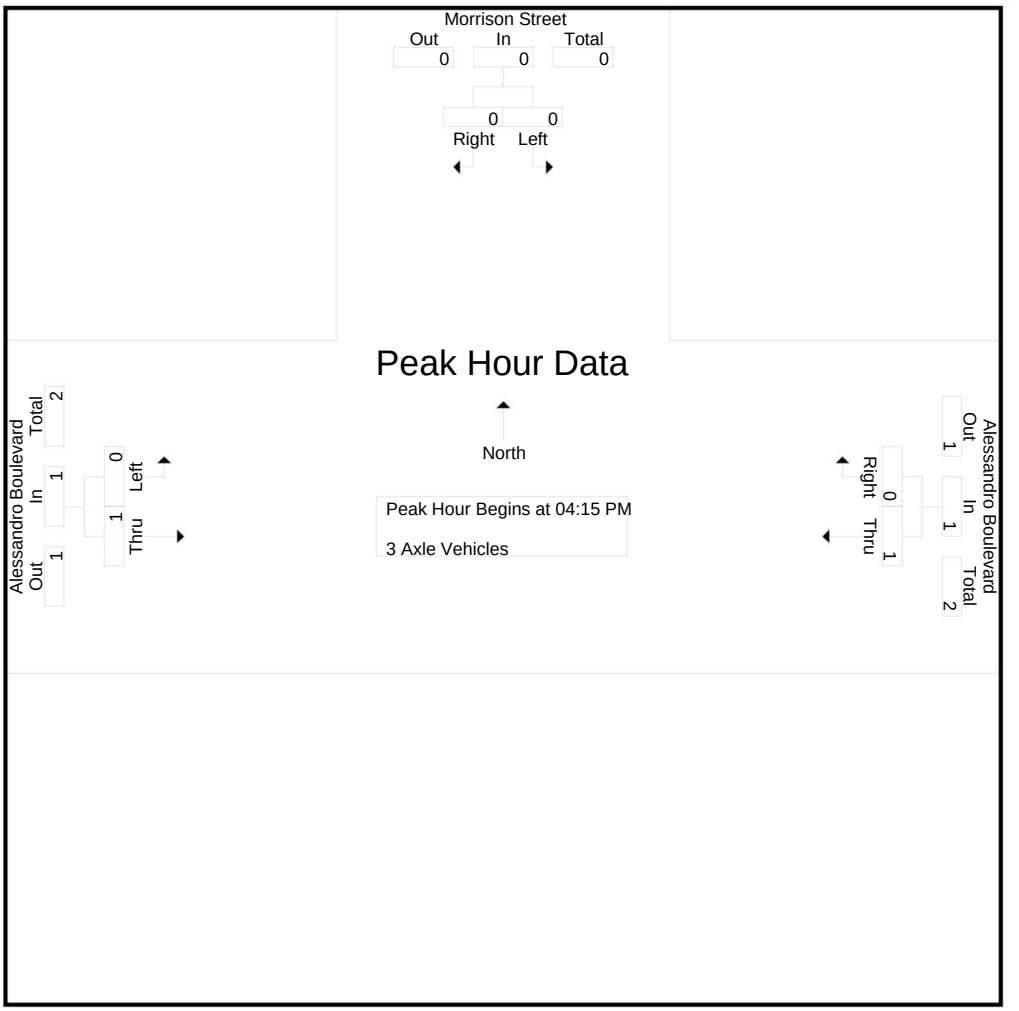
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	1	0	1	0	1	1	2
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

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

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Weather: Clear

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Morrison Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 09_MRV_Mor_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

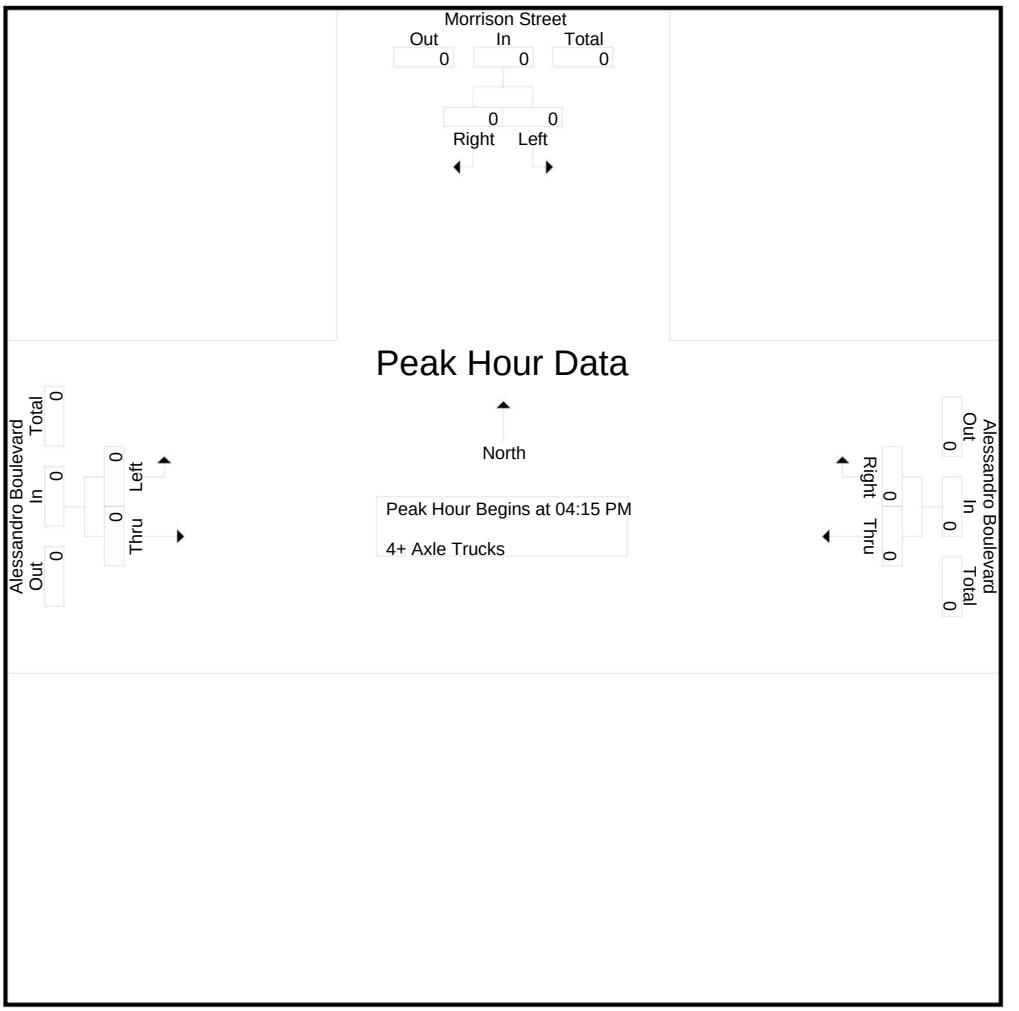
	Morrison Street Southbound			Alessandro Boulevard Westbound			Alessandro Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	0	0	0	0	4	4	4
Apprch %	0	0		0	0		0	100		
Total %	0	0	0	0	0	0	0	100	100	

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

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File Name : 09_MRV_Mor_Ales PM
Site Code : 99924451
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

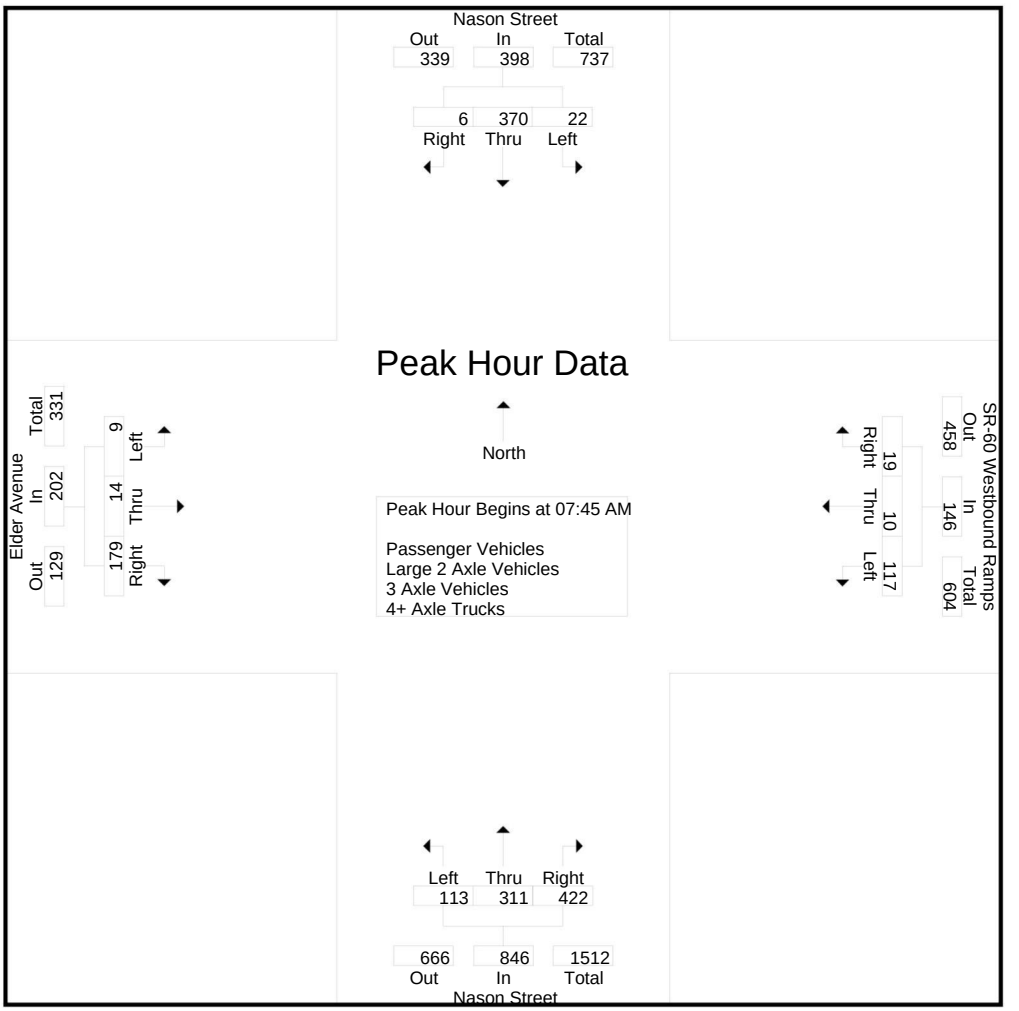
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	39	1	45	18	2	4	24	7	51	114	172	2	7	17	26	267
07:15 AM	8	67	1	76	41	7	8	56	13	53	88	154	1	7	24	32	318
07:30 AM	6	75	3	84	32	3	9	44	13	77	84	174	1	7	26	34	336
07:45 AM	5	76	2	83	44	6	1	51	16	80	66	162	5	1	43	49	345
Total	24	257	7	288	135	18	22	175	49	261	352	662	9	22	110	141	1266
08:00 AM	7	118	3	128	33	2	6	41	21	73	101	195	2	8	49	59	423
08:15 AM	1	118	1	120	29	2	6	37	32	86	128	246	0	2	57	59	462
08:30 AM	9	58	0	67	11	0	6	17	44	72	127	243	2	3	30	35	362
08:45 AM	5	39	0	44	22	2	8	32	14	41	99	154	1	4	17	22	252
Total	22	333	4	359	95	6	26	127	111	272	455	838	5	17	153	175	1499
Grand Total	46	590	11	647	230	24	48	302	160	533	807	1500	14	39	263	316	2765
Apprch %	7.1	91.2	1.7		76.2	7.9	15.9		10.7	35.5	53.8		4.4	12.3	83.2		
Total %	1.7	21.3	0.4	23.4	8.3	0.9	1.7	10.9	5.8	19.3	29.2	54.2	0.5	1.4	9.5	11.4	
Passenger Vehicles	46	579	8	633	221	24	48	293	159	526	780	1465	14	38	259	311	2702
% Passenger Vehicles	100	98.1	72.7	97.8	96.1	100	100	97	99.4	98.7	96.7	97.7	100	97.4	98.5	98.4	97.7
Large 2 Axle Vehicles	0	9	3	12	6	0	0	6	1	4	21	26	0	1	3	4	48
% Large 2 Axle Vehicles	0	1.5	27.3	1.9	2.6	0	0	2	0.6	0.8	2.6	1.7	0	2.6	1.1	1.3	1.7
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0.4	0.3	0.1
4+ Axle Trucks	0	1	0	1	3	0	0	3	0	3	6	9	0	0	0	0	13
% 4+ Axle Trucks	0	0.2	0	0.2	1.3	0	0	1	0	0.6	0.7	0.6	0	0	0	0	0.5

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	76	2	83	**44**	**6**	1	**51**	16	80	66	162	**5**	1	43	49	345
08:00 AM	7	**118**	**3**	**128**	33	2	**6**	41	21	73	101	195	2	**8**	49	**59**	423
08:15 AM	1	118	1	120	29	2	6	37	32	**86**	**128**	**246**	0	2	**57**	59	**462**
08:30 AM	**9**	58	0	67	11	0	6	17	**44**	72	127	243	2	3	30	35	362
Total Volume	22	370	6	398	117	10	19	146	113	311	422	846	9	14	179	202	1592
% App. Total	5.5	93	1.5		80.1	6.8	13		13.4	36.8	49.9		4.5	6.9	88.6		
PHF	.611	.784	.500	.777	.665	.417	.792	.716	.642	.904	.824	.860	.450	.438	.785	.856	.861

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Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
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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:

	07:30 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	6	75	**3**	84	41	**7**	8	**56**	16	80	66	162	**5**	1	43	49
+15 mins.	5	76	2	83	32	3	**9**	44	21	73	101	195	2	**8**	49	**59**
+30 mins.	**7**	**118**	3	**128**	**44**	6	1	51	32	**86**	**128**	**246**	0	2	**57**	59
+45 mins.	1	118	1	120	33	2	6	41	**44**	72	127	243	2	3	30	35
Total Volume	19	387	9	415	150	18	24	192	113	311	422	846	9	14	179	202
% App. Total	4.6	93.3	2.2		78.1	9.4	12.5		13.4	36.8	49.9		4.5	6.9	88.6	
PHF	.679	.820	.750	.811	.852	.643	.667	.857	.642	.904	.824	.860	.450	.438	.785	.856

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

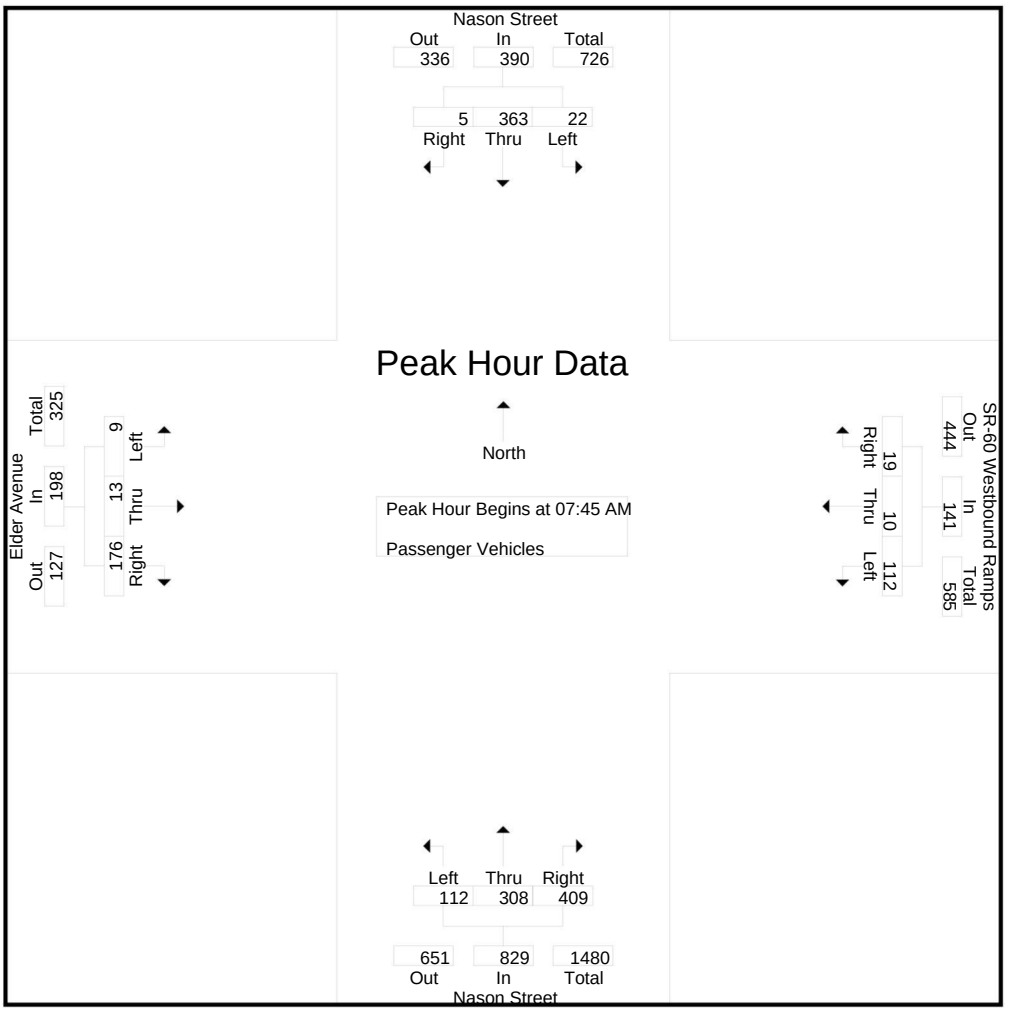
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	38	0	43	17	2	4	23	7	51	109	167	2	7	16	25	258
07:15 AM	8	67	1	76	39	7	8	54	13	53	86	152	1	7	24	32	314
07:30 AM	6	72	2	80	32	3	9	44	13	74	80	167	1	7	26	34	325
07:45 AM	5	76	1	82	42	6	1	49	16	78	66	160	5	1	42	48	339
Total	24	253	4	281	130	18	22	170	49	256	341	646	9	22	108	139	1236
08:00 AM	7	116	3	126	31	2	6	39	21	72	96	189	2	8	47	57	411
08:15 AM	1	116	1	118	29	2	6	37	31	86	124	241	0	2	57	59	455
08:30 AM	9	55	0	64	10	0	6	16	44	72	123	239	2	2	30	34	353
08:45 AM	5	39	0	44	21	2	8	31	14	40	96	150	1	4	17	22	247
Total	22	326	4	352	91	6	26	123	110	270	439	819	5	16	151	172	1466
Grand Total	46	579	8	633	221	24	48	293	159	526	780	1465	14	38	259	311	2702
Apprch %	7.3	91.5	1.3		75.4	8.2	16.4		10.9	35.9	53.2		4.5	12.2	83.3		
Total %	1.7	21.4	0.3	23.4	8.2	0.9	1.8	10.8	5.9	19.5	28.9	54.2	0.5	1.4	9.6	11.5	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	76	1	82	**42**	**6**	1	**49**	16	78	66	160	**5**	1	42	48	339
08:00 AM	7	**116**	**3**	**126**	31	2	**6**	39	21	72	96	189	2	**8**	47	57	411
08:15 AM	1	116	1	118	29	2	6	37	31	**86**	**124**	**241**	0	2	**57**	**59**	**455**
08:30 AM	**9**	55	0	64	10	0	6	16	**44**	72	123	239	2	2	30	34	353
Total Volume	22	363	5	390	112	10	19	141	112	308	409	829	9	13	176	198	1558
% App. Total	5.6	93.1	1.3		79.4	7.1	13.5		13.5	37.2	49.3		4.5	6.6	88.9		
PHF	.611	.782	.417	.774	.667	.417	.792	.719	.636	.895	.825	.860	.450	.406	.772	.839	.856

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
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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.	5	76	1	82	**42**	**6**	1	**49**	16	78	66	160	**5**	1	42	48
+15 mins.	7	**116**	**3**	**126**	31	2	**6**	39	21	72	96	189	2	**8**	47	57
+30 mins.	1	116	1	118	29	2	6	37	31	**86**	**124**	**241**	0	2	**57**	**59**
+45 mins.	**9**	55	0	64	10	0	6	16	**44**	72	123	239	2	2	30	34
Total Volume	22	363	5	390	112	10	19	141	112	308	409	829	9	13	176	198
% App. Total	5.6	93.1	1.3		79.4	7.1	13.5		13.5	37.2	49.3		4.5	6.6	88.9	
PHF	.611	.782	.417	.774	.667	.417	.792	.719	.636	.895	.825	.860	.450	.406	.772	.839

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E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

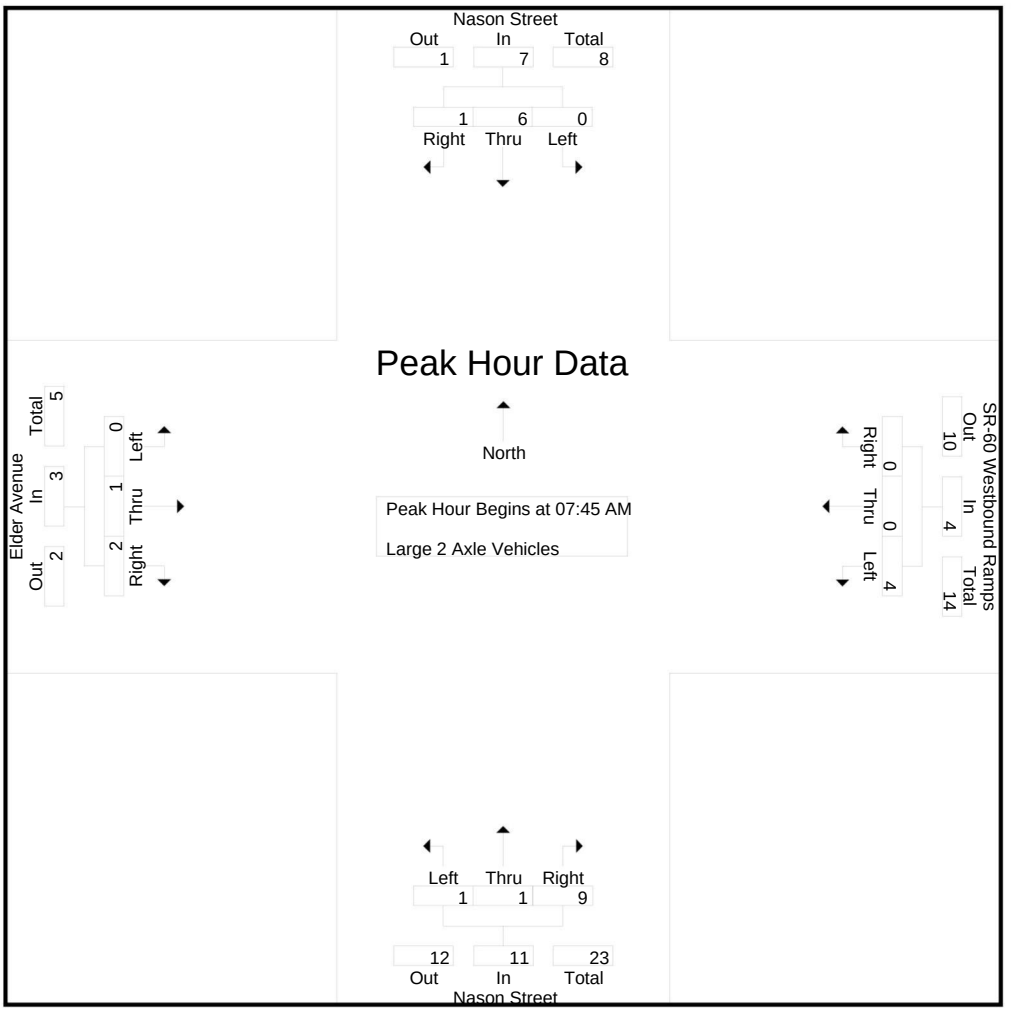
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	1	0	0	5	5	0	0	1	1	8
07:15 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
07:30 AM	0	3	1	4	0	0	0	0	0	3	3	6	0	0	0	0	10
07:45 AM	0	0	1	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total	0	3	3	6	3	0	0	3	0	4	10	14	0	0	1	1	24
08:00 AM	0	2	0	2	2	0	0	2	0	0	3	3	0	0	2	2	9
08:15 AM	0	2	0	2	0	0	0	0	1	0	2	3	0	0	0	0	5
08:30 AM	0	2	0	2	1	0	0	1	0	0	4	4	0	1	0	1	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	6	0	6	3	0	0	3	1	0	11	12	0	1	2	3	24
Grand Total	0	9	3	12	6	0	0	6	1	4	21	26	0	1	3	4	48
Apprch %	0	75	25		100	0	0		3.8	15.4	80.8		0	25	75		
Total %	0	18.8	6.2	25	12.5	0	0	12.5	2.1	8.3	43.8	54.2	0	2.1	6.2	8.3	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	1	1	0	0	1	0	**1**	0	1	0	0	0	0	3
08:00 AM	0	**2**	0	**2**	**2**	0	0	**2**	0	0	3	3	0	0	**2**	**2**	**9**
08:15 AM	0	2	0	2	0	0	0	0	**1**	0	2	3	0	0	0	0	5
08:30 AM	0	2	0	2	1	0	0	1	0	0	**4**	**4**	0	**1**	0	1	8
Total Volume	0	6	1	7	4	0	0	4	1	1	9	11	0	1	2	3	25
% App. Total	0	85.7	14.3		100	0	0		9.1	9.1	81.8		0	33.3	66.7		
PHF	.000	.750	.250	.875	.500	.000	.000	.500	.250	.250	.563	.688	.000	.250	.250	.375	.694

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
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	**1**	1	1	0	0	1	0	**1**	0	1	0	0	0	0
+15 mins.	0	**2**	0	**2**	**2**	0	0	**2**	0	0	3	3	0	0	**2**	**2**
+30 mins.	0	2	0	2	0	0	0	0	**1**	0	2	3	0	0	0	0
+45 mins.	0	2	0	2	1	0	0	1	0	0	**4**	**4**	0	**1**	0	1
Total Volume	0	6	1	7	4	0	0	4	1	1	9	11	0	1	2	3
% App. Total	0	85.7	14.3		100	0	0		9.1	9.1	81.8		0	33.3	66.7	
PHF	.000	.750	.250	.875	.500	.000	.000	.500	.250	.250	.563	.688	.000	.250	.250	.375

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

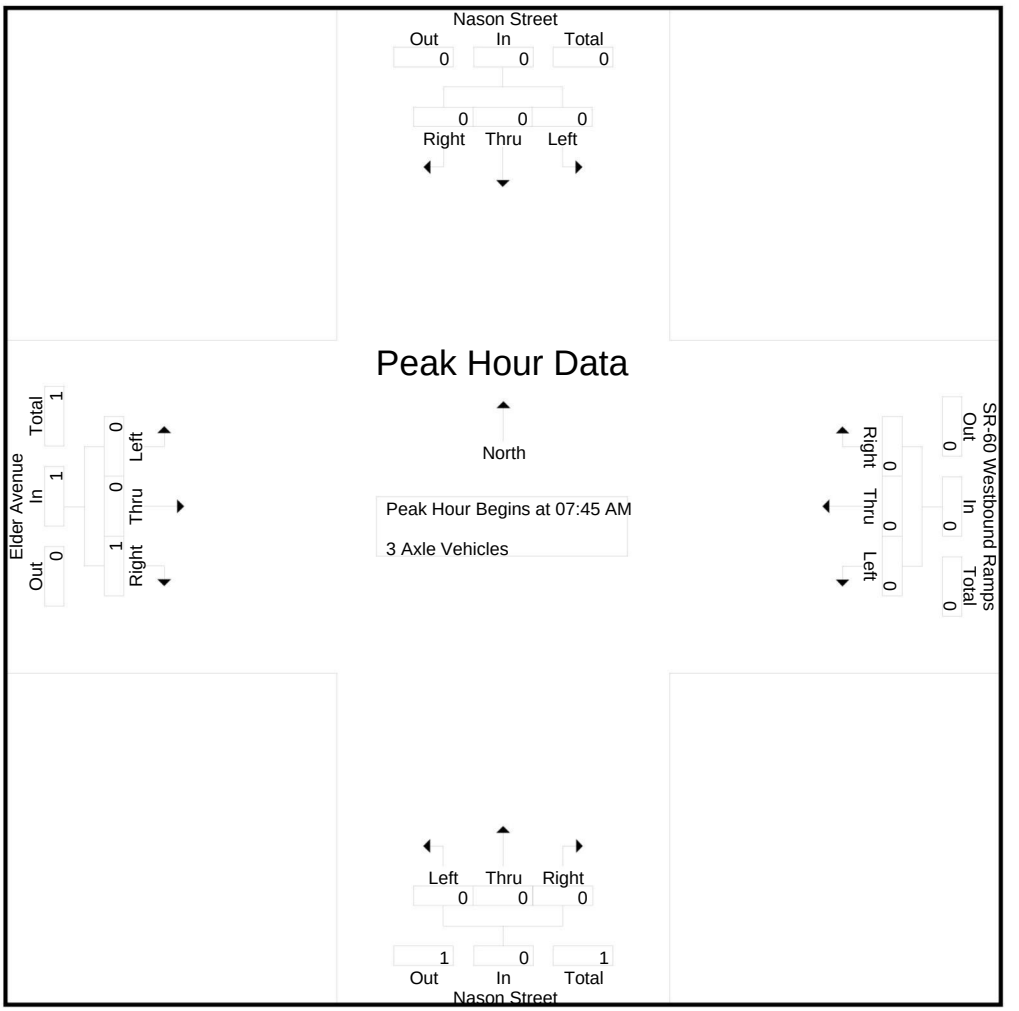
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	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	1	1	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Apprch %	0	100	0		0	0	0		0	0	0		0	0	100		
Total %	0	50	0	50	0	0	0	0	0	0	0	0	0	0	50	50	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
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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	**1**	**1**
+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	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

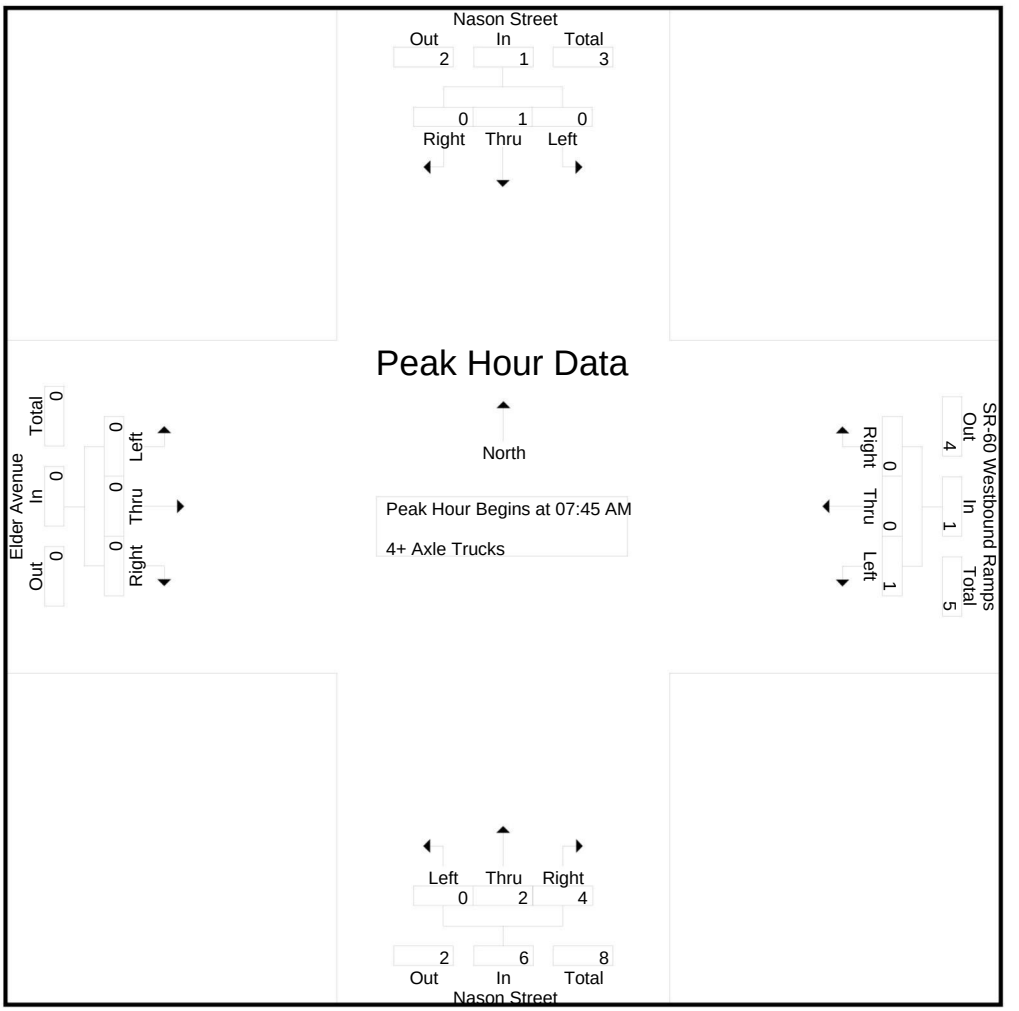
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
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	1	0	0	1	0	1	1	2	0	0	0	0	3
Total	0	1	0	1	1	0	0	1	0	2	5	7	0	0	0	0	9
Grand Total	0	1	0	1	3	0	0	3	0	3	6	9	0	0	0	0	13
Apprch %	0	100	0		100	0	0		0	33.3	66.7		0	0	0		
Total %	0	7.7	0	7.7	23.1	0	0	23.1	0	23.1	46.2	69.2	0	0	0	0	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	0	0	**1**	0	**1**	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	**2**	**3**	0	0	0	0	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	0	2	4	6	0	0	0	0	8
% App. Total	0	100	0		100	0	0		0	33.3	66.7		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.500	.500	.000	.000	.000	.000	.667

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W AM
Site Code : 99924451
Start Date : 5/23/2024
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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**	0	0	**1**	0	**1**	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	**2**	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	2	4	6	0	0	0	0
% App. Total	0	100	0		100	0	0		0	33.3	66.7		0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.500	.500	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

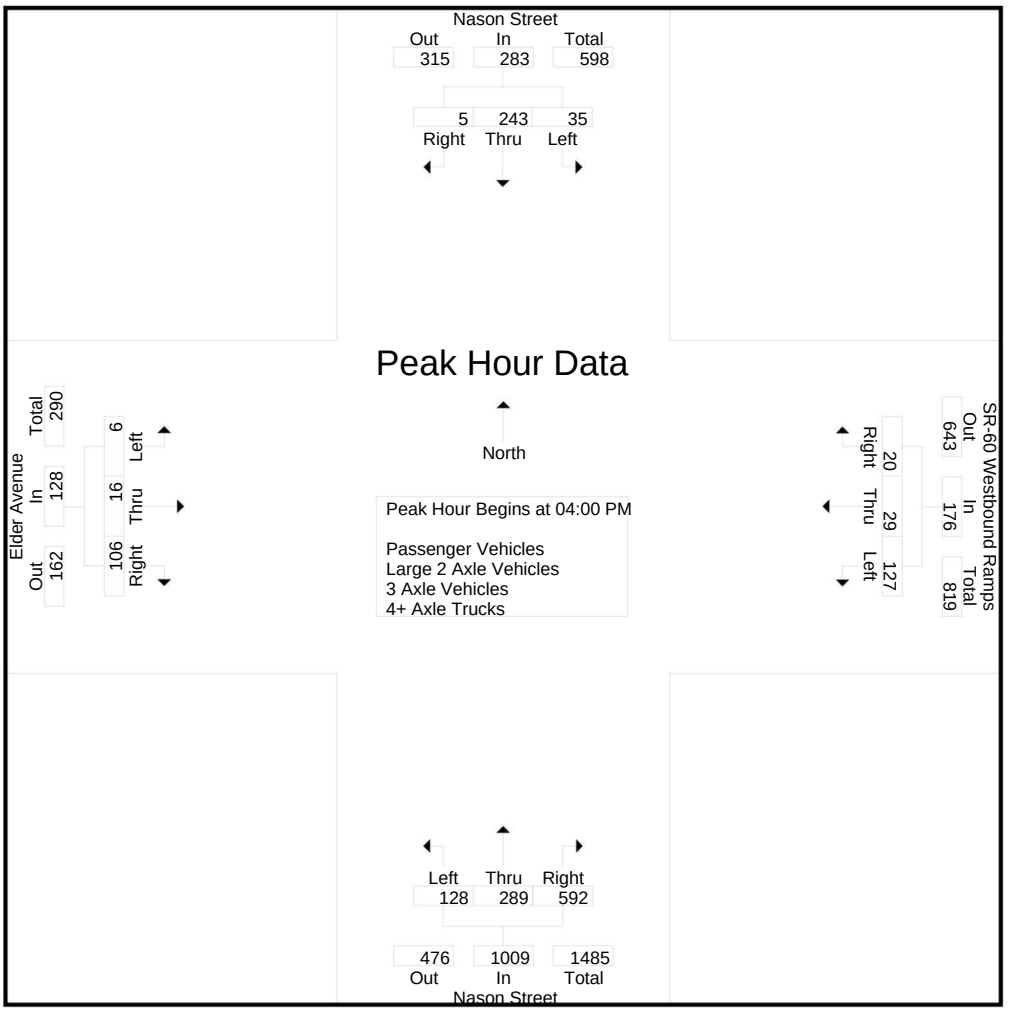
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	61	1	74	38	12	8	58	38	75	141	254	1	5	26	32	418
04:15 PM	2	57	0	59	32	5	5	42	34	64	127	225	3	4	24	31	357
04:30 PM	10	63	1	74	30	4	6	40	34	79	160	273	2	5	27	34	421
04:45 PM	11	62	3	76	27	8	1	36	22	71	164	257	0	2	29	31	400
Total	35	243	5	283	127	29	20	176	128	289	592	1009	6	16	106	128	1596
05:00 PM	4	55	1	60	28	7	9	44	25	73	126	224	1	4	25	30	358
05:15 PM	6	59	0	65	50	8	11	69	36	68	149	253	0	1	26	27	414
05:30 PM	3	62	2	67	27	9	7	43	34	50	144	228	1	7	31	39	377
05:45 PM	2	55	0	57	36	2	5	43	43	48	124	215	0	4	28	32	347
Total	15	231	3	249	141	26	32	199	138	239	543	920	2	16	110	128	1496
Grand Total	50	474	8	532	268	55	52	375	266	528	1135	1929	8	32	216	256	3092
Apprch %	9.4	89.1	1.5		71.5	14.7	13.9		13.8	27.4	58.8		3.1	12.5	84.4		
Total %	1.6	15.3	0.3	17.2	8.7	1.8	1.7	12.1	8.6	17.1	36.7	62.4	0.3	1	7	8.3	
Passenger Vehicles	48	469	7	524	259	54	50	363	266	520	1125	1911	8	32	216	256	3054
% Passenger Vehicles	96	98.9	87.5	98.5	96.6	98.2	96.2	96.8	100	98.5	99.1	99.1	100	100	100	100	98.8
Large 2 Axle Vehicles	0	4	1	5	3	0	2	5	0	6	8	14	0	0	0	0	24
% Large 2 Axle Vehicles	0	0.8	12.5	0.9	1.1	0	3.8	1.3	0	1.1	0.7	0.7	0	0	0	0	0.8
3 Axle Vehicles	1	0	0	1	2	0	0	2	0	1	0	1	0	0	0	0	4
% 3 Axle Vehicles	2	0	0	0.2	0.7	0	0	0.5	0	0.2	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	1	1	0	2	4	1	0	5	0	1	2	3	0	0	0	0	10
% 4+ Axle Trucks	2	0.2	0	0.4	1.5	1.8	0	1.3	0	0.2	0.2	0.2	0	0	0	0	0.3

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder 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	**12**	61	1	74	**38**	**12**	**8**	**58**	**38**	75	141	254	1	**5**	26	32	418
04:15 PM	2	57	0	59	32	5	5	42	34	64	127	225	**3**	4	24	31	357
04:30 PM	10	**63**	1	74	30	4	6	40	34	**79**	160	**273**	2	5	27	**34**	**421**
04:45 PM	11	62	**3**	**76**	27	8	1	36	22	71	**164**	257	0	2	**29**	31	400
Total Volume	35	243	5	283	127	29	20	176	128	289	592	1009	6	16	106	128	1596
% App. Total	12.4	85.9	1.8		72.2	16.5	11.4		12.7	28.6	58.7		4.7	12.5	82.8		
PHF	.729	.964	.417	.931	.836	.604	.625	.759	.842	.915	.902	.924	.500	.800	.914	.941	.948

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
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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				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	**12**	61	1	74	28	7	9	44	**38**	75	141	254	1	**5**	26	32
+15 mins.	2	57	0	59	**50**	8	**11**	**69**	34	64	127	225	**3**	4	24	31
+30 mins.	10	**63**	1	74	27	**9**	7	43	34	**79**	160	**273**	2	5	27	**34**
+45 mins.	11	62	**3**	**76**	36	2	5	43	22	71	**164**	257	0	2	**29**	31
Total Volume	35	243	5	283	141	26	32	199	128	289	592	1009	6	16	106	128
% App. Total	12.4	85.9	1.8		70.9	13.1	16.1		12.7	28.6	58.7		4.7	12.5	82.8	
PHF	.729	.964	.417	.931	.705	.722	.727	.721	.842	.915	.902	.924	.500	.800	.914	.941

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

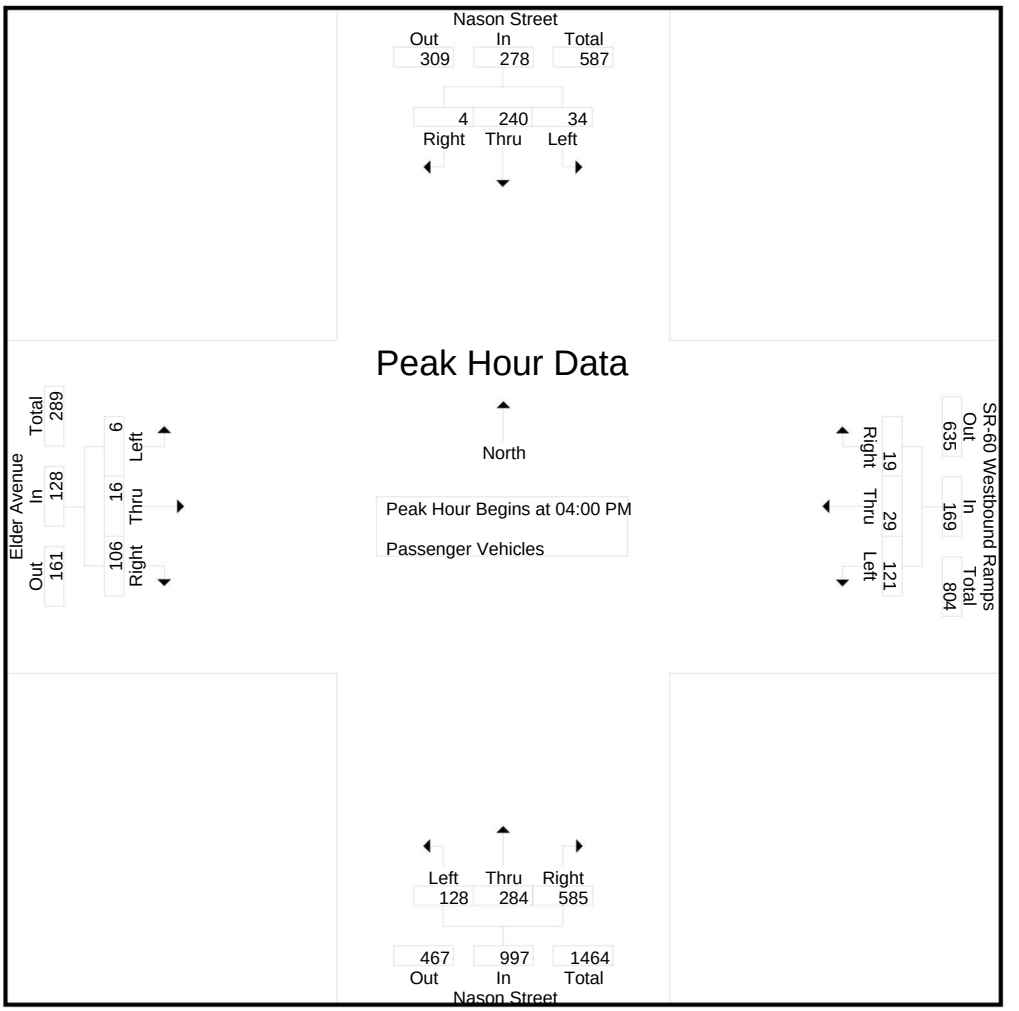
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	60	0	71	37	12	8	57	38	75	140	253	1	5	26	32	413
04:15 PM	2	57	0	59	31	5	5	41	34	61	125	220	3	4	24	31	351
04:30 PM	10	61	1	72	28	4	5	37	34	78	157	269	2	5	27	34	412
04:45 PM	11	62	3	76	25	8	1	34	22	70	163	255	0	2	29	31	396
Total	34	240	4	278	121	29	19	169	128	284	585	997	6	16	106	128	1572
05:00 PM	4	54	1	59	27	6	9	42	25	71	126	222	1	4	25	30	353
05:15 PM	5	58	0	63	50	8	11	69	36	67	147	250	0	1	26	27	409
05:30 PM	3	62	2	67	26	9	6	41	34	50	144	228	1	7	31	39	375
05:45 PM	2	55	0	57	35	2	5	42	43	48	123	214	0	4	28	32	345
Total	14	229	3	246	138	25	31	194	138	236	540	914	2	16	110	128	1482
Grand Total	48	469	7	524	259	54	50	363	266	520	1125	1911	8	32	216	256	3054
Apprch %	9.2	89.5	1.3		71.3	14.9	13.8		13.9	27.2	58.9		3.1	12.5	84.4		
Total %	1.6	15.4	0.2	17.2	8.5	1.8	1.6	11.9	8.7	17	36.8	62.6	0.3	1	7.1	8.4	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder 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	**11**	60	0	71	**37**	**12**	**8**	**57**	**38**	75	140	253	1	**5**	26	32	**413**
04:15 PM	2	57	0	59	31	5	5	41	34	61	125	220	**3**	4	24	31	351
04:30 PM	10	61	1	72	28	4	5	37	34	**78**	157	**269**	2	5	27	**34**	412
04:45 PM	11	**62**	**3**	**76**	25	8	1	34	22	70	**163**	255	0	2	**29**	31	396
Total Volume	34	240	4	278	121	29	19	169	128	284	585	997	6	16	106	128	1572
% App. Total	12.2	86.3	1.4		71.6	17.2	11.2		12.8	28.5	58.7		4.7	12.5	82.8		
PHF	.773	.968	.333	.914	.818	.604	.594	.741	.842	.910	.897	.927	.500	.800	.914	.941	.952

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
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.	**11**	60	0	71	**37**	**12**	**8**	**57**	**38**	75	140	253	1	**5**	26	32
+15 mins.	2	57	0	59	31	5	5	41	34	61	125	220	**3**	4	24	31
+30 mins.	10	61	1	72	28	4	5	37	34	**78**	157	**269**	2	5	27	**34**
+45 mins.	11	**62**	**3**	**76**	25	8	1	34	22	70	**163**	255	0	2	**29**	31
Total Volume	34	240	4	278	121	29	19	169	128	284	585	997	6	16	106	128
% App. Total	12.2	86.3	1.4		71.6	17.2	11.2		12.8	28.5	58.7		4.7	12.5	82.8	
PHF	.773	.968	.333	.914	.818	.604	.594	.741	.842	.910	.897	.927	.500	.800	.914	.941

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

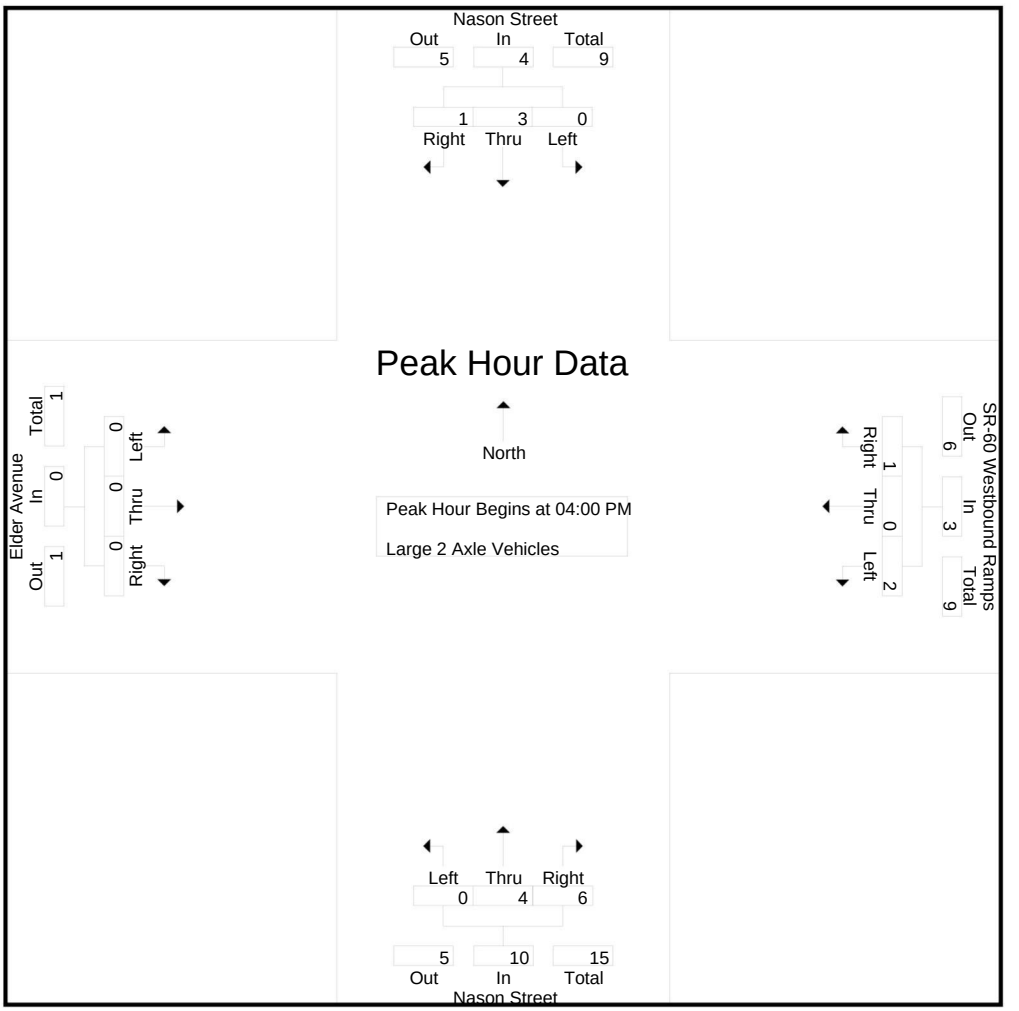
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	4
04:30 PM	0	2	0	2	0	0	1	1	0	1	2	3	0	0	0	0	6
04:45 PM	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0	4
Total	0	3	1	4	2	0	1	3	0	4	6	10	0	0	0	0	17
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	1	0	1	1	0	1	2	0	2	2	4	0	0	0	0	7
Grand Total	0	4	1	5	3	0	2	5	0	6	8	14	0	0	0	0	24
Apprch %	0	80	20		60	0	40		0	42.9	57.1		0	0	0		
Total %	0	16.7	4.2	20.8	12.5	0	8.3	20.8	0	25	33.3	58.3	0	0	0	0	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder 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	1	**1**	**2**	0	0	0	0	0	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	4
04:30 PM	0	**2**	0	2	0	0	**1**	1	0	1	2	3	0	0	0	0	**6**
04:45 PM	0	0	0	0	**2**	0	0	**2**	0	1	1	2	0	0	0	0	4
Total Volume	0	3	1	4	2	0	1	3	0	4	6	10	0	0	0	0	17
% App. Total	0	75	25		66.7	0	33.3		0	40	60		0	0	0		
PHF	.000	.375	.250	.500	.250	.000	.250	.375	.000	.500	.750	.625	.000	.000	.000	.000	.708

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
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	1	**1**	**2**	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0
+30 mins.	0	**2**	0	2	0	0	**1**	1	0	1	2	3	0	0	0	0
+45 mins.	0	0	0	0	**2**	0	0	**2**	0	1	1	2	0	0	0	0
Total Volume	0	3	1	4	2	0	1	3	0	4	6	10	0	0	0	0
% App. Total	0	75	25		66.7	0	33.3		0	40	60		0	0	0	
PHF	.000	.375	.250	.500	.250	.000	.250	.375	.000	.500	.750	.625	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

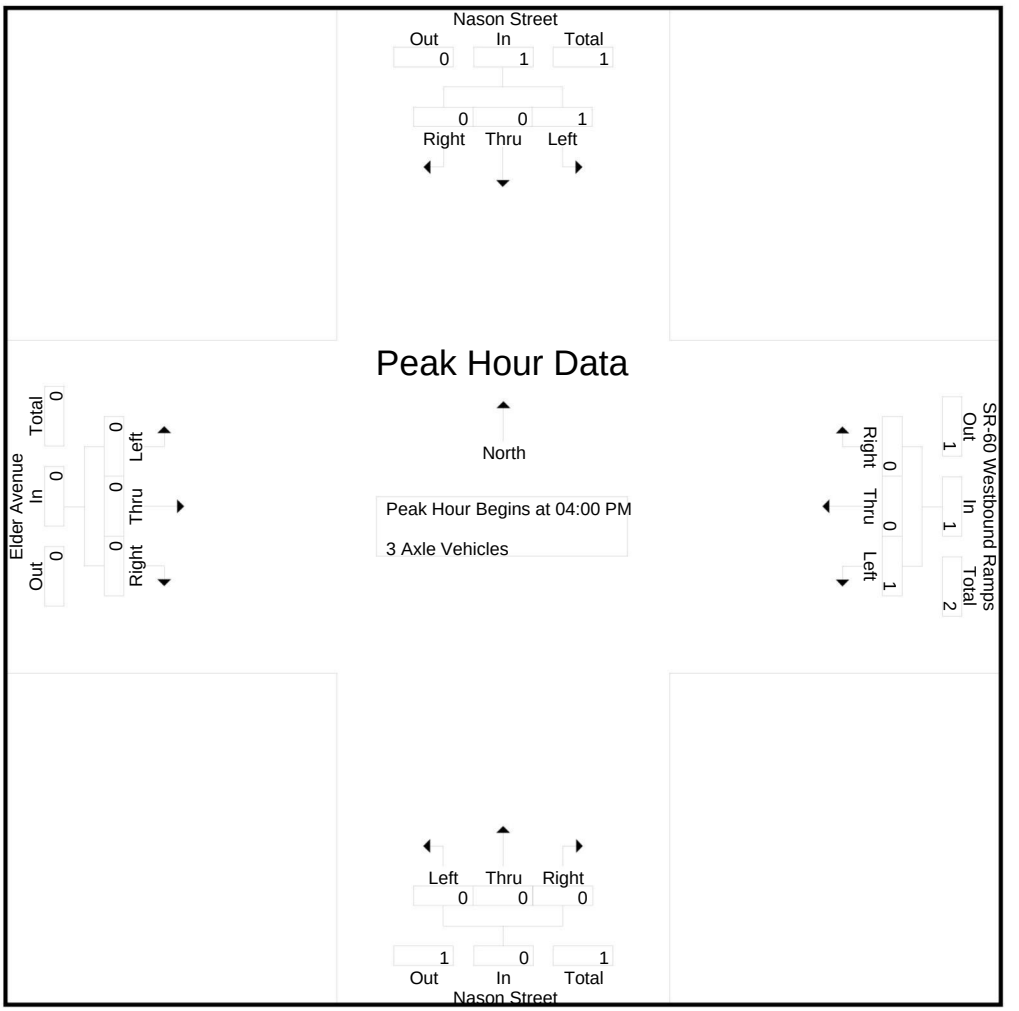
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
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	1	0	0	1	0	1	0	1	0	0	0	0	2
Grand Total	1	0	0	1	2	0	0	2	0	1	0	1	0	0	0	0	4
Apprch %	100	0	0		100	0	0		0	100	0		0	0	0		
Total %	25	0	0	25	50	0	0	50	0	25	0	25	0	0	0	0	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder 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	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	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
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.	**1**	0	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	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

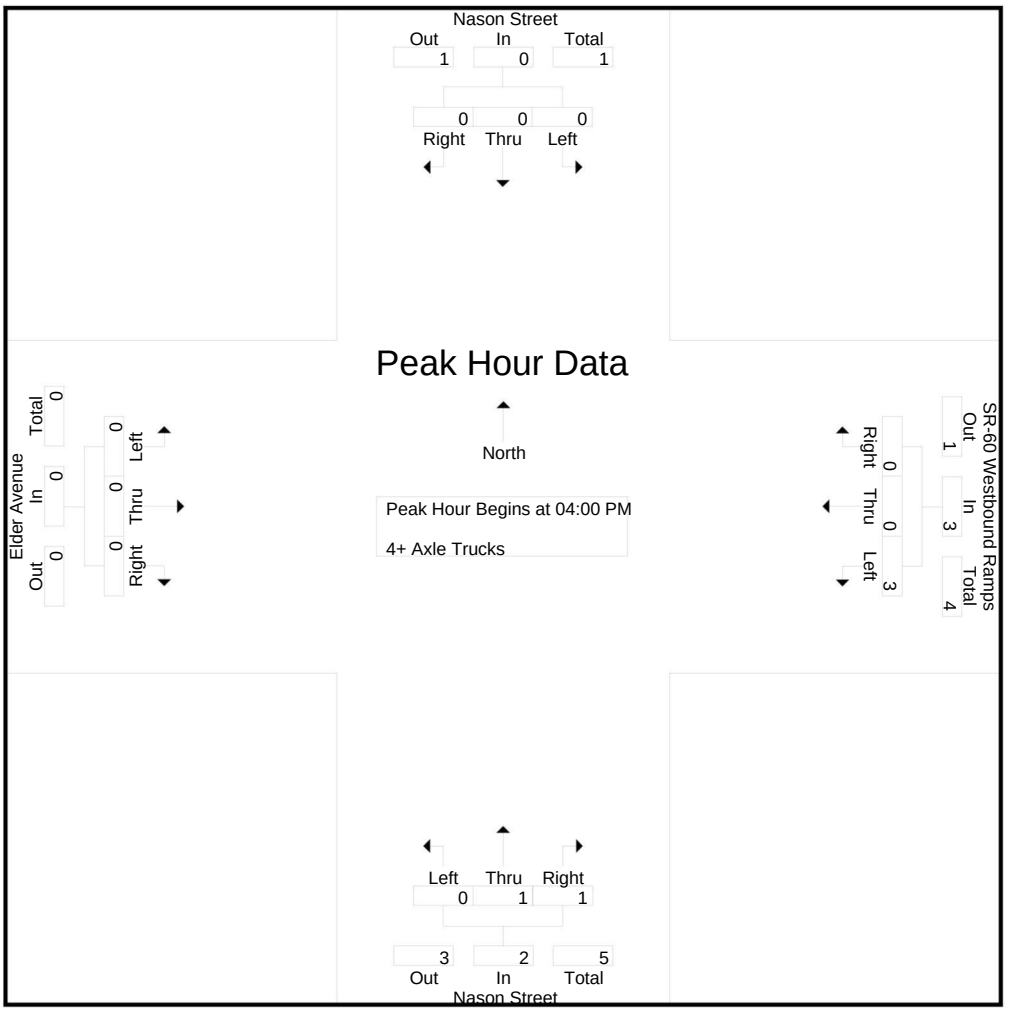
	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	3	0	1	1	2	0	0	0	0	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	1	1	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	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	1	1	0	2	1	1	0	2	0	0	1	1	0	0	0	0	5
Grand Total	1	1	0	2	4	1	0	5	0	1	2	3	0	0	0	0	10
Apprch %	50	50	0		80	20	0		0	33.3	66.7		0	0	0		
Total %	10	10	0	20	40	10	0	50	0	10	20	30	0	0	0	0	

	Nason Street Southbound				SR-60 Westbound Ramps Westbound				Nason Street Northbound				Elder Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	1	0	**1**	0	**1**	0	0	0	0	**2**
04:30 PM	0	0	0	0	1	0	0	1	0	0	**1**	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	1	1	2	0	0	0	0	5
% App. Total	0	0	0		100	0	0		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.250	.250	.500	.000	.000	.000	.000	.625

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City of Moreno Valley
N/S: Nason Street
E/W: Elder Ave/SR-60 Westbound Ramps
Weather: Clear

File Name : 10_MRV_Nas_60W PM
Site Code : 99924451
Start Date : 5/23/2024
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	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	1	0	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	3	0	0	3	0	1	1	2	0	0	0	0
% App. Total	0	0	0		100	0	0		0	50	50		0	0	0	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.250	.250	.500	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

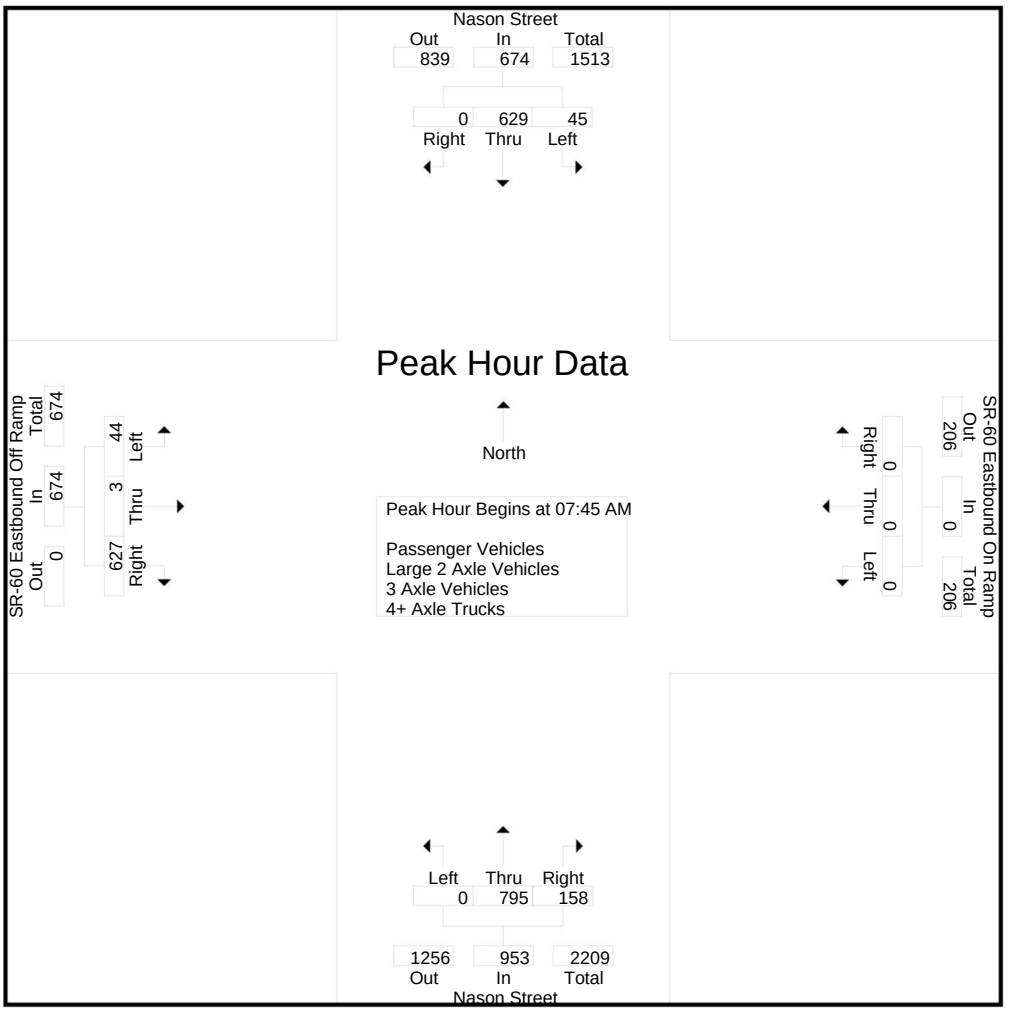
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	59	0	76	0	0	0	0	0	155	31	186	8	0	125	133	395
07:15 AM	11	118	0	129	0	0	0	0	0	159	28	187	2	2	165	169	485
07:30 AM	17	124	0	141	0	0	0	0	0	164	35	199	6	2	150	158	498
07:45 AM	11	148	0	159	0	0	0	0	0	153	31	184	8	1	191	200	543
Total	56	449	0	505	0	0	0	0	0	631	125	756	24	5	631	660	1921
08:00 AM	9	185	0	194	0	0	0	0	0	181	29	210	11	1	151	163	567
08:15 AM	17	204	0	221	0	0	0	0	0	236	60	296	12	0	161	173	690
08:30 AM	8	92	0	100	0	0	0	0	0	225	38	263	13	1	124	138	501
08:45 AM	6	75	0	81	0	0	0	0	0	133	26	159	10	2	107	119	359
Total	40	556	0	596	0	0	0	0	0	775	153	928	46	4	543	593	2117
Grand Total	96	1005	0	1101	0	0	0	0	0	1406	278	1684	70	9	1174	1253	4038
Apprch %	8.7	91.3	0		0	0	0		0	83.5	16.5		5.6	0.7	93.7		
Total %	2.4	24.9	0	27.3	0	0	0	0	0	34.8	6.9	41.7	1.7	0.2	29.1	31	
Passenger Vehicles	88	990	0	1078	0	0	0	0	0	1380	263	1643	60	8	1131	1199	3920
% Passenger Vehicles	91.7	98.5	0	97.9	0	0	0	0	0	98.2	94.6	97.6	85.7	88.9	96.3	95.7	97.1
Large 2 Axle Vehicles	6	12	0	18	0	0	0	0	0	20	11	31	6	1	30	37	86
% Large 2 Axle Vehicles	6.2	1.2	0	1.6	0	0	0	0	0	1.4	4	1.8	8.6	11.1	2.6	3	2.1
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	0	0	0	1	0	5	6	7
% 3 Axle Vehicles	1	0	0	0.1	0	0	0	0	0	0	0	0	1.4	0	0.4	0.5	0.2
4+ Axle Trucks	1	3	0	4	0	0	0	0	0	6	4	10	3	0	8	11	25
% 4+ Axle Trucks	1	0.3	0	0.4	0	0	0	0	0	0.4	1.4	0.6	4.3	0	0.7	0.9	0.6

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 07:45 AM																	
07:45 AM	11	148	0	159	0	0	0	0	0	153	31	184	8	**1**	**191**	**200**	543
08:00 AM	9	185	0	194	0	0	0	0	0	181	29	210	11	1	151	163	567
08:15 AM	**17**	**204**	0	**221**	0	0	0	0	0	**236**	**60**	**296**	12	0	161	173	**690**
08:30 AM	8	92	0	100	0	0	0	0	0	225	38	263	**13**	1	124	138	501
Total Volume	45	629	0	674	0	0	0	0	0	795	158	953	44	3	627	674	2301
% App. Total	6.7	93.3	0		0	0	0		0	83.4	16.6		6.5	0.4	93		
PHF	.662	.771	.000	.762	.000	.000	.000	.000	.000	.842	.658	.805	.846	.750	.821	.843	.834

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PO Box 1178
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(951) 268-6268

City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
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				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	**17**	124	0	141	0	0	0	0	0	153	31	184	6	**2**	150	158
+15 mins.	11	148	0	159	0	0	0	0	0	181	29	210	8	1	**191**	**200**
+30 mins.	9	185	0	194	0	0	0	0	0	**236**	**60**	**296**	11	1	151	163
+45 mins.	17	**204**	0	**221**	0	0	0	0	0	225	38	263	**12**	0	161	173
Total Volume	54	661	0	715	0	0	0	0	0	795	158	953	37	4	653	694
% App. Total	7.6	92.4	0		0	0	0		0	83.4	16.6		5.3	0.6	94.1	
PHF	.794	.810	.000	.809	.000	.000	.000	.000	.000	.842	.658	.805	.771	.500	.855	.868

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

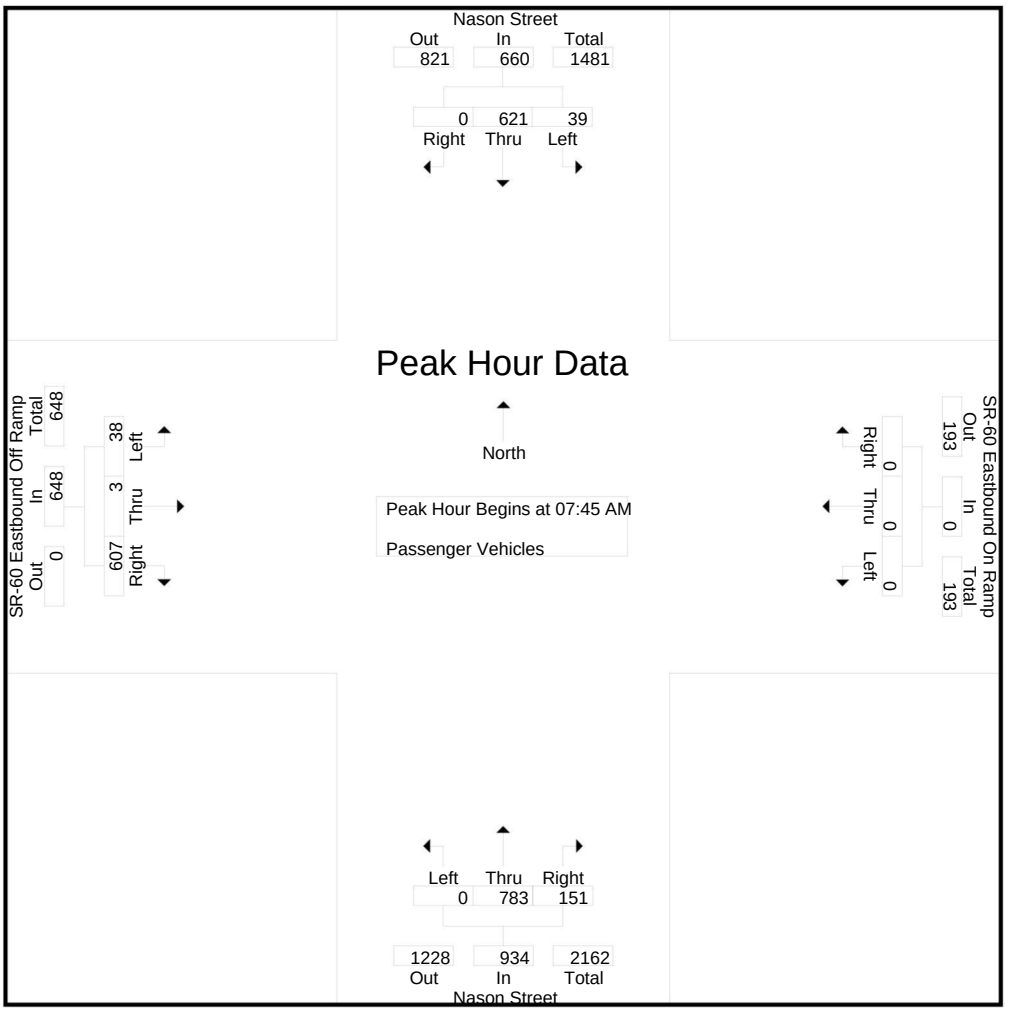
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	57	0	72	0	0	0	0	0	152	29	181	6	0	118	124	377
07:15 AM	11	116	0	127	0	0	0	0	0	156	25	181	2	1	161	164	472
07:30 AM	17	122	0	139	0	0	0	0	0	159	35	194	5	2	148	155	488
07:45 AM	9	148	0	157	0	0	0	0	0	153	31	184	6	1	190	197	538
Total	52	443	0	495	0	0	0	0	0	620	120	740	19	4	617	640	1875
08:00 AM	8	180	0	188	0	0	0	0	0	176	26	202	10	1	145	156	546
08:15 AM	16	203	0	219	0	0	0	0	0	231	56	287	12	0	155	167	673
08:30 AM	6	90	0	96	0	0	0	0	0	223	38	261	10	1	117	128	485
08:45 AM	6	74	0	80	0	0	0	0	0	130	23	153	9	2	97	108	341
Total	36	547	0	583	0	0	0	0	0	760	143	903	41	4	514	559	2045
Grand Total	88	990	0	1078	0	0	0	0	0	1380	263	1643	60	8	1131	1199	3920
Apprch %	8.2	91.8	0		0	0	0		0	84	16		5	0.7	94.3		
Total %	2.2	25.3	0	27.5	0	0	0	0	0	35.2	6.7	41.9	1.5	0.2	28.9	30.6	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	148	0	157	0	0	0	0	0	153	31	184	6	**1**	**190**	**197**	538
08:00 AM	8	180	0	188	0	0	0	0	0	176	26	202	10	1	145	156	546
08:15 AM	**16**	**203**	0	**219**	0	0	0	0	0	**231**	**56**	**287**	**12**	0	155	167	**673**
08:30 AM	6	90	0	96	0	0	0	0	0	223	38	261	10	1	117	128	485
Total Volume	39	621	0	660	0	0	0	0	0	783	151	934	38	3	607	648	2242
% App. Total	5.9	94.1	0		0	0	0		0	83.8	16.2		5.9	0.5	93.7		
PHF	.609	.765	.000	.753	.000	.000	.000	.000	.000	.847	.674	.814	.792	.750	.799	.822	.833

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PO Box 1178
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(951) 268-6268

City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
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.	9	148	0	157	0	0	0	0	0	153	31	184	6	**1**	**190**	**197**
+15 mins.	8	180	0	188	0	0	0	0	0	176	26	202	10	1	145	156
+30 mins.	**16**	**203**	0	**219**	0	0	0	0	0	**231**	**56**	**287**	**12**	0	155	167
+45 mins.	6	90	0	96	0	0	0	0	0	223	38	261	10	1	117	128
Total Volume	39	621	0	660	0	0	0	0	0	783	151	934	38	3	607	648
% App. Total	5.9	94.1	0		0	0	0		0	83.8	16.2		5.9	0.5	93.7	
PHF	.609	.765	.000	.753	.000	.000	.000	.000	.000	.847	.674	.814	.792	.750	.799	.822

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

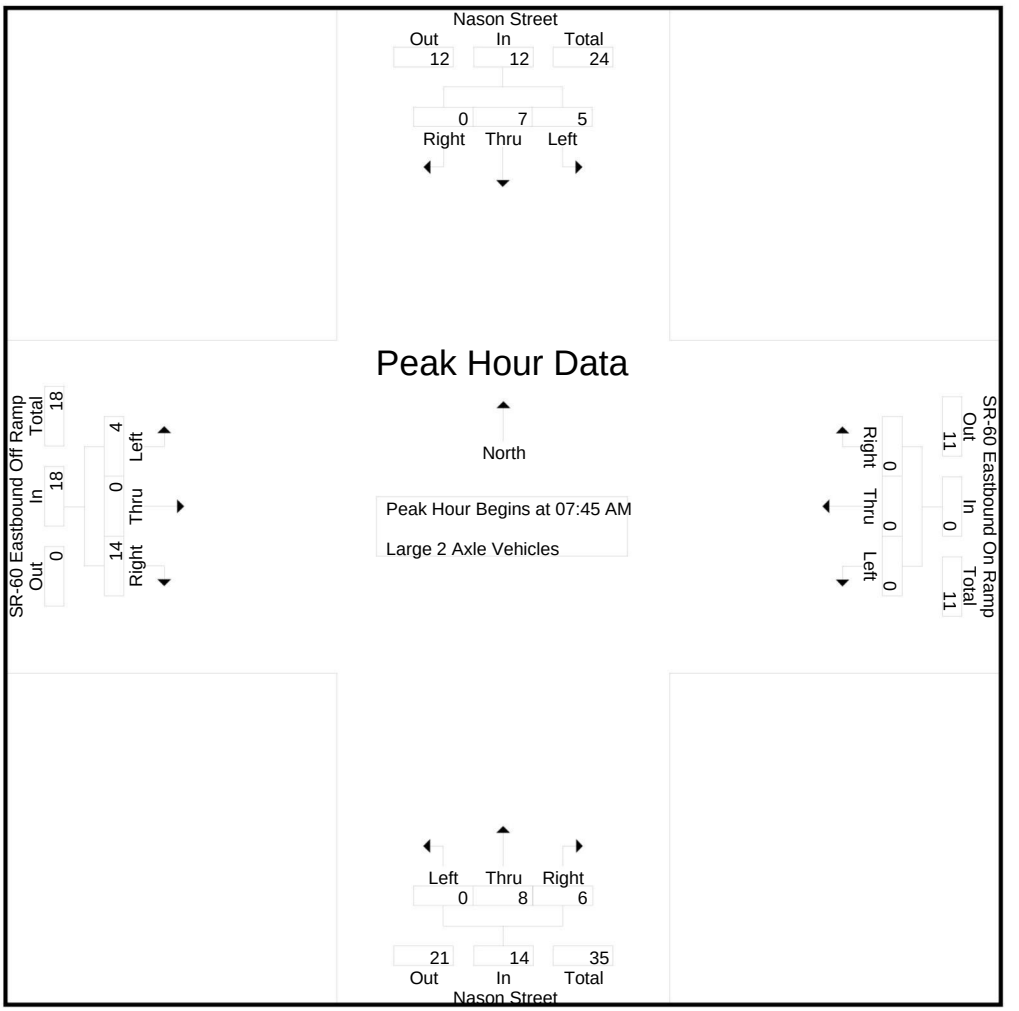
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	0	0	0	0	3	0	3	1	0	5	6	12
07:15 AM	0	1	0	1	0	0	0	0	0	3	2	5	0	1	3	4	10
07:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	1	0	2	3	9
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
Total	2	5	0	7	0	0	0	0	0	10	2	12	3	1	11	15	34
08:00 AM	1	4	0	5	0	0	0	0	0	3	3	6	0	0	4	4	15
08:15 AM	1	1	0	2	0	0	0	0	0	3	3	6	0	0	4	4	12
08:30 AM	2	2	0	4	0	0	0	0	0	2	0	2	3	0	5	8	14
08:45 AM	0	0	0	0	0	0	0	0	0	2	3	5	0	0	6	6	11
Total	4	7	0	11	0	0	0	0	0	10	9	19	3	0	19	22	52
Grand Total	6	12	0	18	0	0	0	0	0	20	11	31	6	1	30	37	86
Apprch %	33.3	66.7	0		0	0	0		0	64.5	35.5		16.2	2.7	81.1		
Total %	7	14	0	20.9	0	0	0	0	0	23.3	12.8	36	7	1.2	34.9	43	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
08:00 AM	1	**4**	0	**5**	0	0	0	0	0	**3**	**3**	**6**	0	0	4	4	**15**
08:15 AM	1	1	0	2	0	0	0	0	0	3	3	6	0	0	4	4	12
08:30 AM	**2**	2	0	4	0	0	0	0	0	2	0	2	**3**	0	**5**	**8**	14
Total Volume	5	7	0	12	0	0	0	0	0	8	6	14	4	0	14	18	44
% App. Total	41.7	58.3	0		0	0	0		0	57.1	42.9		22.2	0	77.8		
PHF	.625	.438	.000	.600	.000	.000	.000	.000	.000	.667	.500	.583	.333	.000	.700	.563	.733

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
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.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2
+15 mins.	1	**4**	0	**5**	0	0	0	0	0	**3**	**3**	**6**	0	0	4	4
+30 mins.	1	1	0	2	0	0	0	0	0	3	3	6	0	0	4	4
+45 mins.	**2**	2	0	4	0	0	0	0	0	2	0	2	**3**	0	**5**	**8**
Total Volume	5	7	0	12	0	0	0	0	0	8	6	14	4	0	14	18
% App. Total	41.7	58.3	0		0	0	0		0	57.1	42.9		22.2	0	77.8	
PHF	.625	.438	.000	.600	.000	.000	.000	.000	.000	.667	.500	.583	.333	.000	.700	.563

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

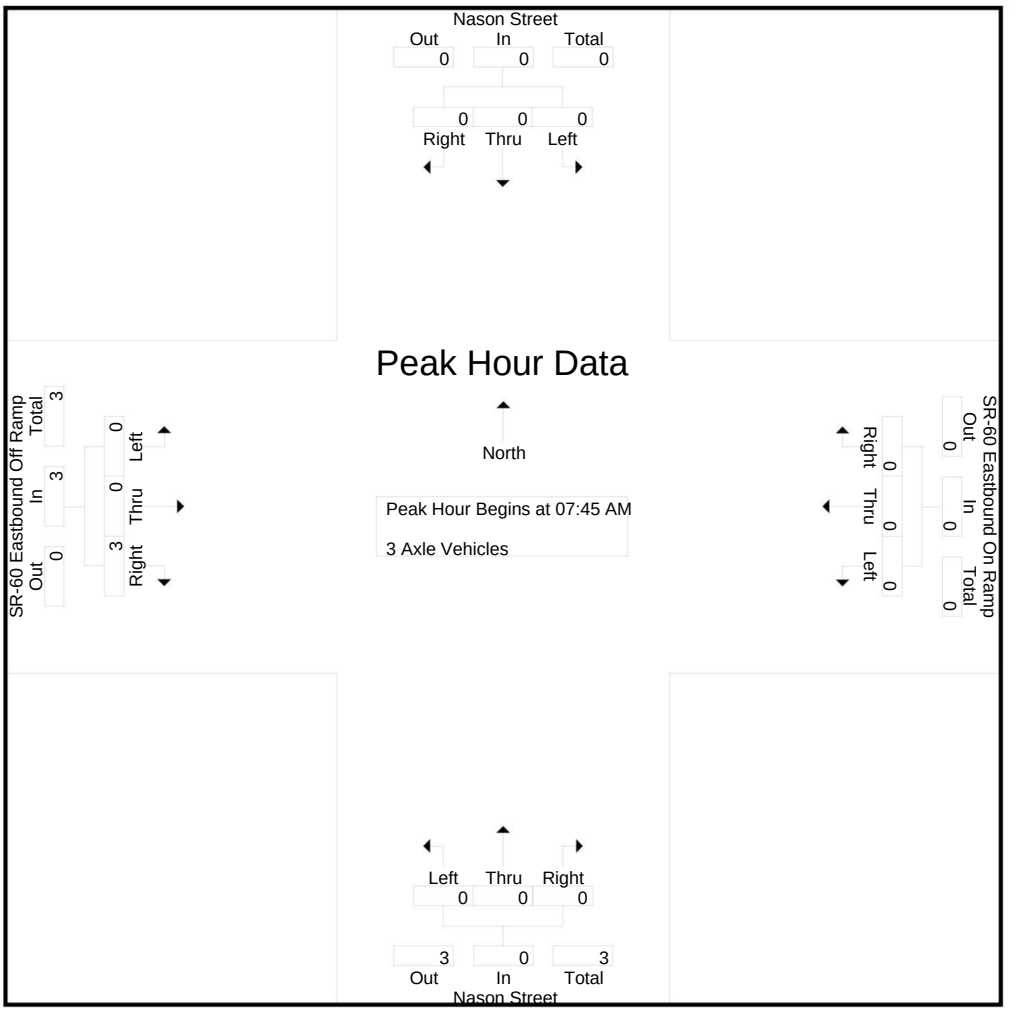
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
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	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
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	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
Grand Total	1	0	0	1	0	0	0	0	0	0	0	0	1	0	5	6	7
Apprch %	100	0	0		0	0	0		0	0	0		16.7	0	83.3		
Total %	14.3	0	0	14.3	0	0	0	0	0	0	0	0	14.3	0	71.4	85.7	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.750	.750

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
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	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.750

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(951) 268-6268

City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

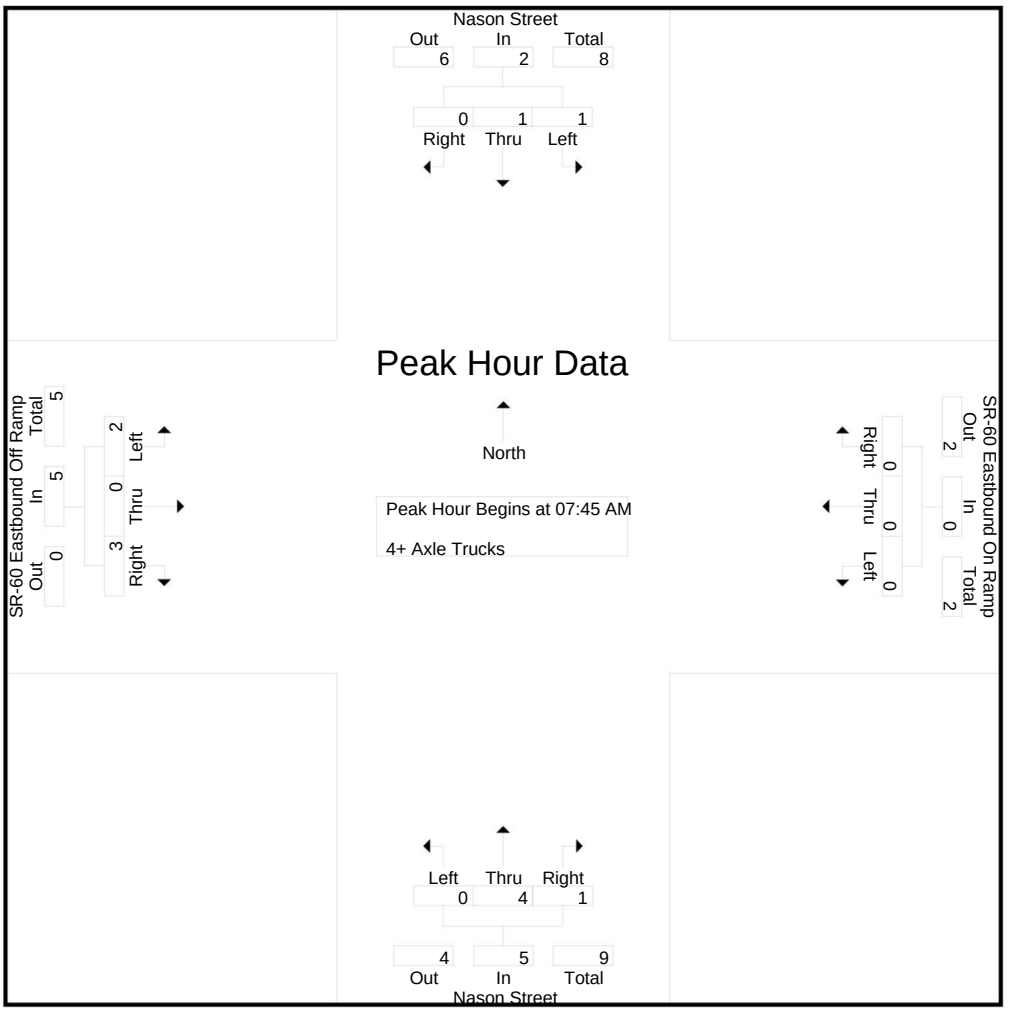
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	1	0	2	0	0	0	0	0	1	3	4	1	0	2	3	9
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
08:15 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	1	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	3	4	6
Total	0	2	0	2	0	0	0	0	0	5	1	6	2	0	6	8	16
Grand Total	1	3	0	4	0	0	0	0	0	6	4	10	3	0	8	11	25
Apprch %	25	75	0		0	0	0		0	60	40		27.3	0	72.7		
Total %	4	12	0	16	0	0	0	0	0	24	16	40	12	0	32	44	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	1	2
08:00 AM	0	**1**	0	1	0	0	0	0	0	**2**	0	2	1	0	**1**	**2**	**5**
08:15 AM	0	0	0	0	0	0	0	0	0	2	**1**	**3**	0	0	1	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	1	1	0	2	0	0	0	0	0	4	1	5	2	0	3	5	12
% App. Total	50	50	0		0	0	0		0	80	20		40	0	60		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500	.250	.417	.500	.000	.750	.625	.600

Counts Unlimited, Inc.
PO Box 1178
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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E AM
Site Code : 99924451
Start Date : 5/23/2024
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.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	1
+15 mins.	0	**1**	0	1	0	0	0	0	0	**2**	0	2	1	0	**1**	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	2	**1**	**3**	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	1	1	0	2	0	0	0	0	0	4	1	5	2	0	3	5
% App. Total	50	50	0		0	0	0		0	80	20		40	0	60	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.500	.250	.417	.500	.000	.750	.625

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

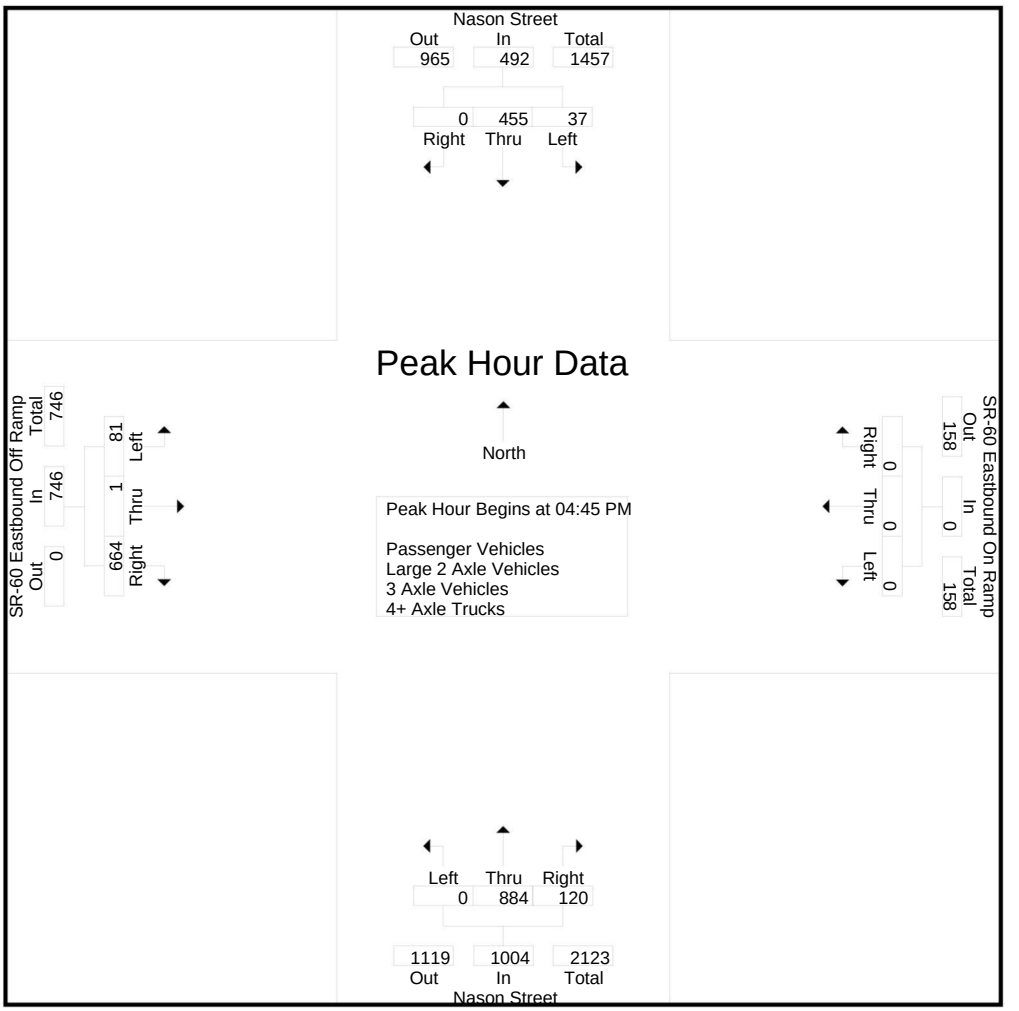
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	110	0	120	0	0	0	0	0	246	36	282	13	1	132	146	548
04:15 PM	9	109	0	118	0	0	0	0	0	213	35	248	18	0	140	158	524
04:30 PM	7	103	0	110	0	0	0	0	0	248	37	285	20	1	138	159	554
04:45 PM	7	121	0	128	0	0	0	0	0	234	29	263	17	1	153	171	562
Total	33	443	0	476	0	0	0	0	0	941	137	1078	68	3	563	634	2188
05:00 PM	12	92	0	104	0	0	0	0	0	206	23	229	20	0	159	179	512
05:15 PM	7	131	0	138	0	0	0	0	0	234	36	270	23	0	170	193	601
05:30 PM	11	111	0	122	0	0	0	0	0	210	32	242	21	0	182	203	567
05:45 PM	5	105	0	110	0	0	0	0	0	175	37	212	31	1	166	198	520
Total	35	439	0	474	0	0	0	0	0	825	128	953	95	1	677	773	2200
Grand Total	68	882	0	950	0	0	0	0	0	1766	265	2031	163	4	1240	1407	4388
Apprch %	7.2	92.8	0		0	0	0		0	87	13		11.6	0.3	88.1		
Total %	1.5	20.1	0	21.6	0	0	0	0	0	40.2	6	46.3	3.7	0.1	28.3	32.1	
Passenger Vehicles	68	868	0	936	0	0	0	0	0	1749	263	2012	161	4	1229	1394	4342
% Passenger Vehicles	100	98.4	0	98.5	0	0	0	0	0	99	99.2	99.1	98.8	100	99.1	99.1	99
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	0	13	1	14	1	0	10	11	32
% Large 2 Axle Vehicles	0	0.8	0	0.7	0	0	0	0	0	0.7	0.4	0.7	0.6	0	0.8	0.8	0.7
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0	0	0	0.1	0.1	0.1
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	3	1	4	1	0	0	1	10
% 4+ Axle Trucks	0	0.6	0	0.5	0	0	0	0	0	0.2	0.4	0.2	0.6	0	0	0.1	0.2

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 04:45 PM																	
04:45 PM	7	121	0	128	0	0	0	0	0	**234**	29	263	17	**1**	153	171	562
05:00 PM	**12**	92	0	104	0	0	0	0	0	206	23	229	20	0	159	179	512
05:15 PM	7	**131**	0	**138**	0	0	0	0	0	234	**36**	**270**	**23**	0	170	193	**601**
05:30 PM	11	111	0	122	0	0	0	0	0	210	32	242	21	0	**182**	**203**	567
Total Volume	37	455	0	492	0	0	0	0	0	884	120	1004	81	1	664	746	2242
% App. Total	7.5	92.5	0		0	0	0		0	88	12		10.9	0.1	89		
PHF	.771	.868	.000	.891	.000	.000	.000	.000	.000	.944	.833	.930	.880	.250	.912	.919	.933

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
Start Date : 5/23/2024
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				04:00 PM				05:00 PM			
+0 mins.	7	121	0	128	0	0	0	0	0	246	36	282	20	0	159	179
+15 mins.	**12**	92	0	104	0	0	0	0	0	213	35	248	23	0	170	193
+30 mins.	7	**131**	0	**138**	0	0	0	0	0	**248**	**37**	**285**	21	0	**182**	**203**
+45 mins.	11	111	0	122	0	0	0	0	0	234	29	263	**31**	**1**	166	198
Total Volume	37	455	0	492	0	0	0	0	0	941	137	1078	95	1	677	773
% App. Total	7.5	92.5	0		0	0	0		0	87.3	12.7		12.3	0.1	87.6	
PHF	.771	.868	.000	.891	.000	.000	.000	.000	.000	.949	.926	.946	.766	.250	.930	.952

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File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

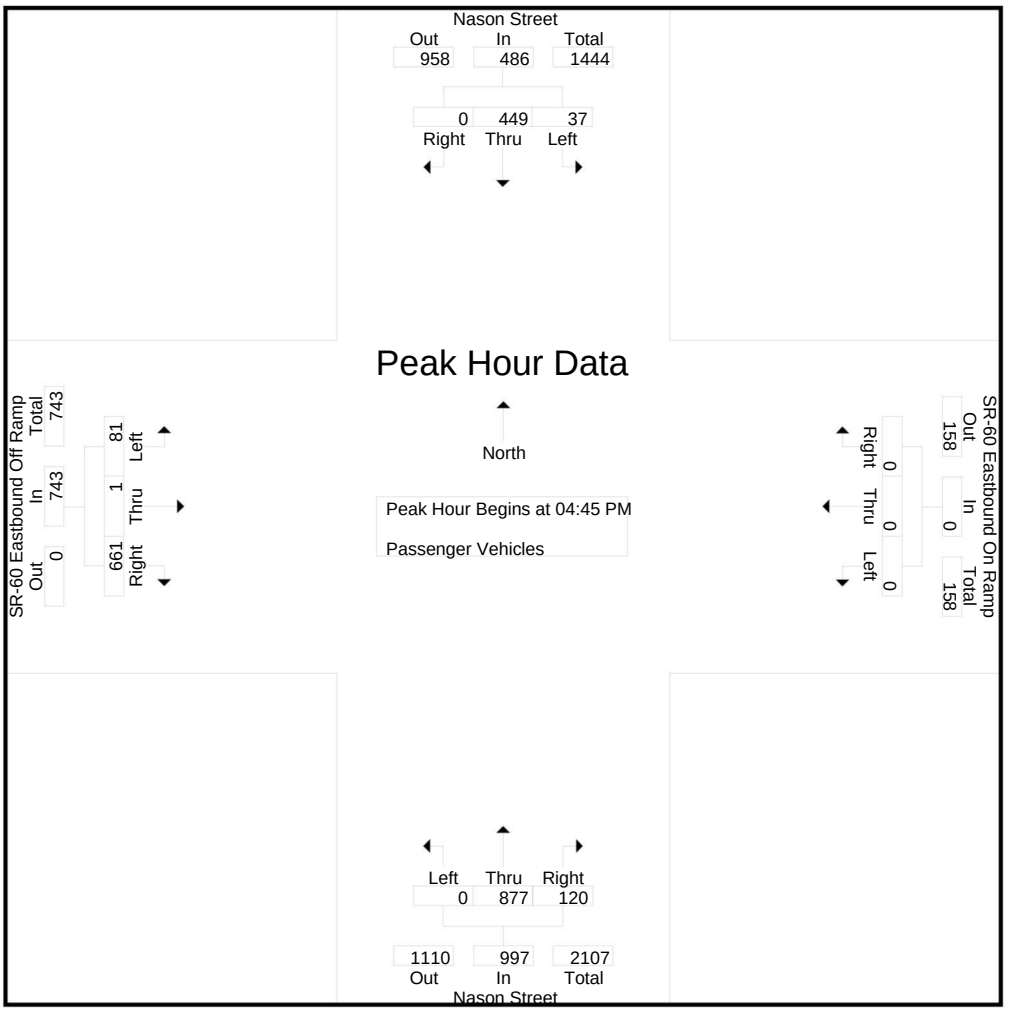
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	108	0	118	0	0	0	0	0	244	35	279	13	1	127	141	538
04:15 PM	9	106	0	115	0	0	0	0	0	210	34	244	17	0	138	155	514
04:30 PM	7	101	0	108	0	0	0	0	0	244	37	281	19	1	138	158	547
04:45 PM	7	119	0	126	0	0	0	0	0	232	29	261	17	1	153	171	558
Total	33	434	0	467	0	0	0	0	0	930	135	1065	66	3	556	625	2157
05:00 PM	12	91	0	103	0	0	0	0	0	204	23	227	20	0	157	177	507
05:15 PM	7	129	0	136	0	0	0	0	0	231	36	267	23	0	169	192	595
05:30 PM	11	110	0	121	0	0	0	0	0	210	32	242	21	0	182	203	566
05:45 PM	5	104	0	109	0	0	0	0	0	174	37	211	31	1	165	197	517
Total	35	434	0	469	0	0	0	0	0	819	128	947	95	1	673	769	2185
Grand Total	68	868	0	936	0	0	0	0	0	1749	263	2012	161	4	1229	1394	4342
Apprch %	7.3	92.7	0		0	0	0		0	86.9	13.1		11.5	0.3	88.2		
Total %	1.6	20	0	21.6	0	0	0	0	0	40.3	6.1	46.3	3.7	0.1	28.3	32.1	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	119	0	126	0	0	0	0	0	**232**	29	261	17	**1**	153	171	558
05:00 PM	**12**	91	0	103	0	0	0	0	0	204	23	227	20	0	157	177	507
05:15 PM	7	**129**	0	**136**	0	0	0	0	0	231	**36**	**267**	**23**	0	169	192	**595**
05:30 PM	11	110	0	121	0	0	0	0	0	210	32	242	21	0	**182**	**203**	566
Total Volume	37	449	0	486	0	0	0	0	0	877	120	997	81	1	661	743	2226
% App. Total	7.6	92.4	0		0	0	0		0	88	12		10.9	0.1	89		
PHF	.771	.870	.000	.893	.000	.000	.000	.000	.000	.945	.833	.934	.880	.250	.908	.915	.935

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City of Moreno Valley
N/S: Nason Street
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File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
Start Date : 5/23/2024
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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.	7	119	0	126	0	0	0	0	0	**232**	29	261	17	**1**	153	171
+15 mins.	**12**	91	0	103	0	0	0	0	0	204	23	227	20	0	157	177
+30 mins.	7	**129**	0	**136**	0	0	0	0	0	231	**36**	**267**	**23**	0	169	192
+45 mins.	11	110	0	121	0	0	0	0	0	210	32	242	21	0	**182**	**203**
Total Volume	37	449	0	486	0	0	0	0	0	877	120	997	81	1	661	743
% App. Total	7.6	92.4	0		0	0	0		0	88	12		10.9	0.1	89	
PHF	.771	.870	.000	.893	.000	.000	.000	.000	.000	.945	.833	.934	.880	.250	.908	.915

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File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

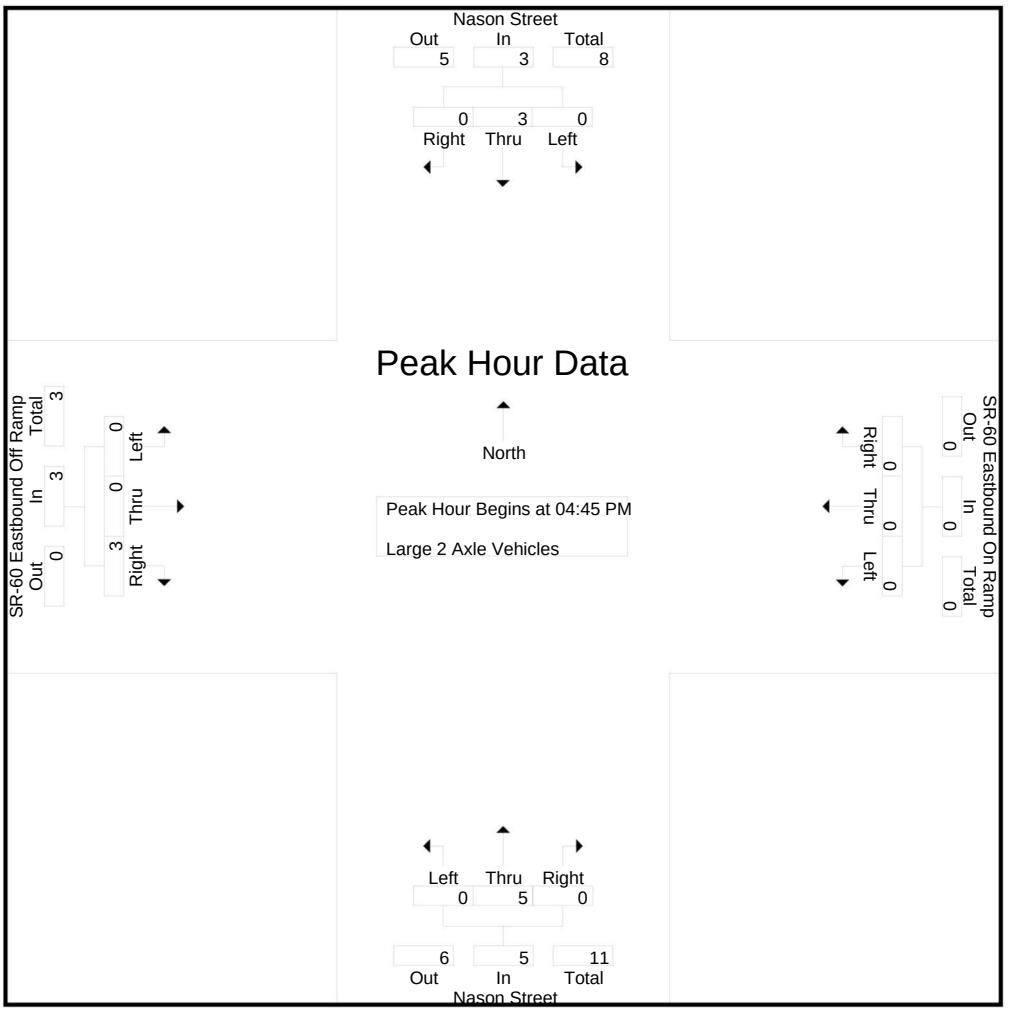
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	5	5	9
04:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	2	2	7
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	5	0	5	0	0	0	0	0	9	1	10	1	0	7	8	23
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
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	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	0	3	3	9
Grand Total	0	7	0	7	0	0	0	0	0	13	1	14	1	0	10	11	32
Apprch %	0	100	0		0	0	0		0	92.9	7.1		9.1	0	90.9		
Total %	0	21.9	0	21.9	0	0	0	0	0	40.6	3.1	43.8	3.1	0	31.2	34.4	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**2**	**2**	3
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	5	0	5	0	0	3	3	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.375	.375	.688

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Start Date : 5/23/2024
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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	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**2**	**2**
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	5	0	5	0	0	3	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.375	.375

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City of Moreno Valley
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Weather: Clear

File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

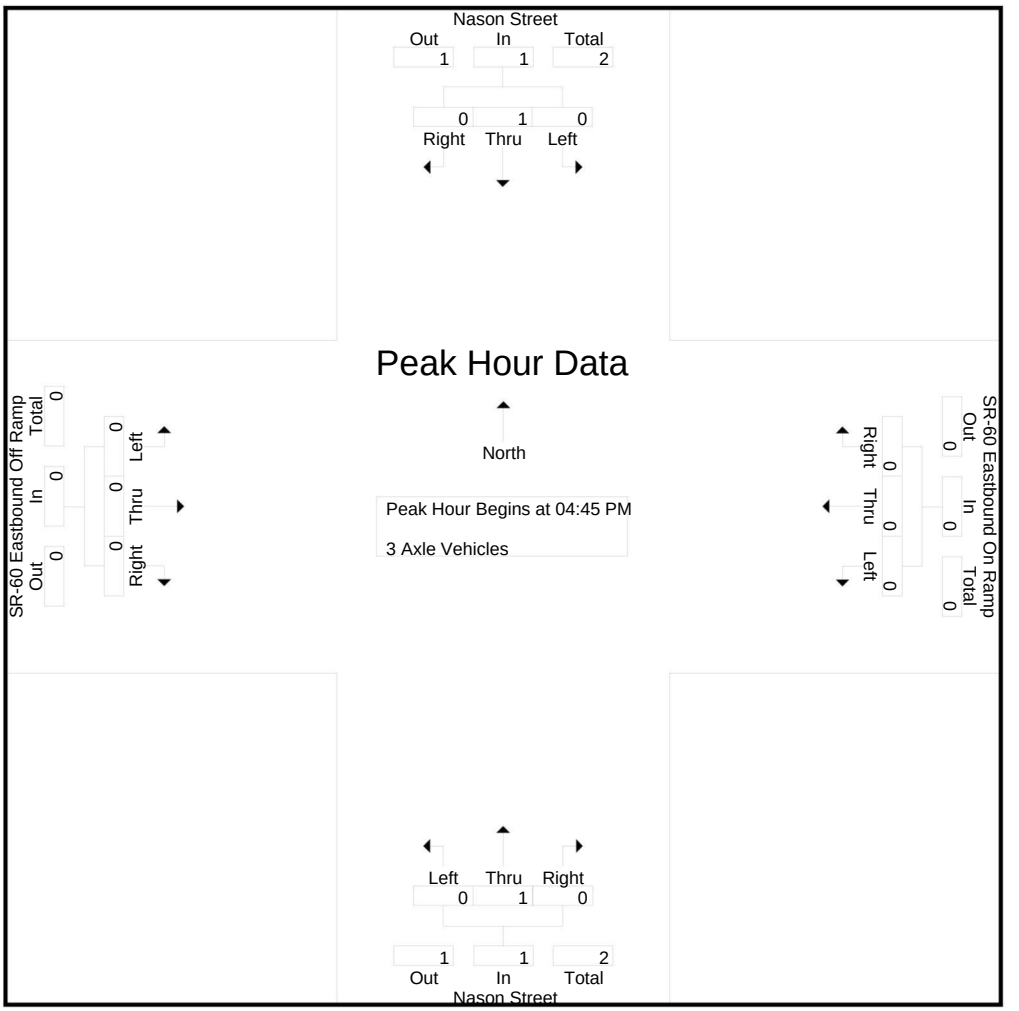
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
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	1	1	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	50	0	50	0	0	0	0	0	25	0	25	0	0	25	25	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 04:45 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	**1**	0	**1**	0	0	0	0	**2**
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	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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

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File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
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Page No : 1

Groups Printed- 4+ Axle Trucks

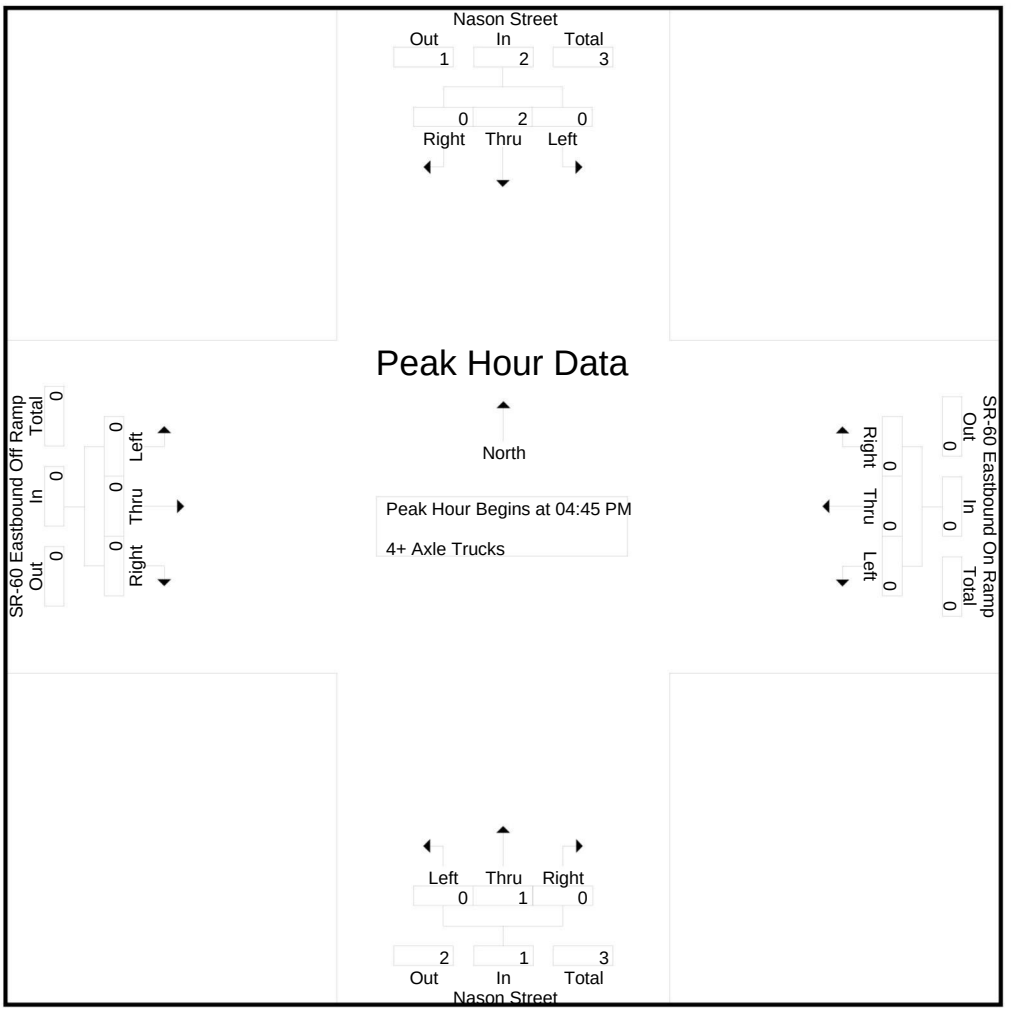
	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	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	3	0	3	0	0	0	0	0	2	1	3	1	0	0	1	7
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	1	0	1	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	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	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	5	0	5	0	0	0	0	0	3	1	4	1	0	0	1	10
Apprch %	0	100	0		0	0	0		0	75	25		100	0	0		
Total %	0	50	0	50	0	0	0	0	0	30	10	40	10	0	0	10	

	Nason Street Southbound				SR-60 Eastbound On Ramp Westbound				Nason Street Northbound				SR-60 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 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
05:30 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	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Moreno Valley
N/S: Nason Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 11_MRV_Nas_60E PM
Site Code : 99924451
Start Date : 5/23/2024
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	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

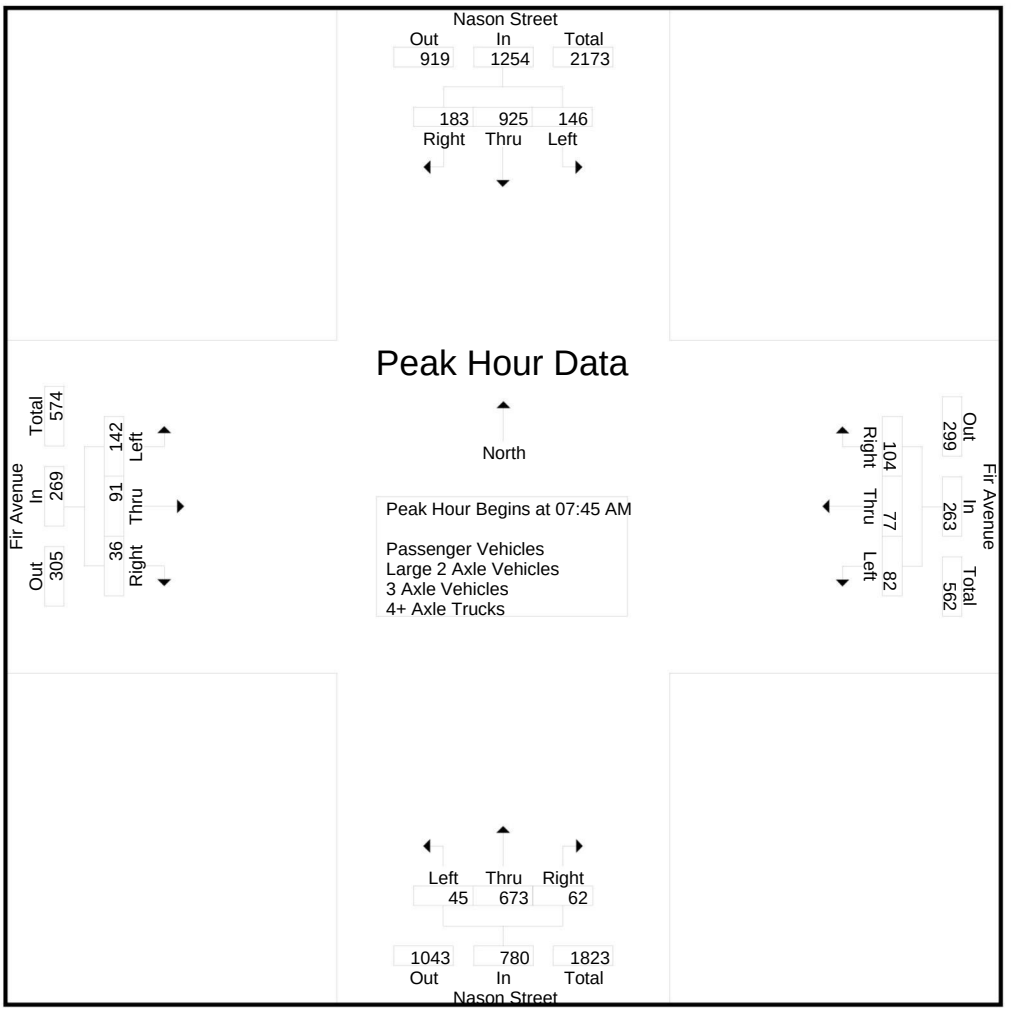
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	145	16	186	9	12	28	49	2	133	6	141	31	13	4	48	424
07:15 AM	28	225	25	278	10	17	23	50	7	117	8	132	34	16	9	59	519
07:30 AM	37	208	33	278	9	33	12	54	5	145	11	161	37	28	3	68	561
07:45 AM	38	260	47	345	23	22	20	65	2	130	12	144	36	28	7	71	625
Total	128	838	121	1087	51	84	83	218	16	525	37	578	138	85	23	246	2129
08:00 AM	36	247	45	328	16	14	21	51	5	170	18	193	24	19	11	54	626
08:15 AM	30	251	65	346	24	23	22	69	30	187	13	230	45	18	13	76	721
08:30 AM	42	167	26	235	19	18	41	78	8	186	19	213	37	26	5	68	594
08:45 AM	42	120	16	178	14	24	13	51	0	98	15	113	17	14	2	33	375
Total	150	785	152	1087	73	79	97	249	43	641	65	749	123	77	31	231	2316
Grand Total	278	1623	273	2174	124	163	180	467	59	1166	102	1327	261	162	54	477	4445
Apprch %	12.8	74.7	12.6		26.6	34.9	38.5		4.4	87.9	7.7		54.7	34	11.3		
Total %	6.3	36.5	6.1	48.9	2.8	3.7	4	10.5	1.3	26.2	2.3	29.9	5.9	3.6	1.2	10.7	
Passenger Vehicles	264	1587	267	2118	122	162	172	456	59	1145	101	1305	261	162	52	475	4354
% Passenger Vehicles	95	97.8	97.8	97.4	98.4	99.4	95.6	97.6	100	98.2	99	98.3	100	100	96.3	99.6	98
Large 2 Axle Vehicles	12	25	4	41	2	1	6	9	0	16	1	17	0	0	1	1	68
% Large 2 Axle Vehicles	4.3	1.5	1.5	1.9	1.6	0.6	3.3	1.9	0	1.4	1	1.3	0	0	1.9	0.2	1.5
3 Axle Vehicles	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% 3 Axle Vehicles	0	0.2	0.4	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	2	7	1	10	0	0	2	2	0	5	0	5	0	0	1	1	18
% 4+ Axle Trucks	0.7	0.4	0.4	0.5	0	0	1.1	0.4	0	0.4	0	0.4	0	0	1.9	0.2	0.4

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	38	**260**	47	345	23	22	20	65	2	130	12	144	36	**28**	7	71	625
08:00 AM	36	247	45	328	16	14	21	51	5	170	18	193	24	19	11	54	626
08:15 AM	30	251	**65**	**346**	**24**	**23**	22	69	**30**	**187**	13	**230**	**45**	18	**13**	**76**	**721**
08:30 AM	**42**	167	26	235	19	18	**41**	**78**	8	186	**19**	213	37	26	5	68	594
Total Volume	146	925	183	1254	82	77	104	263	45	673	62	780	142	91	36	269	2566
% App. Total	11.6	73.8	14.6		31.2	29.3	39.5		5.8	86.3	7.9		52.8	33.8	13.4		
PHF	.869	.889	.704	.906	.854	.837	.634	.843	.375	.900	.816	.848	.789	.813	.692	.885	.890

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
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				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	37	208	33	278	23	22	20	65	2	130	12	144	37	**28**	3	68
+15 mins.	**38**	**260**	47	345	16	14	21	51	5	170	18	193	36	28	7	71
+30 mins.	36	247	45	328	**24**	**23**	22	69	**30**	**187**	13	**230**	24	19	11	54
+45 mins.	30	251	**65**	**346**	19	18	**41**	**78**	8	186	**19**	213	**45**	18	**13**	**76**
Total Volume	141	966	190	1297	82	77	104	263	45	673	62	780	142	93	34	269
% App. Total	10.9	74.5	14.6		31.2	29.3	39.5		5.8	86.3	7.9		52.8	34.6	12.6	
PHF	.928	.929	.731	.937	.854	.837	.634	.843	.375	.900	.816	.848	.789	.830	.654	.885

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

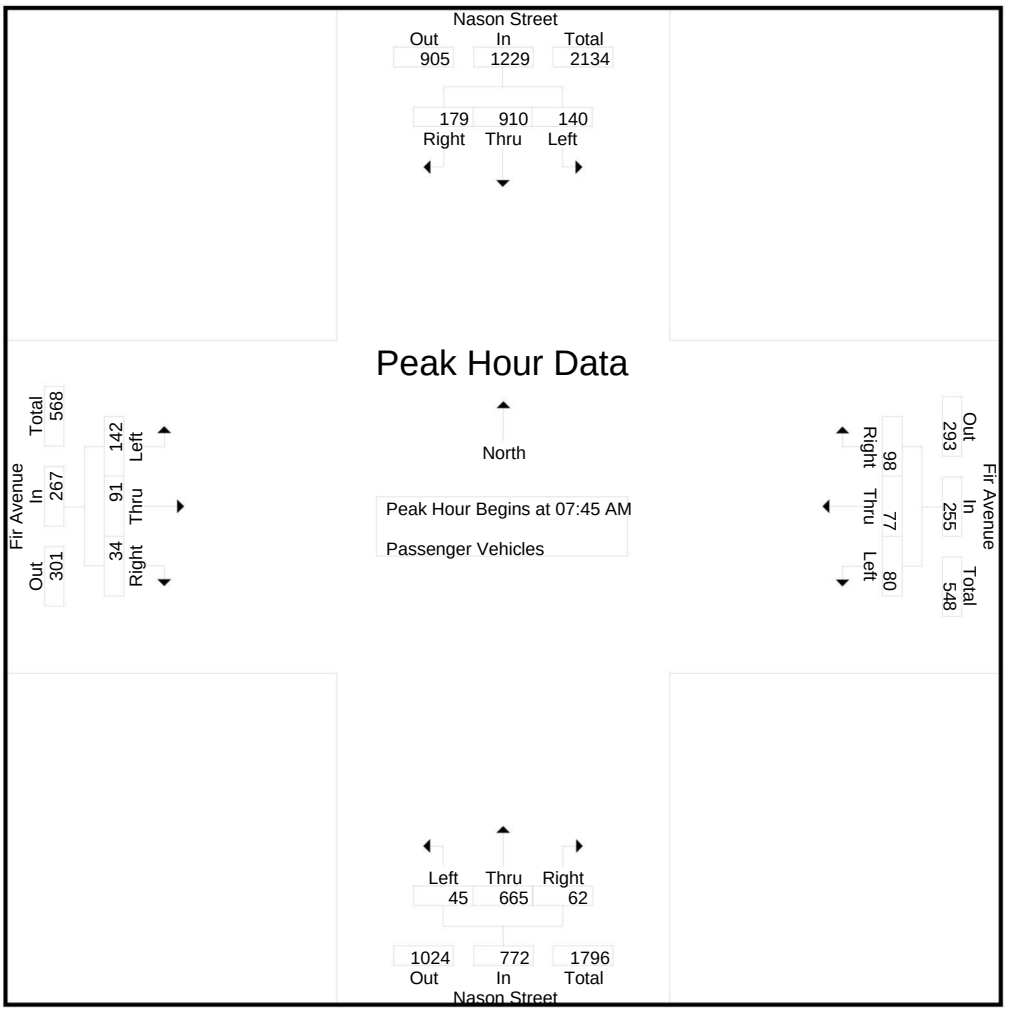
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	22	138	16	176	9	12	27	48	2	130	6	138	31	13	4	48	410
07:15 AM	27	220	25	272	10	16	22	48	7	115	8	130	34	16	9	59	509
07:30 AM	37	206	31	274	9	33	12	54	5	141	11	157	37	28	3	68	553
07:45 AM	38	259	47	344	23	22	20	65	2	129	12	143	36	28	6	70	622
Total	124	823	119	1066	51	83	81	215	16	515	37	568	138	85	22	245	2094
08:00 AM	33	240	44	317	14	14	19	47	5	166	18	189	24	19	10	53	606
08:15 AM	27	249	63	339	24	23	19	66	30	184	13	227	45	18	13	76	708
08:30 AM	42	162	25	229	19	18	40	77	8	186	19	213	37	26	5	68	587
08:45 AM	38	113	16	167	14	24	13	51	0	94	14	108	17	14	2	33	359
Total	140	764	148	1052	71	79	91	241	43	630	64	737	123	77	30	230	2260
Grand Total	264	1587	267	2118	122	162	172	456	59	1145	101	1305	261	162	52	475	4354
Apprch %	12.5	74.9	12.6		26.8	35.5	37.7		4.5	87.7	7.7		54.9	34.1	10.9		
Total %	6.1	36.4	6.1	48.6	2.8	3.7	4	10.5	1.4	26.3	2.3	30	6	3.7	1.2	10.9	

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	38	**259**	47	**344**	23	22	20	65	2	129	12	143	36	**28**	6	70	622
08:00 AM	33	240	44	317	14	14	19	47	5	166	18	189	24	19	10	53	606
08:15 AM	27	249	**63**	339	**24**	**23**	19	66	**30**	184	13	**227**	**45**	18	**13**	**76**	**708**
08:30 AM	**42**	162	25	229	19	18	**40**	**77**	8	**186**	**19**	213	37	26	5	68	587
Total Volume	140	910	179	1229	80	77	98	255	45	665	62	772	142	91	34	267	2523
% App. Total	11.4	74	14.6		31.4	30.2	38.4		5.8	86.1	8		53.2	34.1	12.7		
PHF	.833	.878	.710	.893	.833	.837	.613	.828	.375	.894	.816	.850	.789	.813	.654	.878	.891

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
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.	38	**259**	47	**344**	23	22	20	65	2	129	12	143	36	**28**	6	70
+15 mins.	33	240	44	317	14	14	19	47	5	166	18	189	24	19	10	53
+30 mins.	27	249	**63**	339	**24**	**23**	19	66	**30**	184	13	**227**	**45**	18	**13**	**76**
+45 mins.	**42**	162	25	229	19	18	**40**	**77**	8	**186**	**19**	213	37	26	5	68
Total Volume	140	910	179	1229	80	77	98	255	45	665	62	772	142	91	34	267
% App. Total	11.4	74	14.6		31.4	30.2	38.4		5.8	86.1	8		53.2	34.1	12.7	
PHF	.833	.878	.710	.893	.833	.837	.613	.828	.375	.894	.816	.850	.789	.813	.654	.878

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

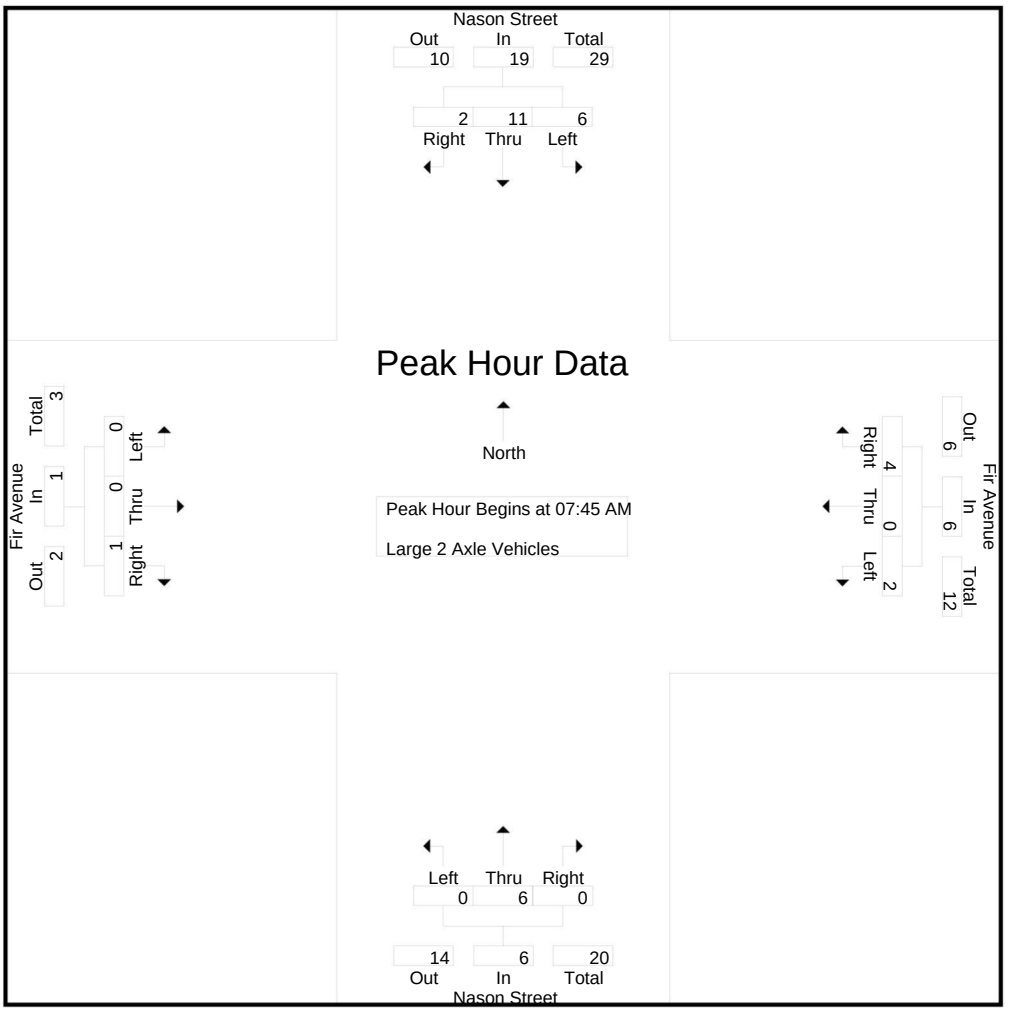
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	5	0	8	0	0	1	1	0	2	0	2	0	0	0	0	11
07:15 AM	1	3	0	4	0	1	1	2	0	1	0	1	0	0	0	0	7
07:30 AM	0	2	2	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Total	4	11	2	17	0	1	2	3	0	8	0	8	0	0	1	1	29
08:00 AM	3	5	0	8	2	0	1	3	0	4	0	4	0	0	0	0	15
08:15 AM	3	1	1	5	0	0	2	2	0	1	0	1	0	0	0	0	8
08:30 AM	0	4	1	5	0	0	1	1	0	0	0	0	0	0	0	0	6
08:45 AM	2	4	0	6	0	0	0	0	0	3	1	4	0	0	0	0	10
Total	8	14	2	24	2	0	4	6	0	8	1	9	0	0	0	0	39
Grand Total	12	25	4	41	2	1	6	9	0	16	1	17	0	0	1	1	68
Apprch %	29.3	61	9.8		22.2	11.1	66.7		0	94.1	5.9		0	0	100		
Total %	17.6	36.8	5.9	60.3	2.9	1.5	8.8	13.2	0	23.5	1.5	25	0	0	1.5	1.5	

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	3
08:00 AM	**3**	**5**	0	**8**	**2**	0	1	**3**	0	**4**	0	**4**	0	0	0	0	**15**
08:15 AM	3	1	**1**	5	0	0	**2**	2	0	1	0	1	0	0	0	0	8
08:30 AM	0	4	1	5	0	0	1	1	0	0	0	0	0	0	0	0	6
Total Volume	6	11	2	19	2	0	4	6	0	6	0	6	0	0	1	1	32
% App. Total	31.6	57.9	10.5		33.3	0	66.7		0	100	0		0	0	100		
PHF	.500	.550	.500	.594	.250	.000	.500	.500	.000	.375	.000	.375	.000	.000	.250	.250	.533

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
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	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+15 mins.	**3**	**5**	0	**8**	**2**	0	1	**3**	0	**4**	0	**4**	0	0	0	0
+30 mins.	3	1	**1**	5	0	0	**2**	2	0	1	0	1	0	0	0	0
+45 mins.	0	4	1	5	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	6	11	2	19	2	0	4	6	0	6	0	6	0	0	1	1
% App. Total	31.6	57.9	10.5		33.3	0	66.7		0	100	0		0	0	100	
PHF	.500	.550	.500	.594	.250	.000	.500	.500	.000	.375	.000	.375	.000	.000	.250	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

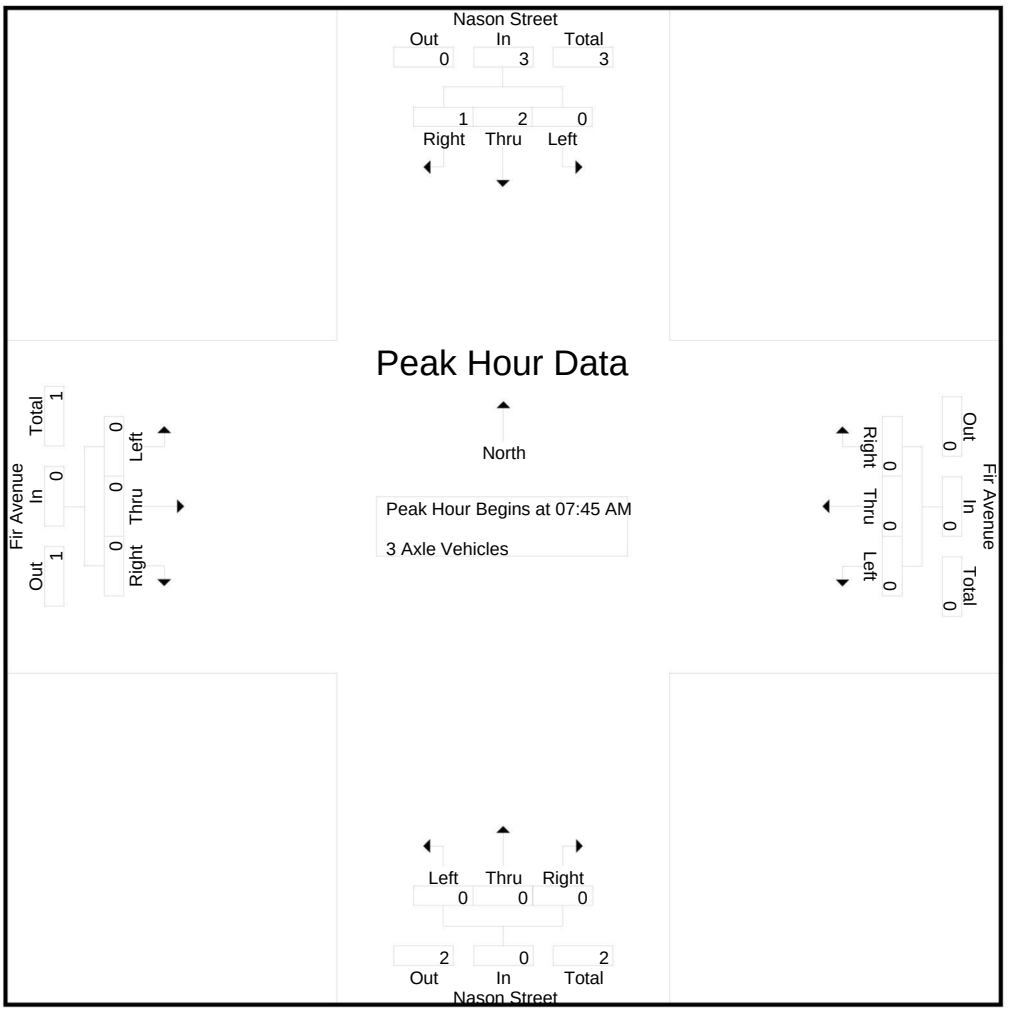
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0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

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
08:15 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
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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	**1**	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	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
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File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

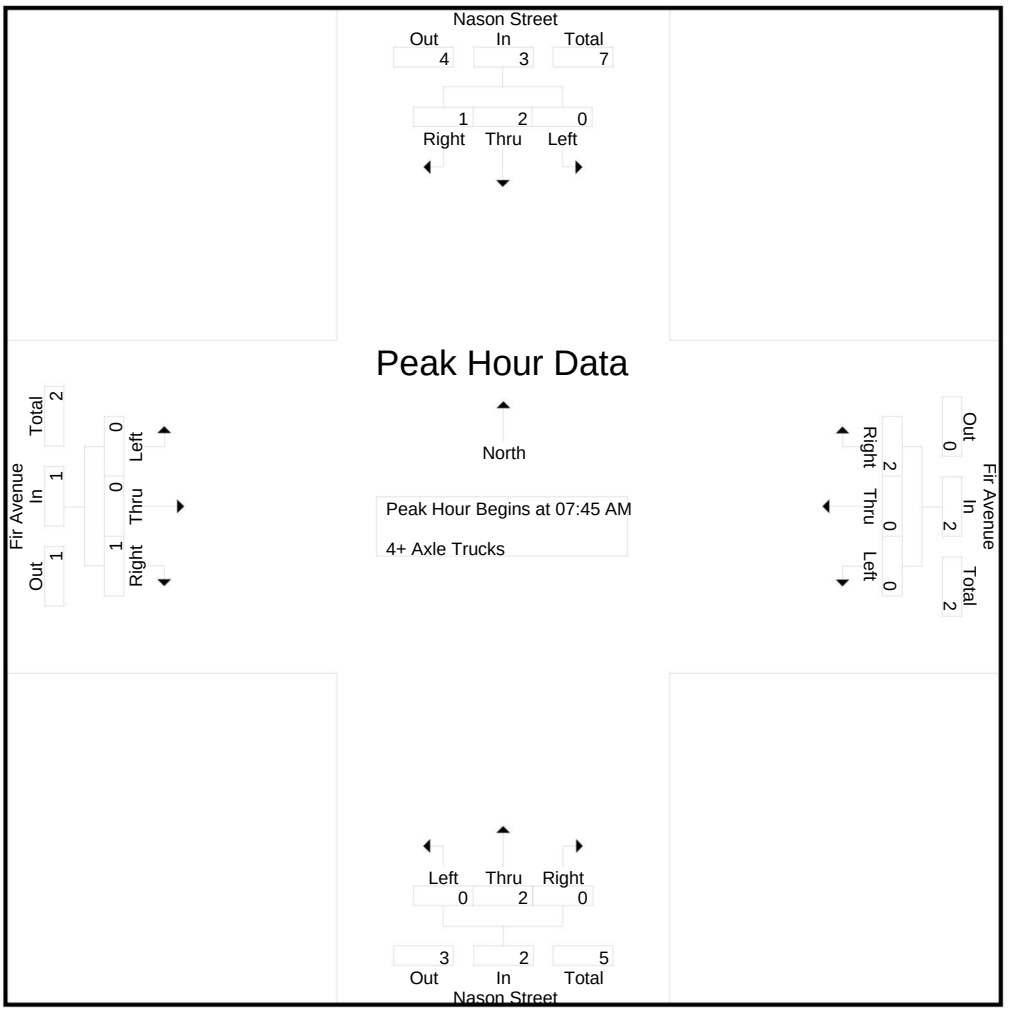
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
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	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:00 AM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	1	1	4
08:15 AM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	2	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	2	4	1	7	0	0	2	2	0	3	0	3	0	0	1	1	13
Grand Total	2	7	1	10	0	0	2	2	0	5	0	5	0	0	1	1	18
Apprch %	20	70	10		0	0	100		0	100	0		0	0	100		
Total %	11.1	38.9	5.6	55.6	0	0	11.1	11.1	0	27.8	0	27.8	0	0	5.6	5.6	

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	**1**	**2**	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	**4**
08:15 AM	0	1	0	1	0	0	1	1	0	**2**	0	**2**	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	2	2	0	2	0	2	0	0	1	1	8
% App. Total	0	66.7	33.3		0	0	100		0	100	0		0	0	100		
PHF	.000	.500	.250	.375	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.250	.250	.500

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir AM
Site Code : 99924451
Start Date : 5/23/2024
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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**	**1**	**2**	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	1	0	1	0	0	1	1	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	2	2	0	2	0	2	0	0	1	1
% App. Total	0	66.7	33.3		0	0	100		0	100	0		0	0	100	
PHF	.000	.500	.250	.375	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.250	.250

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

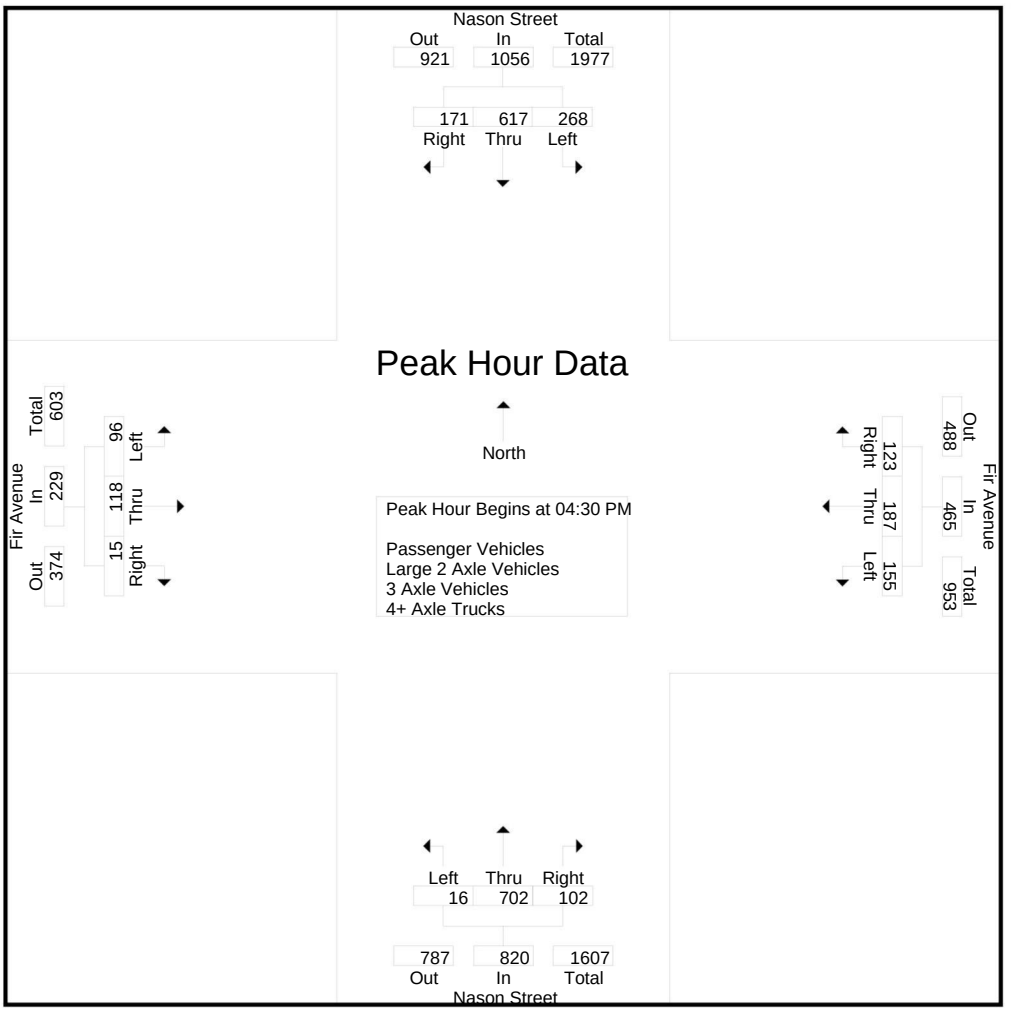
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	63	123	37	223	40	58	49	147	7	173	32	212	29	31	3	63	645
04:15 PM	83	142	37	262	39	32	27	98	5	186	31	222	11	23	3	37	619
04:30 PM	71	137	39	247	27	44	28	99	3	196	25	224	28	34	6	68	638
04:45 PM	64	161	40	265	53	48	35	136	5	163	31	199	24	30	2	56	656
Total	281	563	153	997	159	182	139	480	20	718	119	857	92	118	14	224	2558
05:00 PM	70	162	31	263	32	49	35	116	6	175	22	203	17	22	1	40	622
05:15 PM	63	157	61	281	43	46	25	114	2	168	24	194	27	32	6	65	654
05:30 PM	104	159	40	303	37	25	36	98	1	161	23	185	20	18	1	39	625
05:45 PM	76	157	42	275	44	38	54	136	4	119	35	158	23	27	5	55	624
Total	313	635	174	1122	156	158	150	464	13	623	104	740	87	99	13	199	2525
Grand Total	594	1198	327	2119	315	340	289	944	33	1341	223	1597	179	217	27	423	5083
Apprch %	28	56.5	15.4		33.4	36	30.6		2.1	84	14		42.3	51.3	6.4		
Total %	11.7	23.6	6.4	41.7	6.2	6.7	5.7	18.6	0.6	26.4	4.4	31.4	3.5	4.3	0.5	8.3	
Passenger Vehicles	590	1180	323	2093	314	339	284	937	33	1330	223	1586	179	217	26	422	5038
% Passenger Vehicles	99.3	98.5	98.8	98.8	99.7	99.7	98.3	99.3	100	99.2	100	99.3	100	100	96.3	99.8	99.1
Large 2 Axle Vehicles	4	11	4	19	1	1	4	6	0	8	0	8	0	0	0	0	33
% Large 2 Axle Vehicles	0.7	0.9	1.2	0.9	0.3	0.3	1.4	0.6	0	0.6	0	0.5	0	0	0	0	0.6
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	5	0	5	0	0	1	1	0	2	0	2	0	0	1	1	9
% 4+ Axle Trucks	0	0.4	0	0.2	0	0	0.3	0.1	0	0.1	0	0.1	0	0	3.7	0.2	0.2

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir 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	**71**	137	39	247	27	44	28	99	3	**196**	25	**224**	**28**	**34**	**6**	**68**	638
04:45 PM	64	161	40	265	**53**	48	**35**	**136**	5	163	**31**	199	24	30	2	56	**656**
05:00 PM	70	**162**	31	263	32	**49**	35	116	**6**	175	22	203	17	22	1	40	622
05:15 PM	63	157	**61**	**281**	43	46	25	114	2	168	24	194	27	32	6	65	654
Total Volume	268	617	171	1056	155	187	123	465	16	702	102	820	96	118	15	229	2570
% App. Total	25.4	58.4	16.2		33.3	40.2	26.5		2	85.6	12.4		41.9	51.5	6.6		
PHF	.944	.952	.701	.940	.731	.954	.879	.855	.667	.895	.823	.915	.857	.868	.625	.842	.979

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
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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:

	05:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	70	**162**	31	263	40	**58**	**49**	**147**	**7**	173	**32**	212	**28**	**34**	**6**	**68**
+15 mins.	63	157	**61**	281	39	32	27	98	5	186	31	222	24	30	2	56
+30 mins.	**104**	159	40	**303**	27	44	28	99	3	**196**	25	**224**	17	22	1	40
+45 mins.	76	157	42	275	**53**	48	35	136	5	163	31	199	27	32	6	65
Total Volume	313	635	174	1122	159	182	139	480	20	718	119	857	96	118	15	229
% App. Total	27.9	56.6	15.5		33.1	37.9	29		2.3	83.8	13.9		41.9	51.5	6.6	
PHF	.752	.980	.713	.926	.750	.784	.709	.816	.714	.916	.930	.956	.857	.868	.625	.842

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City of Moreno Valley
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File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

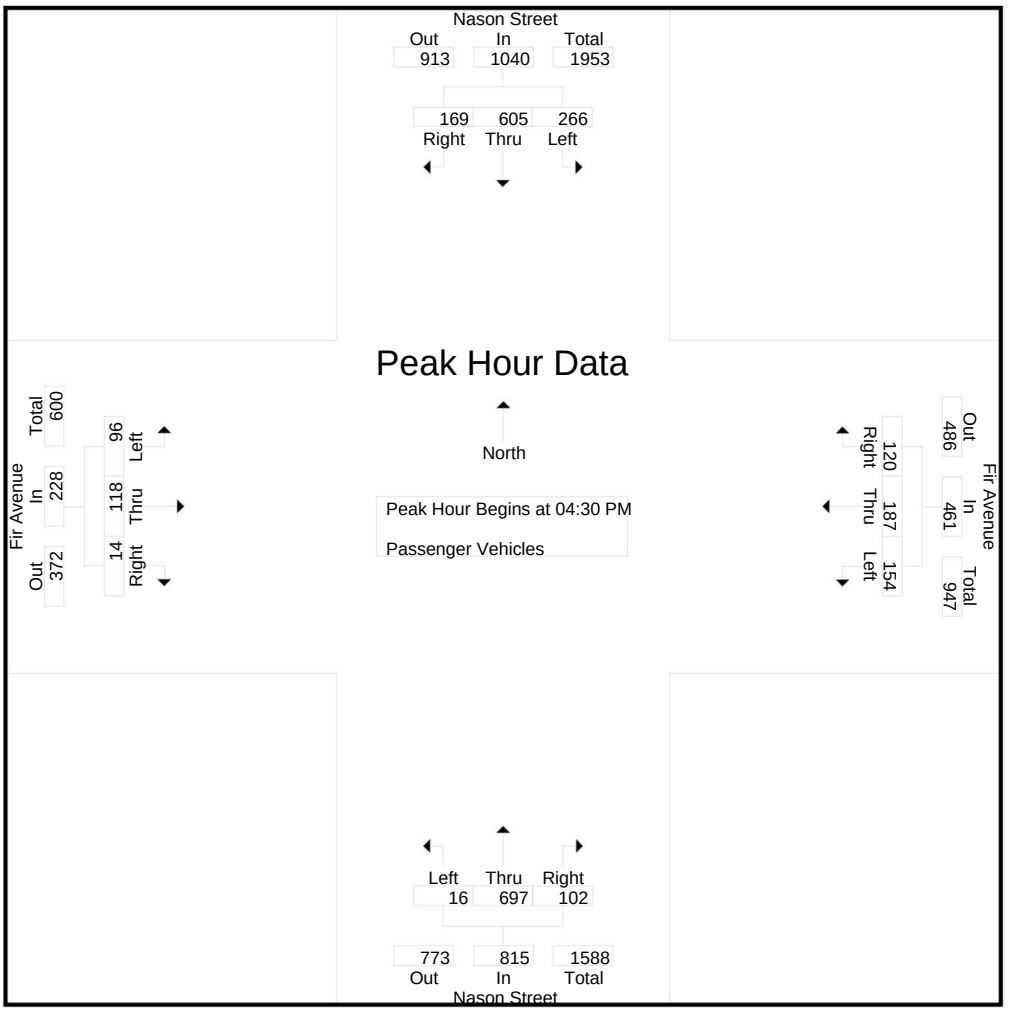
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	61	120	36	217	40	58	47	145	7	172	32	211	29	31	3	63	636
04:15 PM	83	141	37	261	39	32	27	98	5	182	31	218	11	23	3	37	614
04:30 PM	69	133	39	241	27	44	27	98	3	195	25	223	28	34	5	67	629
04:45 PM	64	158	40	262	53	48	34	135	5	162	31	198	24	30	2	56	651
Total	277	552	152	981	159	182	135	476	20	711	119	850	92	118	13	223	2530
05:00 PM	70	159	31	260	32	49	35	116	6	173	22	201	17	22	1	40	617
05:15 PM	63	155	59	277	42	46	24	112	2	167	24	193	27	32	6	65	647
05:30 PM	104	158	40	302	37	24	36	97	1	161	23	185	20	18	1	39	623
05:45 PM	76	156	41	273	44	38	54	136	4	118	35	157	23	27	5	55	621
Total	313	628	171	1112	155	157	149	461	13	619	104	736	87	99	13	199	2508
Grand Total	590	1180	323	2093	314	339	284	937	33	1330	223	1586	179	217	26	422	5038
Apprch %	28.2	56.4	15.4		33.5	36.2	30.3		2.1	83.9	14.1		42.4	51.4	6.2		
Total %	11.7	23.4	6.4	41.5	6.2	6.7	5.6	18.6	0.7	26.4	4.4	31.5	3.6	4.3	0.5	8.4	

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir 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	69	133	39	241	27	44	27	98	3	**195**	25	**223**	**28**	**34**	5	**67**	629
04:45 PM	64	158	40	262	**53**	48	34	**135**	5	162	**31**	198	24	30	2	56	**651**
05:00 PM	**70**	**159**	31	260	32	**49**	**35**	116	**6**	173	22	201	17	22	1	40	617
05:15 PM	63	155	**59**	**277**	42	46	24	112	2	167	24	193	27	32	**6**	65	647
Total Volume	266	605	169	1040	154	187	120	461	16	697	102	815	96	118	14	228	2544
% App. Total	25.6	58.2	16.2		33.4	40.6	26		2	85.5	12.5		42.1	51.8	6.1		
PHF	.950	.951	.716	.939	.726	.954	.857	.854	.667	.894	.823	.914	.857	.868	.583	.851	.977

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City of Moreno Valley
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File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
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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.	69	133	39	241	27	44	27	98	3	**195**	25	**223**	**28**	**34**	5	**67**
+15 mins.	64	158	40	262	**53**	48	34	**135**	5	162	**31**	198	24	30	2	56
+30 mins.	**70**	**159**	31	260	32	**49**	**35**	116	**6**	173	22	201	17	22	1	40
+45 mins.	63	155	**59**	**277**	42	46	24	112	2	167	24	193	27	32	**6**	65
Total Volume	266	605	169	1040	154	187	120	461	16	697	102	815	96	118	14	228
% App. Total	25.6	58.2	16.2		33.4	40.6	26		2	85.5	12.5		42.1	51.8	6.1	
PHF	.950	.951	.716	.939	.726	.954	.857	.854	.667	.894	.823	.914	.857	.868	.583	.851

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File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
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Groups Printed- Large 2 Axle Vehicles

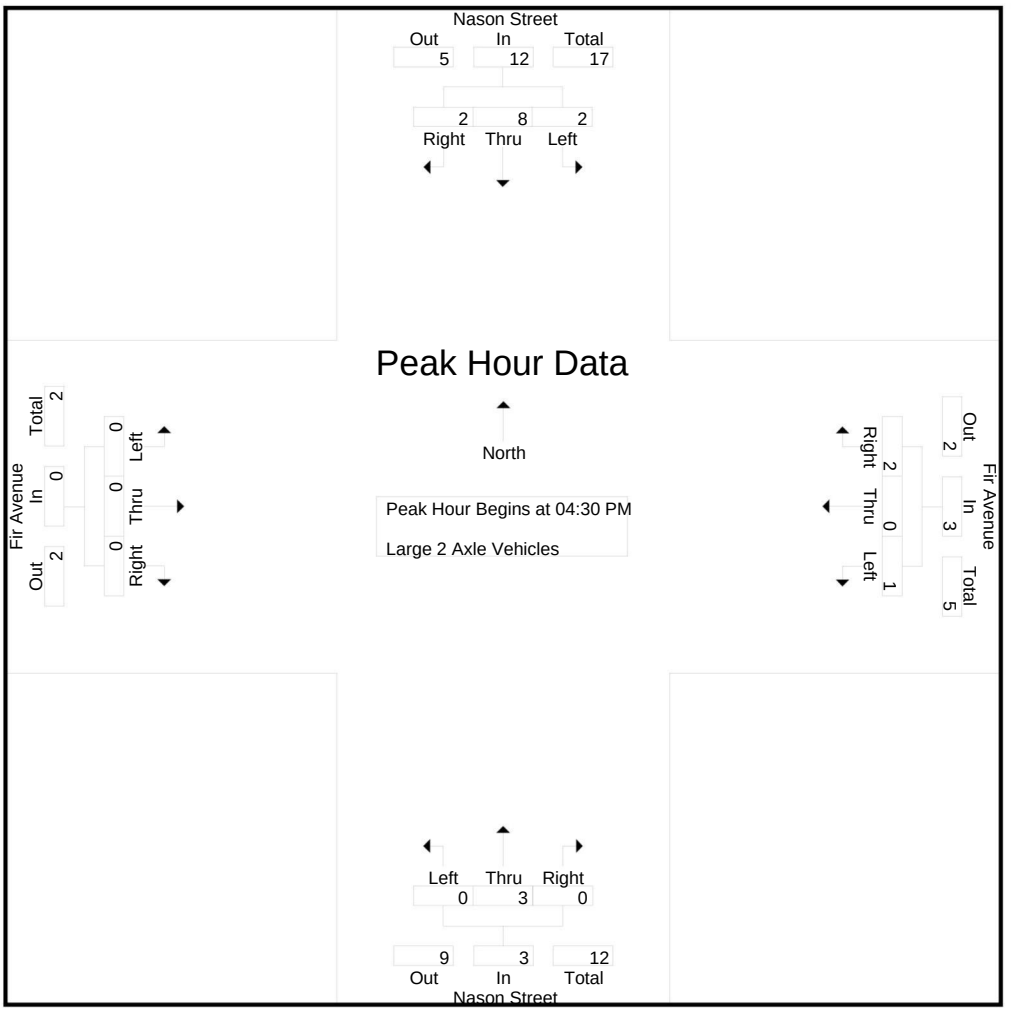
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	1	5	0	0	2	2	0	1	0	1	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:30 PM	2	2	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
Total	4	7	1	12	0	0	3	3	0	6	0	6	0	0	0	0	21
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	2	3	1	0	1	2	0	1	0	1	0	0	0	0	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	4	3	7	1	1	1	3	0	2	0	2	0	0	0	0	12
Grand Total	4	11	4	19	1	1	4	6	0	8	0	8	0	0	0	0	33
Apprch %	21.1	57.9	21.1		16.7	16.7	66.7		0	100	0		0	0	0		
Total %	12.1	33.3	12.1	57.6	3	3	12.1	18.2	0	24.2	0	24.2	0	0	0	0	

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir 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	**2**	2	0	**4**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	5
04:45 PM	0	**3**	0	3	0	0	**1**	1	0	1	0	1	0	0	0	0	5
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	**2**	3	**1**	0	1	**2**	0	1	0	1	0	0	0	0	**6**
Total Volume	2	8	2	12	1	0	2	3	0	3	0	3	0	0	0	0	18
% App. Total	16.7	66.7	16.7		33.3	0	66.7		0	100	0		0	0	0		
PHF	.250	.667	.250	.750	.250	.000	.500	.375	.000	.750	.000	.750	.000	.000	.000	.000	.750

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File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
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.	**2**	2	0	**4**	0	0	0	0	0	**1**	0	**1**	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	**2**	3	**1**	0	1	**2**	0	1	0	1	0	0	0	0
Total Volume	2	8	2	12	1	0	2	3	0	3	0	3	0	0	0	0
% App. Total	16.7	66.7	16.7		33.3	0	66.7		0	100	0		0	0	0	
PHF	.250	.667	.250	.750	.250	.000	.500	.375	.000	.750	.000	.750	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

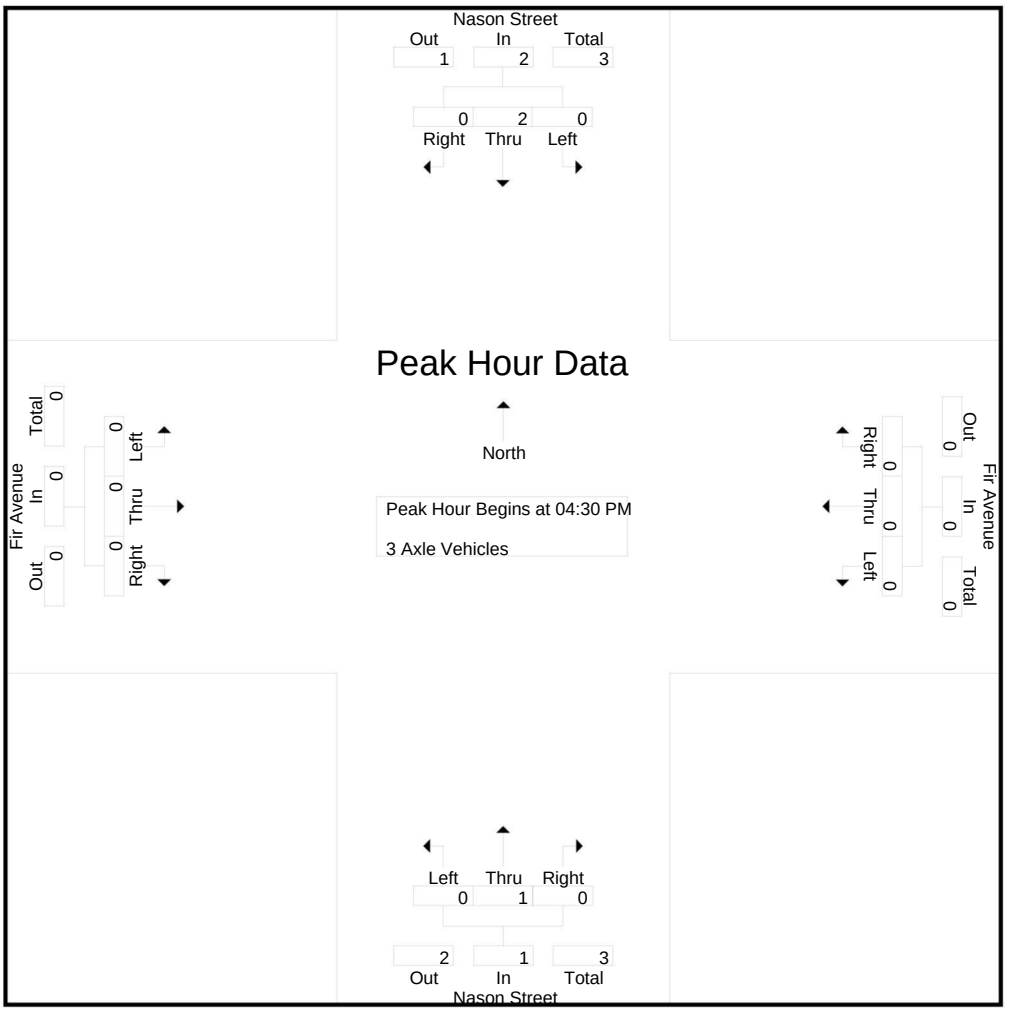
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
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	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
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	

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir 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	**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
05:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
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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.	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	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Fir Avenue
Weather: Clear

File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

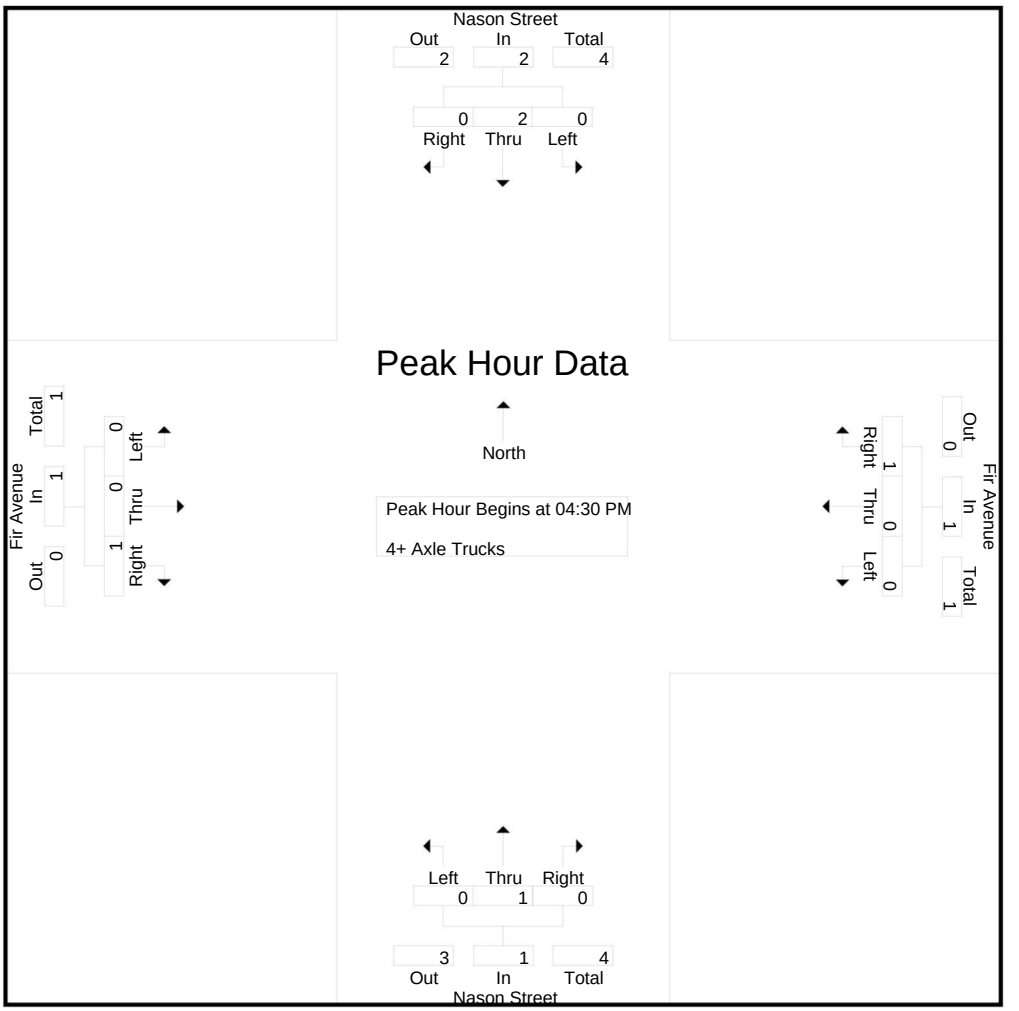
	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	1	1	0	1	0	1	0	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	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	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	5	0	5	0	0	1	1	0	2	0	2	0	0	1	1	9
Apprch %	0	100	0		0	0	100		0	100	0		0	0	100		
Total %	0	55.6	0	55.6	0	0	11.1	11.1	0	22.2	0	22.2	0	0	11.1	11.1	

	Nason Street Southbound				Fir Avenue Westbound				Nason Street Northbound				Fir 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	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	**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	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 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	1	1	0	1	0	1	0	0	1	1	5
% App. Total	0	100	0		0	0	100		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.250	.250	.417

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City of Moreno Valley
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Weather: Clear

File Name : 12_MRV_Nas_Fir PM
Site Code : 99924451
Start Date : 5/23/2024
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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.	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**
+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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	1	1	0	1	0	1	0	0	1	1
% App. Total	0	100	0		0	0	100		0	100	0		0	0	100	
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.250	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

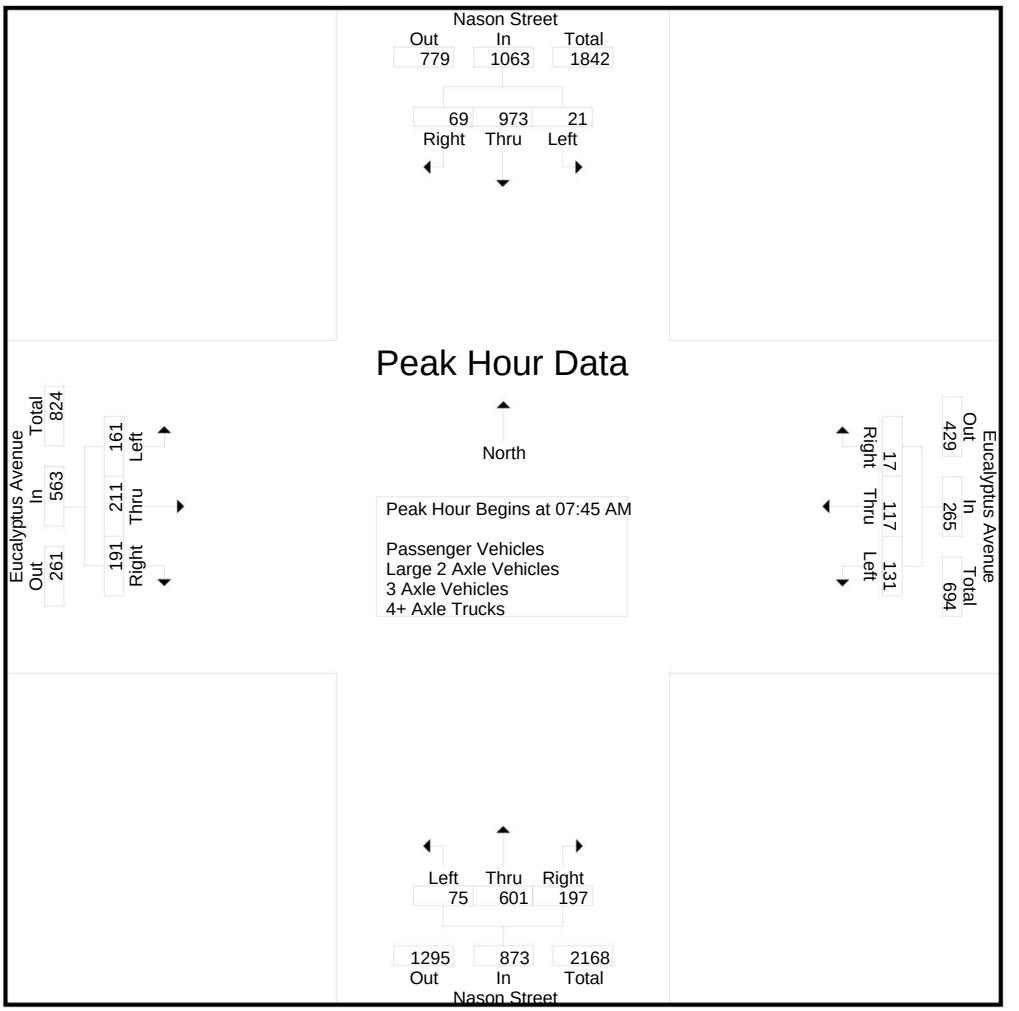
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	153	3	156	20	10	4	34	6	123	23	152	10	11	10	31	373
07:15 AM	3	229	9	241	30	16	4	50	13	127	22	162	13	10	14	37	490
07:30 AM	1	189	12	202	36	39	6	81	14	138	40	192	9	22	20	51	526
07:45 AM	4	271	11	286	25	25	3	53	25	133	52	210	28	41	24	93	642
Total	8	842	35	885	111	90	17	218	58	521	137	716	60	84	68	212	2031
08:00 AM	7	231	13	251	33	34	1	68	15	139	37	191	31	39	50	120	630
08:15 AM	7	265	30	302	45	36	9	90	24	158	53	235	66	69	69	204	831
08:30 AM	3	206	15	224	28	22	4	54	11	171	55	237	36	62	48	146	661
08:45 AM	1	131	10	142	10	20	3	33	11	103	51	165	6	19	15	40	380
Total	18	833	68	919	116	112	17	245	61	571	196	828	139	189	182	510	2502
Grand Total	26	1675	103	1804	227	202	34	463	119	1092	333	1544	199	273	250	722	4533
Apprch %	1.4	92.8	5.7		49	43.6	7.3		7.7	70.7	21.6		27.6	37.8	34.6		
Total %	0.6	37	2.3	39.8	5	4.5	0.8	10.2	2.6	24.1	7.3	34.1	4.4	6	5.5	15.9	
Passenger Vehicles	25	1639	101	1765	221	199	34	454	114	1070	330	1514	199	270	245	714	4447
% Passenger Vehicles	96.2	97.9	98.1	97.8	97.4	98.5	100	98.1	95.8	98	99.1	98.1	100	98.9	98	98.9	98.1
Large 2 Axle Vehicles	1	25	1	27	5	2	0	7	4	17	3	24	0	3	5	8	66
% Large 2 Axle Vehicles	3.8	1.5	1	1.5	2.2	1	0	1.5	3.4	1.6	0.9	1.6	0	1.1	2	1.1	1.5
3 Axle Vehicles	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% 3 Axle Vehicles	0	0.2	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	8	0	8	1	1	0	2	1	5	0	6	0	0	0	0	16
% 4+ Axle Trucks	0	0.5	0	0.4	0.4	0.5	0	0.4	0.8	0.5	0	0.4	0	0	0	0	0.4

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	**271**	11	286	25	25	3	53	**25**	133	52	210	28	41	24	93	642
08:00 AM	**7**	231	13	251	33	34	1	68	15	139	37	191	31	39	50	120	630
08:15 AM	7	265	**30**	**302**	**45**	**36**	**9**	**90**	24	158	53	235	**66**	**69**	**69**	**204**	**831**
08:30 AM	3	206	15	224	28	22	4	54	11	**171**	**55**	**237**	36	62	48	146	661
Total Volume	21	973	69	1063	131	117	17	265	75	601	197	873	161	211	191	563	2764
% App. Total	2	91.5	6.5		49.4	44.2	6.4		8.6	68.8	22.6		28.6	37.5	33.9		
PHF	.750	.898	.575	.880	.728	.813	.472	.736	.750	.879	.895	.921	.610	.764	.692	.690	.832

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City of Moreno Valley
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Weather: Clear

File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
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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	**271**	11	286	36	**39**	6	81	**25**	133	52	210	28	41	24	93
+15 mins.	**7**	231	13	251	25	25	3	53	15	139	37	191	31	39	50	120
+30 mins.	7	265	**30**	**302**	33	34	1	68	24	158	53	235	**66**	**69**	**69**	**204**
+45 mins.	3	206	15	224	**45**	36	**9**	**90**	11	**171**	**55**	**237**	36	62	48	146
Total Volume	21	973	69	1063	139	134	19	292	75	601	197	873	161	211	191	563
% App. Total	2	91.5	6.5		47.6	45.9	6.5		8.6	68.8	22.6		28.6	37.5	33.9	
PHF	.750	.898	.575	.880	.772	.859	.528	.811	.750	.879	.895	.921	.610	.764	.692	.690

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City of Moreno Valley
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File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

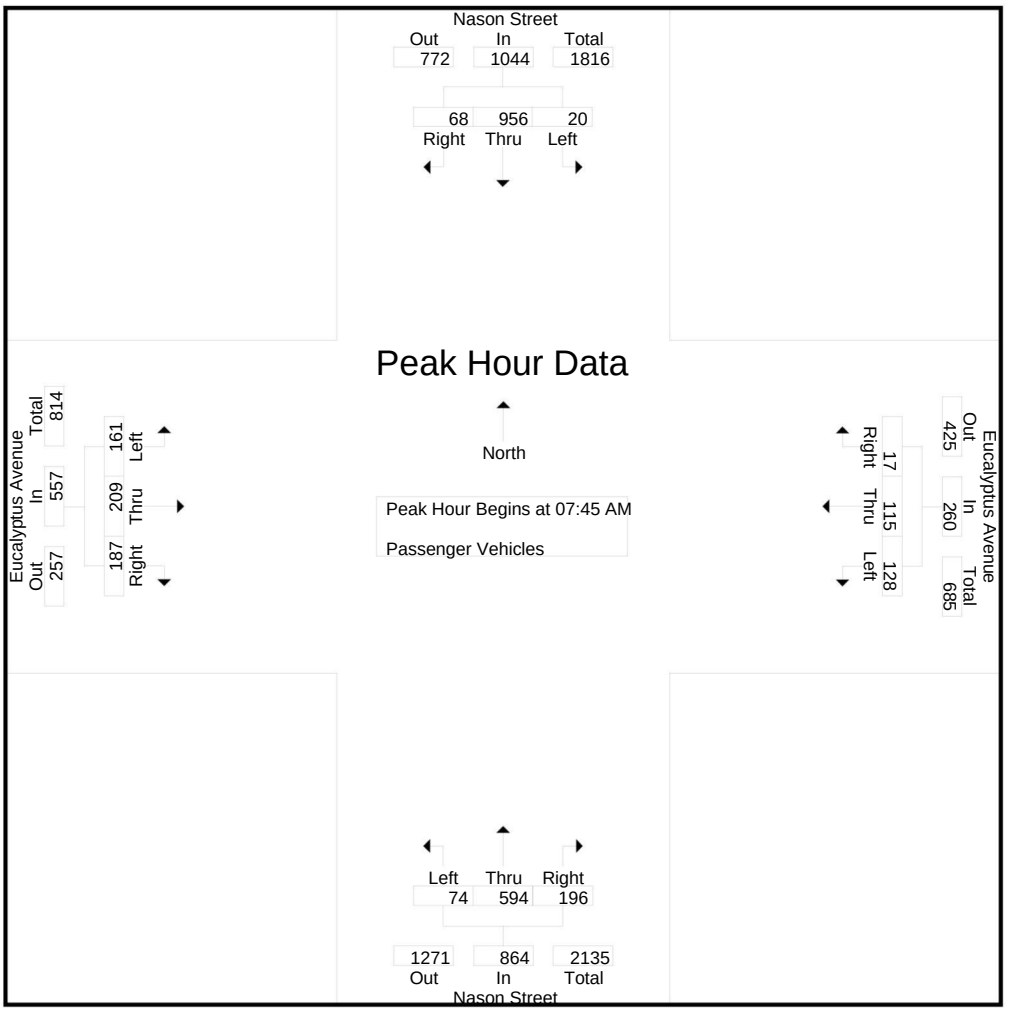
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	147	3	150	19	10	4	33	4	120	23	147	10	10	10	30	360
07:15 AM	3	224	9	236	29	15	4	48	13	125	22	160	13	10	14	37	481
07:30 AM	1	187	12	200	35	39	6	80	14	134	40	188	9	22	19	50	518
07:45 AM	3	270	11	284	24	24	3	51	25	130	51	206	28	40	24	92	633
Total	7	828	35	870	107	88	17	212	56	509	136	701	60	82	67	209	1992
08:00 AM	7	224	12	243	33	33	1	67	14	138	37	189	31	39	49	119	618
08:15 AM	7	261	30	298	44	36	9	89	24	155	53	232	66	69	67	202	821
08:30 AM	3	201	15	219	27	22	4	53	11	171	55	237	36	61	47	144	653
08:45 AM	1	125	9	135	10	20	3	33	9	97	49	155	6	19	15	40	363
Total	18	811	66	895	114	111	17	242	58	561	194	813	139	188	178	505	2455
Grand Total	25	1639	101	1765	221	199	34	454	114	1070	330	1514	199	270	245	714	4447
Apprch %	1.4	92.9	5.7		48.7	43.8	7.5		7.5	70.7	21.8		27.9	37.8	34.3		
Total %	0.6	36.9	2.3	39.7	5	4.5	0.8	10.2	2.6	24.1	7.4	34	4.5	6.1	5.5	16.1	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	**270**	11	284	24	24	3	51	**25**	130	51	206	28	40	24	92	633
08:00 AM	**7**	224	12	243	33	33	1	67	14	138	37	189	31	39	49	119	618
08:15 AM	7	261	**30**	**298**	**44**	**36**	**9**	**89**	24	155	53	232	**66**	**69**	**67**	**202**	**821**
08:30 AM	3	201	15	219	27	22	4	53	11	**171**	**55**	**237**	36	61	47	144	653
Total Volume	20	956	68	1044	128	115	17	260	74	594	196	864	161	209	187	557	2725
% App. Total	1.9	91.6	6.5		49.2	44.2	6.5		8.6	68.8	22.7		28.9	37.5	33.6		
PHF	.714	.885	.567	.876	.727	.799	.472	.730	.740	.868	.891	.911	.610	.757	.698	.689	.830

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City of Moreno Valley
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Weather: Clear

File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
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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.	3	**270**	11	284	24	24	3	51	**25**	130	51	206	28	40	24	92
+15 mins.	**7**	224	12	243	33	33	1	67	14	138	37	189	31	39	49	119
+30 mins.	7	261	**30**	**298**	**44**	**36**	**9**	**89**	24	155	53	232	**66**	**69**	**67**	**202**
+45 mins.	3	201	15	219	27	22	4	53	11	**171**	**55**	**237**	36	61	47	144
Total Volume	20	956	68	1044	128	115	17	260	74	594	196	864	161	209	187	557
% App. Total	1.9	91.6	6.5		49.2	44.2	6.5		8.6	68.8	22.7		28.9	37.5	33.6	
PHF	.714	.885	.567	.876	.727	.799	.472	.730	.740	.868	.891	.911	.610	.757	.698	.689

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City of Moreno Valley
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File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
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Groups Printed- Large 2 Axle Vehicles

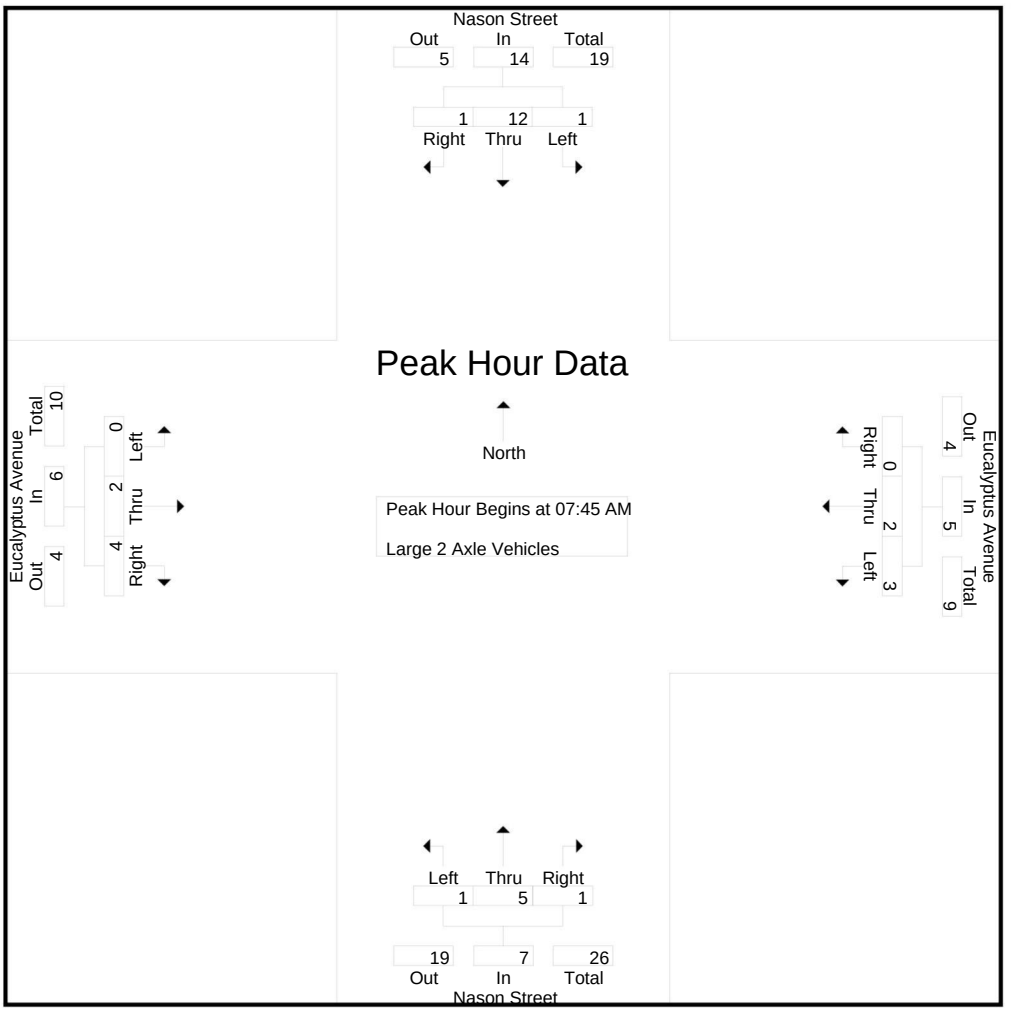
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	1	0	0	1	1	2	0	3	0	1	0	1	9
07:15 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:30 AM	0	2	0	2	1	0	0	1	0	4	0	4	0	0	1	1	8
07:45 AM	1	1	0	2	1	1	0	2	0	3	1	4	0	1	0	1	9
Total	1	10	0	11	3	1	0	4	1	10	1	12	0	2	1	3	30
08:00 AM	0	4	1	5	0	1	0	1	1	1	0	2	0	0	1	1	9
08:15 AM	0	3	0	3	1	0	0	1	0	1	0	1	0	0	2	2	7
08:30 AM	0	4	0	4	1	0	0	1	0	0	0	0	0	1	1	2	7
08:45 AM	0	4	0	4	0	0	0	0	2	5	2	9	0	0	0	0	13
Total	0	15	1	16	2	1	0	3	3	7	2	12	0	1	4	5	36
Grand Total	1	25	1	27	5	2	0	7	4	17	3	24	0	3	5	8	66
Apprch %	3.7	92.6	3.7		71.4	28.6	0		16.7	70.8	12.5		0	37.5	62.5		
Total %	1.5	37.9	1.5	40.9	7.6	3	0	10.6	6.1	25.8	4.5	36.4	0	4.5	7.6	12.1	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	1	0	2	**1**	**1**	0	**2**	0	**3**	**1**	**4**	0	**1**	0	1	**9**
08:00 AM	0	**4**	**1**	**5**	0	1	0	1	**1**	1	0	2	0	0	1	1	9
08:15 AM	0	3	0	3	1	0	0	1	0	1	0	1	0	0	**2**	**2**	7
08:30 AM	0	4	0	4	1	0	0	1	0	0	0	0	0	1	1	2	7
Total Volume	1	12	1	14	3	2	0	5	1	5	1	7	0	2	4	6	32
% App. Total	7.1	85.7	7.1		60	40	0		14.3	71.4	14.3		0	33.3	66.7		
PHF	.250	.750	.250	.700	.750	.500	.000	.625	.250	.417	.250	.438	.000	.500	.500	.750	.889

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
Start Date : 5/23/2024
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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.	**1**	1	0	2	**1**	**1**	0	**2**	0	**3**	**1**	**4**	0	**1**	0	1
+15 mins.	0	**4**	**1**	**5**	0	1	0	1	**1**	1	0	2	0	0	1	1
+30 mins.	0	3	0	3	1	0	0	1	0	1	0	1	0	0	**2**	**2**
+45 mins.	0	4	0	4	1	0	0	1	0	0	0	0	0	1	1	2
Total Volume	1	12	1	14	3	2	0	5	1	5	1	7	0	2	4	6
% App. Total	7.1	85.7	7.1		60	40	0		14.3	71.4	14.3		0	33.3	66.7	
PHF	.250	.750	.250	.700	.750	.500	.000	.625	.250	.417	.250	.438	.000	.500	.500	.750

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File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

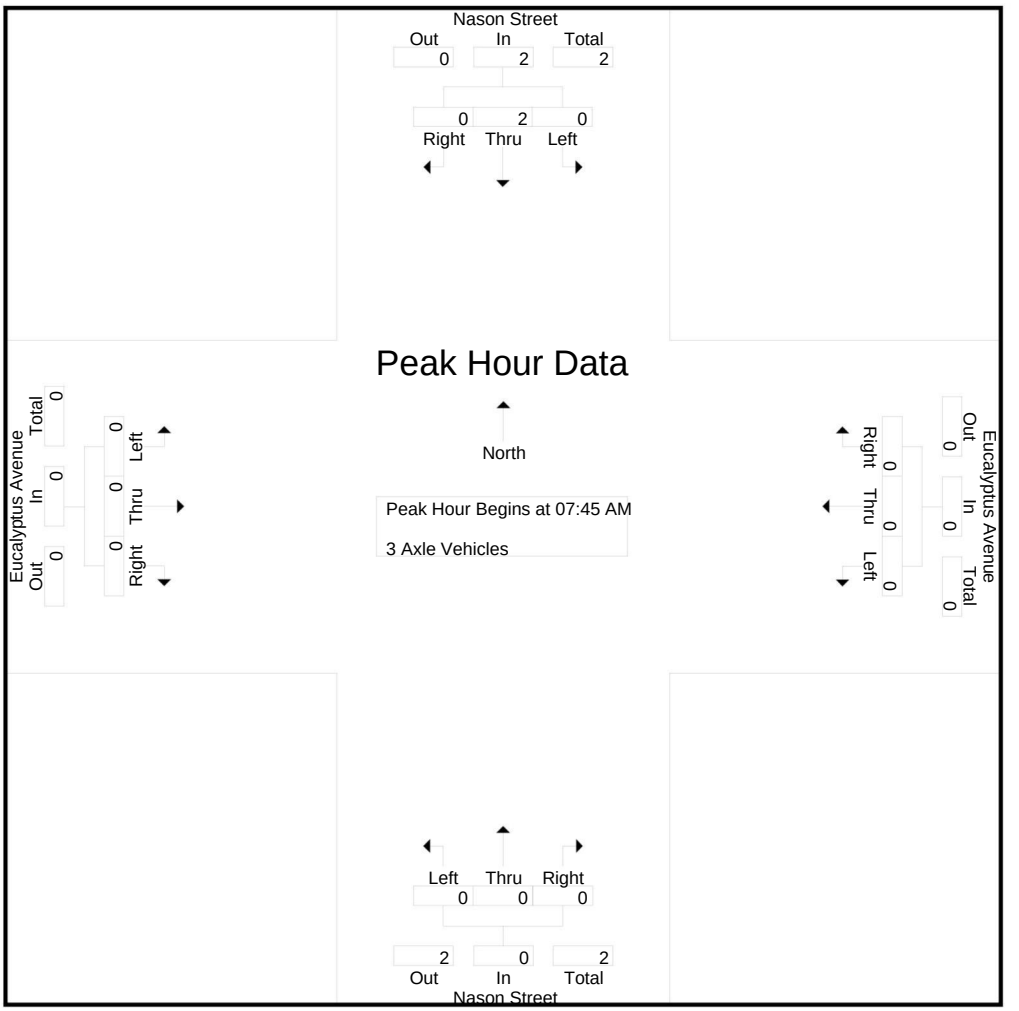
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	75	25		0	0	0		0	0	0		0	0	0		
Total %	0	75	25	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**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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File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
Start Date : 5/23/2024
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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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E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

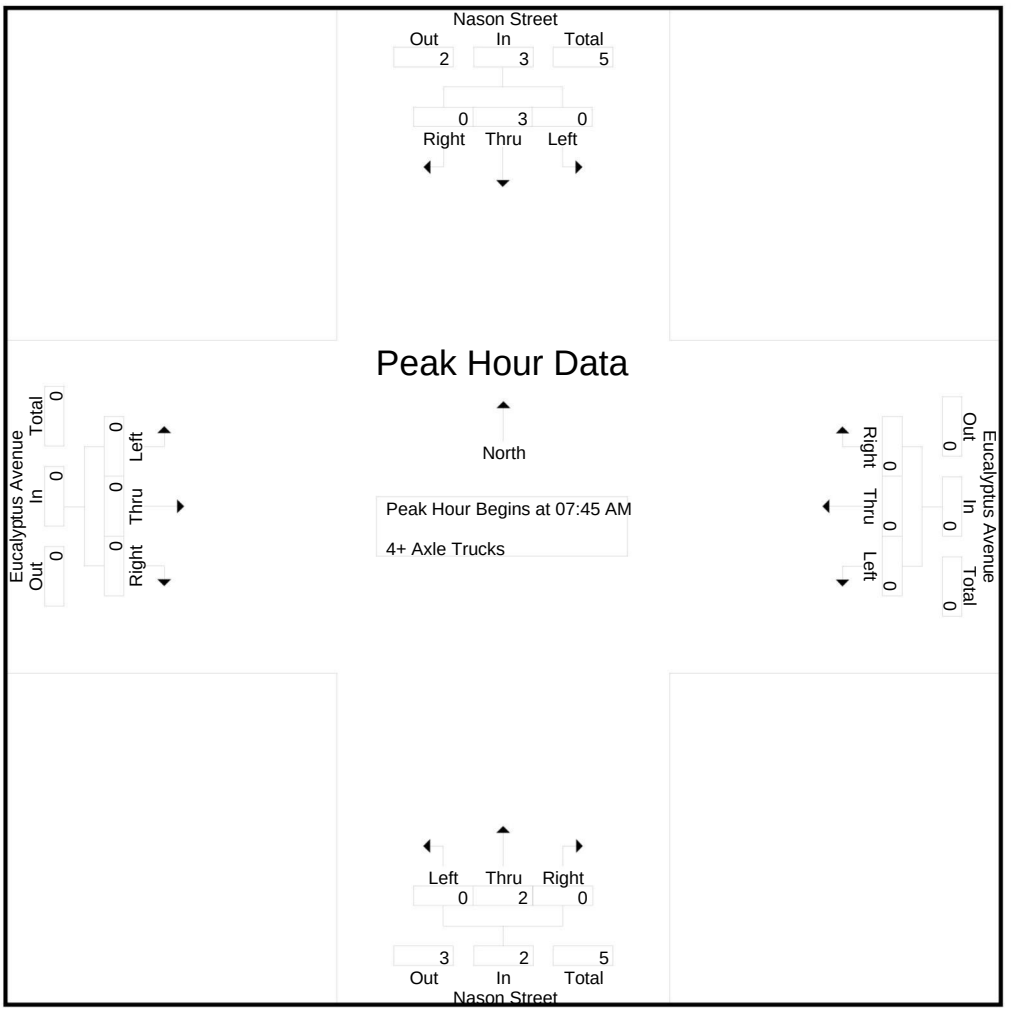
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
07:15 AM	0	2	0	2	1	1	0	2	0	1	0	1	0	0	0	0	5
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	3	0	3	1	1	0	2	1	2	0	3	0	0	0	0	8
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Grand Total	0	8	0	8	1	1	0	2	1	5	0	6	0	0	0	0	16
Apprch %	0	100	0		50	50	0		16.7	83.3	0		0	0	0		
Total %	0	50	0	50	6.2	6.2	0	12.5	6.2	31.2	0	37.5	0	0	0	0	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.417

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File Name : 13_MRV_Nas_Euc AM
Site Code : 99924451
Start Date : 5/23/2024
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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	**2**	0	**2**	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

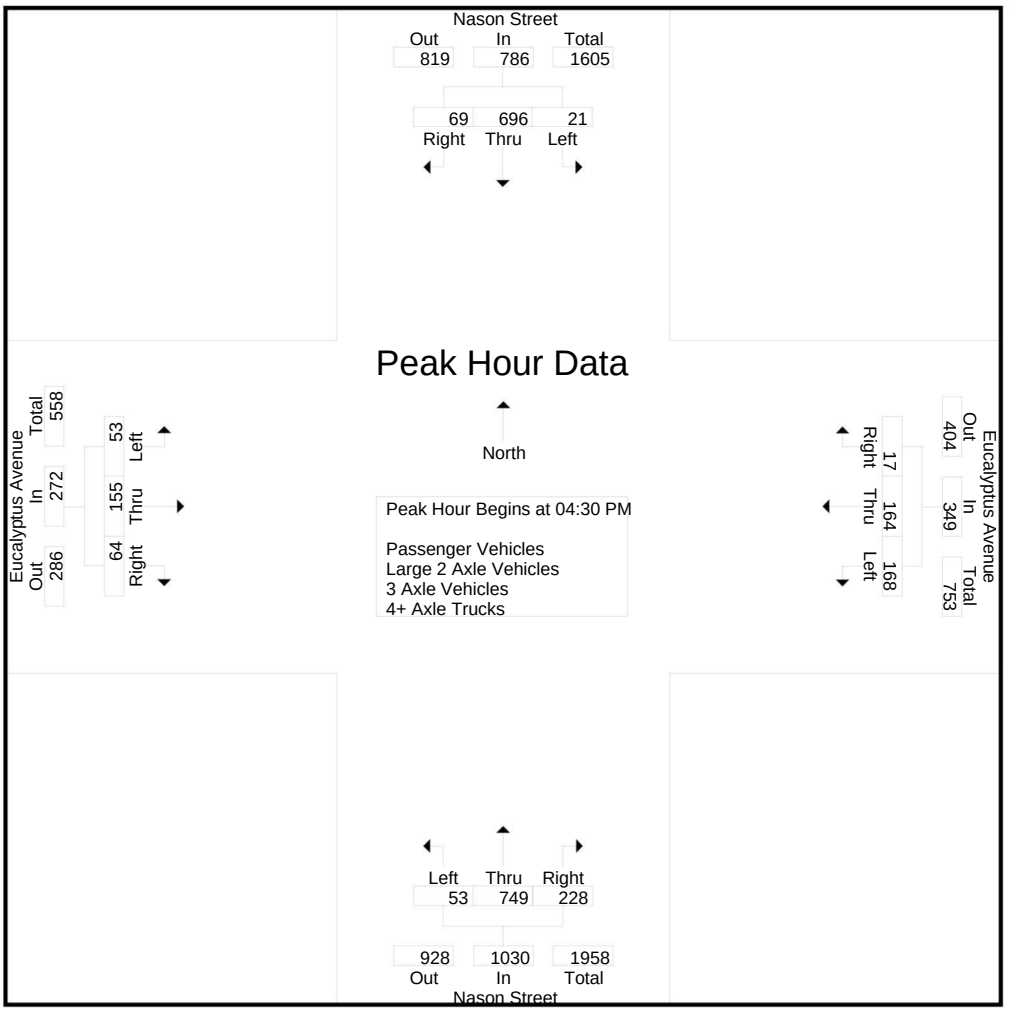
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	149	17	170	39	43	7	89	16	194	52	262	22	38	13	73	594
04:15 PM	5	167	14	186	47	42	2	91	9	182	60	251	14	44	9	67	595
04:30 PM	3	145	12	160	51	44	4	99	11	231	54	296	7	47	14	68	623
04:45 PM	7	194	21	222	32	35	2	69	13	184	56	253	15	39	14	68	612
Total	19	655	64	738	169	164	15	348	49	791	222	1062	58	168	50	276	2424
05:00 PM	8	179	9	196	48	42	7	97	15	180	60	255	13	32	8	53	601
05:15 PM	3	178	27	208	37	43	4	84	14	154	58	226	18	37	28	83	601
05:30 PM	6	175	17	198	51	43	5	99	16	168	57	241	10	37	7	54	592
05:45 PM	5	177	10	192	50	47	5	102	10	144	62	216	6	49	10	65	575
Total	22	709	63	794	186	175	21	382	55	646	237	938	47	155	53	255	2369
Grand Total	41	1364	127	1532	355	339	36	730	104	1437	459	2000	105	323	103	531	4793
Apprch %	2.7	89	8.3		48.6	46.4	4.9		5.2	71.8	23		19.8	60.8	19.4		
Total %	0.9	28.5	2.6	32	7.4	7.1	0.8	15.2	2.2	30	9.6	41.7	2.2	6.7	2.1	11.1	
Passenger Vehicles	40	1345	126	1511	353	338	35	726	102	1428	457	1987	105	322	101	528	4752
% Passenger Vehicles	97.6	98.6	99.2	98.6	99.4	99.7	97.2	99.5	98.1	99.4	99.6	99.3	100	99.7	98.1	99.4	99.1
Large 2 Axle Vehicles	0	12	1	13	1	1	0	2	2	7	2	11	0	0	2	2	28
% Large 2 Axle Vehicles	0	0.9	0.8	0.8	0.3	0.3	0	0.3	1.9	0.5	0.4	0.6	0	0	1.9	0.4	0.6
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	1	5	0	6	1	0	1	2	0	1	0	1	0	1	0	1	10
% 4+ Axle Trucks	2.4	0.4	0	0.4	0.3	0	2.8	0.3	0	0.1	0	0.1	0	0.3	0	0.2	0.2

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus 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	3	145	12	160	**51**	**44**	4	**99**	11	**231**	54	**296**	7	**47**	14	68	**623**
04:45 PM	7	**194**	21	**222**	32	35	2	69	13	184	56	253	15	39	14	68	612
05:00 PM	**8**	179	9	196	48	42	**7**	97	**15**	180	**60**	255	13	32	8	53	601
05:15 PM	3	178	**27**	208	37	43	4	84	14	154	58	226	**18**	37	**28**	**83**	601
Total Volume	21	696	69	786	168	164	17	349	53	749	228	1030	53	155	64	272	2437
% App. Total	2.7	88.5	8.8		48.1	47	4.9		5.1	72.7	22.1		19.5	57	23.5		
PHF	.656	.897	.639	.885	.824	.932	.607	.881	.883	.811	.950	.870	.736	.824	.571	.819	.978

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City of Moreno Valley
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Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
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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				04:00 PM				04:00 PM			
+0 mins.	7	**194**	21	**222**	48	42	**7**	97	**16**	194	52	262	**22**	38	13	**73**
+15 mins.	**8**	179	9	196	37	43	4	84	9	182	**60**	251	14	44	9	67
+30 mins.	3	178	**27**	208	**51**	43	5	99	11	**231**	54	**296**	7	**47**	**14**	68
+45 mins.	6	175	17	198	50	**47**	5	**102**	13	184	56	253	15	39	14	68
Total Volume	24	726	74	824	186	175	21	382	49	791	222	1062	58	168	50	276
% App. Total	2.9	88.1	9		48.7	45.8	5.5		4.6	74.5	20.9		21	60.9	18.1	
PHF	.750	.936	.685	.928	.912	.931	.750	.936	.766	.856	.925	.897	.659	.894	.893	.945

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File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

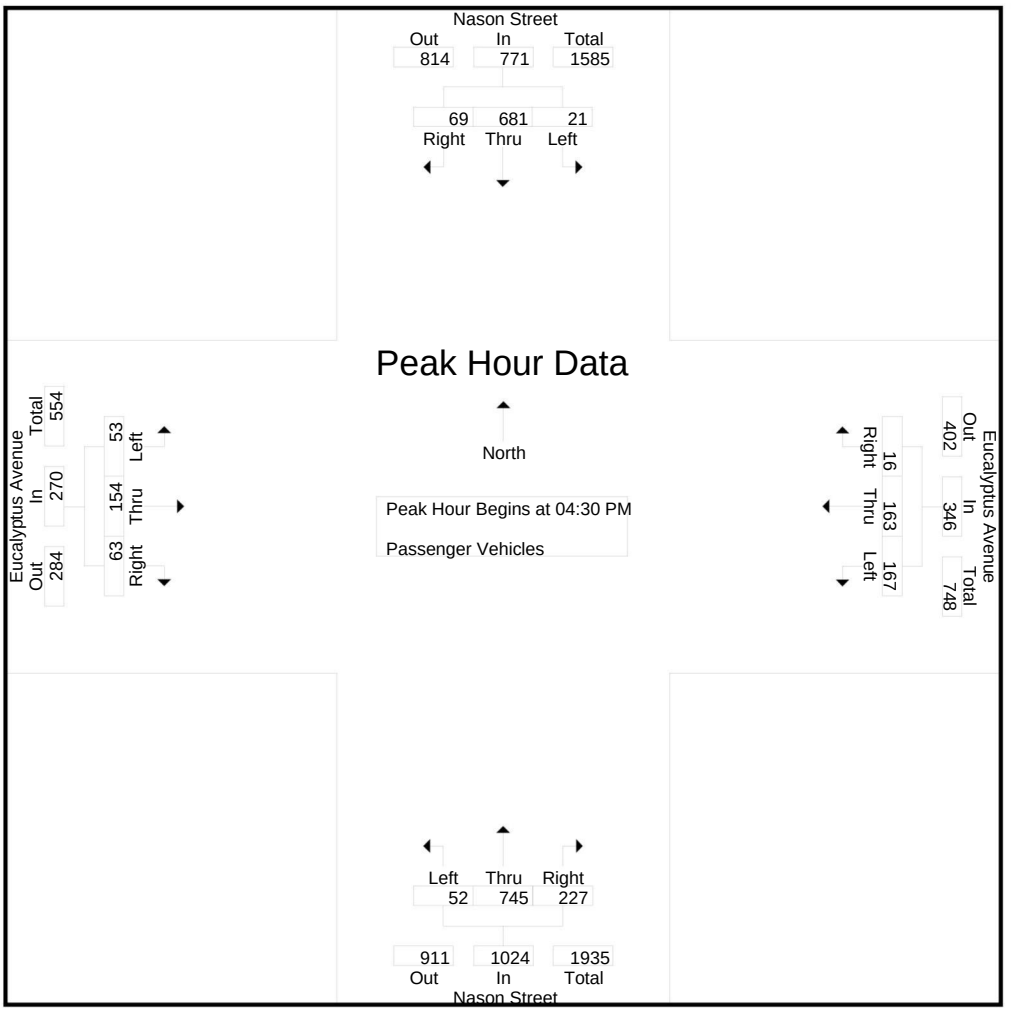
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	147	16	167	39	43	7	89	15	193	52	260	22	38	12	72	588
04:15 PM	4	167	14	185	47	42	2	91	9	179	59	247	14	44	9	67	590
04:30 PM	3	140	12	155	51	44	4	99	11	230	54	295	7	46	14	67	616
04:45 PM	7	191	21	219	32	35	2	69	13	183	56	252	15	39	13	67	607
Total	18	645	63	726	169	164	15	348	48	785	221	1054	58	167	48	273	2401
05:00 PM	8	177	9	194	47	41	6	94	15	179	59	253	13	32	8	53	594
05:15 PM	3	173	27	203	37	43	4	84	13	153	58	224	18	37	28	83	594
05:30 PM	6	174	17	197	50	43	5	98	16	168	57	241	10	37	7	54	590
05:45 PM	5	176	10	191	50	47	5	102	10	143	62	215	6	49	10	65	573
Total	22	700	63	785	184	174	20	378	54	643	236	933	47	155	53	255	2351
Grand Total	40	1345	126	1511	353	338	35	726	102	1428	457	1987	105	322	101	528	4752
Apprch %	2.6	89	8.3		48.6	46.6	4.8		5.1	71.9	23		19.9	61	19.1		
Total %	0.8	28.3	2.7	31.8	7.4	7.1	0.7	15.3	2.1	30.1	9.6	41.8	2.2	6.8	2.1	11.1	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus 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	3	140	12	155	**51**	**44**	4	**99**	11	**230**	54	**295**	7	**46**	14	67	**616**
04:45 PM	7	**191**	21	**219**	32	35	2	69	13	183	56	252	15	39	13	67	607
05:00 PM	**8**	177	9	194	47	41	**6**	94	**15**	179	**59**	253	13	32	8	53	594
05:15 PM	3	173	**27**	203	37	43	4	84	13	153	58	224	**18**	37	**28**	**83**	594
Total Volume	21	681	69	771	167	163	16	346	52	745	227	1024	53	154	63	270	2411
% App. Total	2.7	88.3	8.9		48.3	47.1	4.6		5.1	72.8	22.2		19.6	57	23.3		
PHF	.656	.891	.639	.880	.819	.926	.667	.874	.867	.810	.962	.868	.736	.837	.563	.813	.978

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
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.	3	140	12	155	**51**	**44**	4	**99**	11	**230**	54	**295**	7	**46**	14	67
+15 mins.	7	**191**	21	**219**	32	35	2	69	13	183	56	252	15	39	13	67
+30 mins.	**8**	177	9	194	47	41	**6**	94	**15**	179	**59**	253	13	32	8	53
+45 mins.	3	173	**27**	203	37	43	4	84	13	153	58	224	**18**	37	**28**	**83**
Total Volume	21	681	69	771	167	163	16	346	52	745	227	1024	53	154	63	270
% App. Total	2.7	88.3	8.9		48.3	47.1	4.6		5.1	72.8	22.2		19.6	57	23.3	
PHF	.656	.891	.639	.880	.819	.926	.667	.874	.867	.810	.962	.868	.736	.837	.563	.813

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

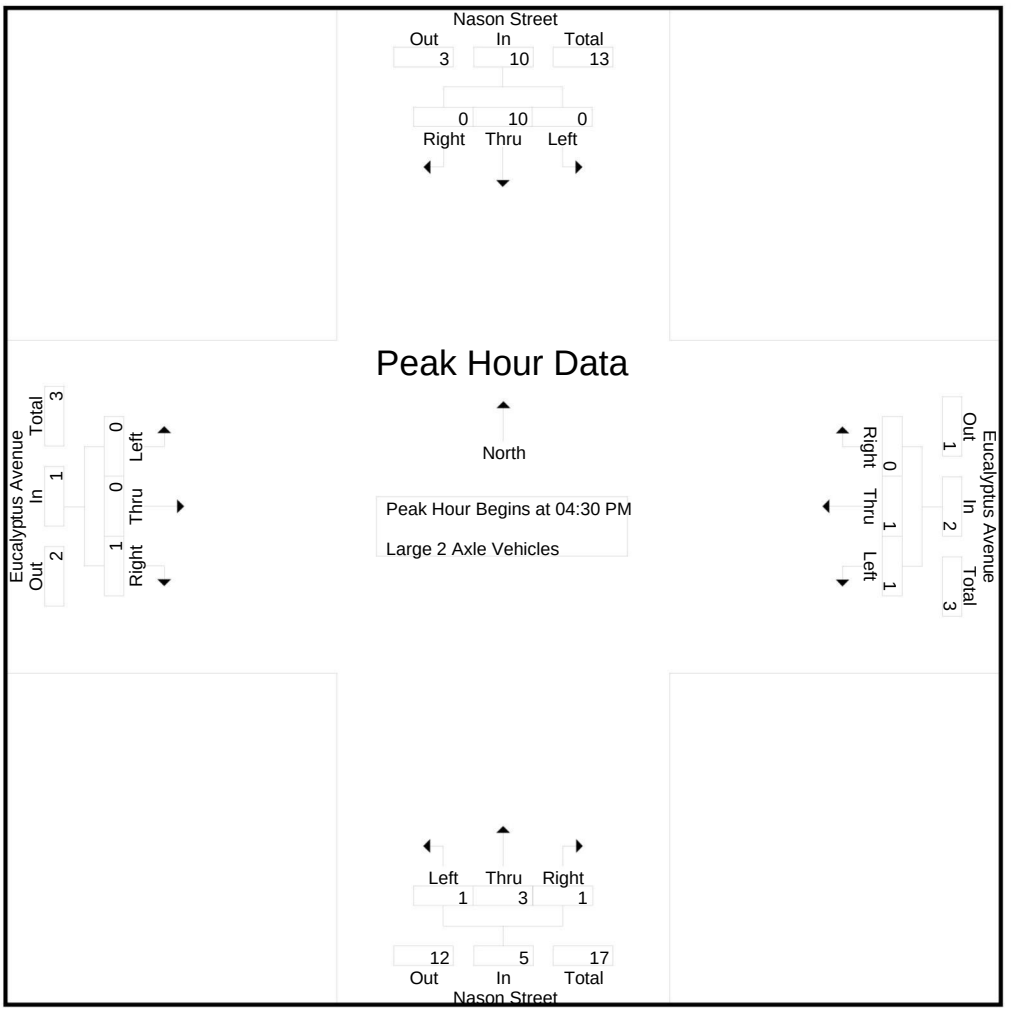
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	0	0	1	1	0	2	0	0	1	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
Total	0	6	1	7	0	0	0	0	1	5	1	7	0	0	2	2	16
05:00 PM	0	2	0	2	1	1	0	2	0	0	1	1	0	0	0	0	5
05:15 PM	0	3	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
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	1	0	1	0	0	0	0	2
Total	0	6	0	6	1	1	0	2	1	2	1	4	0	0	0	0	12
Grand Total	0	12	1	13	1	1	0	2	2	7	2	11	0	0	2	2	28
Apprch %	0	92.3	7.7		50	50	0		18.2	63.6	18.2		0	0	100		
Total %	0	42.9	3.6	46.4	3.6	3.6	0	7.1	7.1	25	7.1	39.3	0	0	7.1	7.1	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus 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	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	**1**	**1**	**5**
05:00 PM	0	2	0	2	**1**	**1**	0	**2**	0	0	**1**	1	0	0	0	0	5
05:15 PM	0	3	0	3	0	0	0	0	**1**	1	0	**2**	0	0	0	0	5
Total Volume	0	10	0	10	1	1	0	2	1	3	1	5	0	0	1	1	18
% App. Total	0	100	0		50	50	0		20	60	20		0	0	100		
PHF	.000	.833	.000	.833	.250	.250	.000	.250	.250	.750	.250	.625	.000	.000	.250	.250	.900

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
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	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+30 mins.	0	2	0	2	**1**	**1**	0	**2**	0	0	**1**	1	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	**1**	1	0	**2**	0	0	0	0
Total Volume	0	10	0	10	1	1	0	2	1	3	1	5	0	0	1	1
% App. Total	0	100	0		50	50	0		20	60	20		0	0	100	
PHF	.000	.833	.000	.833	.250	.250	.000	.250	.250	.750	.250	.625	.000	.000	.250	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

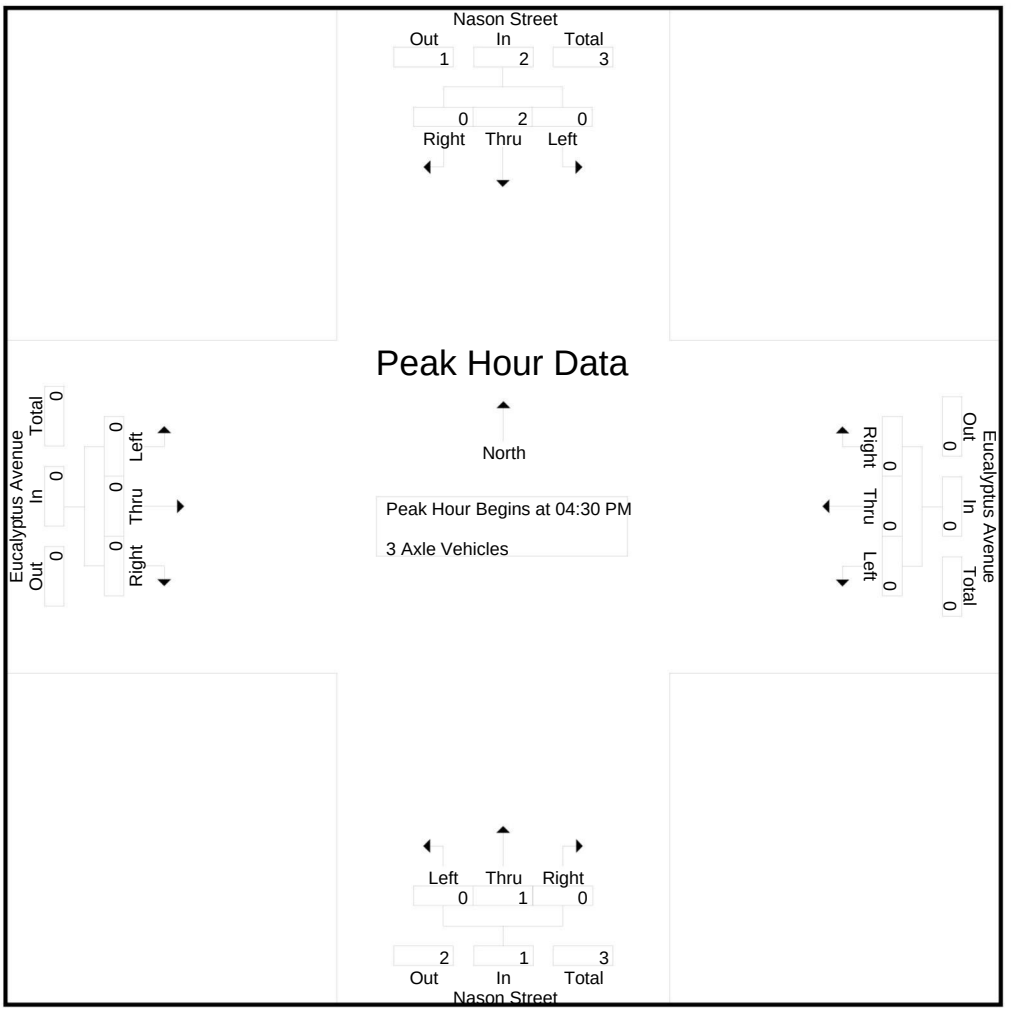
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
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	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus 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	**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
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 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	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
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	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	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	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

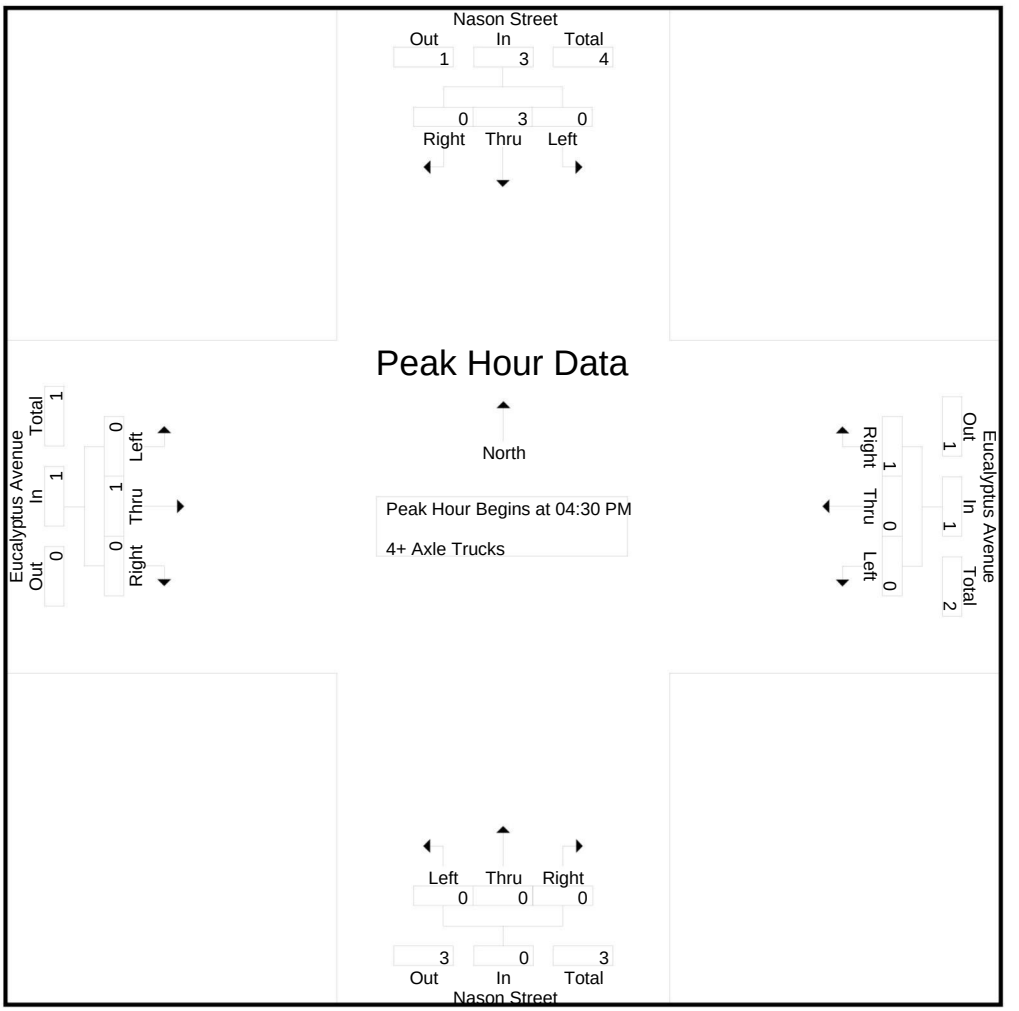
	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	4	0	0	0	0	0	1	0	1	0	1	0	1	6
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	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	1	0	1	2	0	0	0	0	0	0	0	0	4
Grand Total	1	5	0	6	1	0	1	2	0	1	0	1	0	1	0	1	10
Apprch %	16.7	83.3	0		50	0	50		0	100	0		0	100	0		
Total %	10	50	0	60	10	0	10	20	0	10	0	10	0	10	0	10	

	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus 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	0	0	0	0	**1**	0	**1**	**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	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	1	1	0	0	0	0	0	1	0	1	5
% App. Total	0	100	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.417

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City of Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 13_MRV_Nas_Euc PM
Site Code : 99924451
Start Date : 5/23/2024
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	0	0	0	0	**1**	0	**1**
+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	**1**	**1**	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	3	0	3	0	0	1	1	0	0	0	0	0	1	0	1
% App. Total	0	100	0		0	0	100		0	0	0		0	100	0	
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

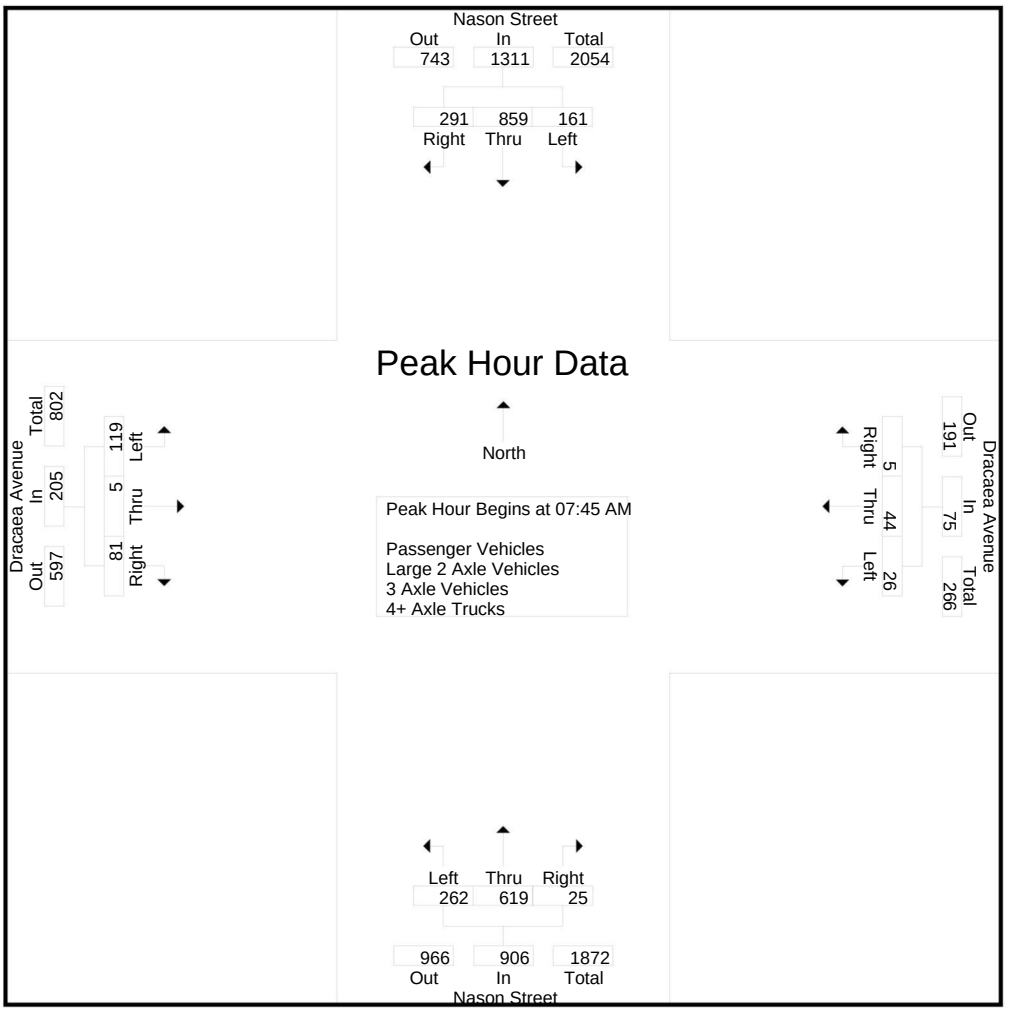
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	164	17	184	7	2	4	13	11	125	3	139	12	1	5	18	354
07:15 AM	19	214	37	270	5	3	1	9	36	122	2	160	25	0	24	49	488
07:30 AM	12	200	24	236	17	3	0	20	53	154	10	217	24	0	24	48	521
07:45 AM	20	242	63	325	11	5	0	16	55	175	4	234	20	0	21	41	616
Total	54	820	141	1015	40	13	5	58	155	576	19	750	81	1	74	156	1979
08:00 AM	31	170	85	286	4	14	0	18	76	137	8	221	36	2	21	59	584
08:15 AM	67	213	88	368	7	22	3	32	95	135	12	242	26	2	20	48	690
08:30 AM	43	234	55	332	4	3	2	9	36	172	1	209	37	1	19	57	607
08:45 AM	19	129	20	168	4	4	1	9	16	125	2	143	20	0	4	24	344
Total	160	746	248	1154	19	43	6	68	223	569	23	815	119	5	64	188	2225
Grand Total	214	1566	389	2169	59	56	11	126	378	1145	42	1565	200	6	138	344	4204
Apprch %	9.9	72.2	17.9		46.8	44.4	8.7		24.2	73.2	2.7		58.1	1.7	40.1		
Total %	5.1	37.3	9.3	51.6	1.4	1.3	0.3	3	9	27.2	1	37.2	4.8	0.1	3.3	8.2	
Passenger Vehicles	214	1526	380	2120	56	55	10	121	378	1114	39	1531	197	6	137	340	4112
% Passenger Vehicles	100	97.4	97.7	97.7	94.9	98.2	90.9	96	100	97.3	92.9	97.8	98.5	100	99.3	98.8	97.8
Large 2 Axle Vehicles	0	28	8	36	3	1	1	5	0	25	3	28	3	0	1	4	73
% Large 2 Axle Vehicles	0	1.8	2.1	1.7	5.1	1.8	9.1	4	0	2.2	7.1	1.8	1.5	0	0.7	1.2	1.7
3 Axle Vehicles	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0.3	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
% 4+ Axle Trucks	0	0.6	0	0.5	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.4

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	20	**242**	63	325	**11**	5	0	16	55	**175**	4	234	20	0	**21**	41	616
08:00 AM	31	170	85	286	4	14	0	18	76	137	8	221	36	**2**	21	**59**	584
08:15 AM	**67**	213	**88**	**368**	7	**22**	**3**	**32**	**95**	135	**12**	**242**	26	2	20	48	**690**
08:30 AM	43	234	55	332	4	3	2	9	36	172	1	209	**37**	1	19	57	607
Total Volume	161	859	291	1311	26	44	5	75	262	619	25	906	119	5	81	205	2497
% App. Total	12.3	65.5	22.2		34.7	58.7	6.7		28.9	68.3	2.8		58	2.4	39.5		
PHF	.601	.887	.827	.891	.591	.500	.417	.586	.689	.884	.521	.936	.804	.625	.964	.869	.905

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
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				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	20	**242**	63	325	**17**	3	0	20	53	154	10	217	20	0	**21**	41
+15 mins.	31	170	85	286	11	5	0	16	55	**175**	4	234	36	**2**	21	**59**
+30 mins.	**67**	213	**88**	**368**	4	14	0	18	76	137	8	221	26	2	20	48
+45 mins.	43	234	55	332	7	**22**	**3**	**32**	**95**	135	**12**	**242**	**37**	1	19	57
Total Volume	161	859	291	1311	39	44	3	86	279	601	34	914	119	5	81	205
% App. Total	12.3	65.5	22.2		45.3	51.2	3.5		30.5	65.8	3.7		58	2.4	39.5	
PHF	.601	.887	.827	.891	.574	.500	.250	.672	.734	.859	.708	.944	.804	.625	.964	.869

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

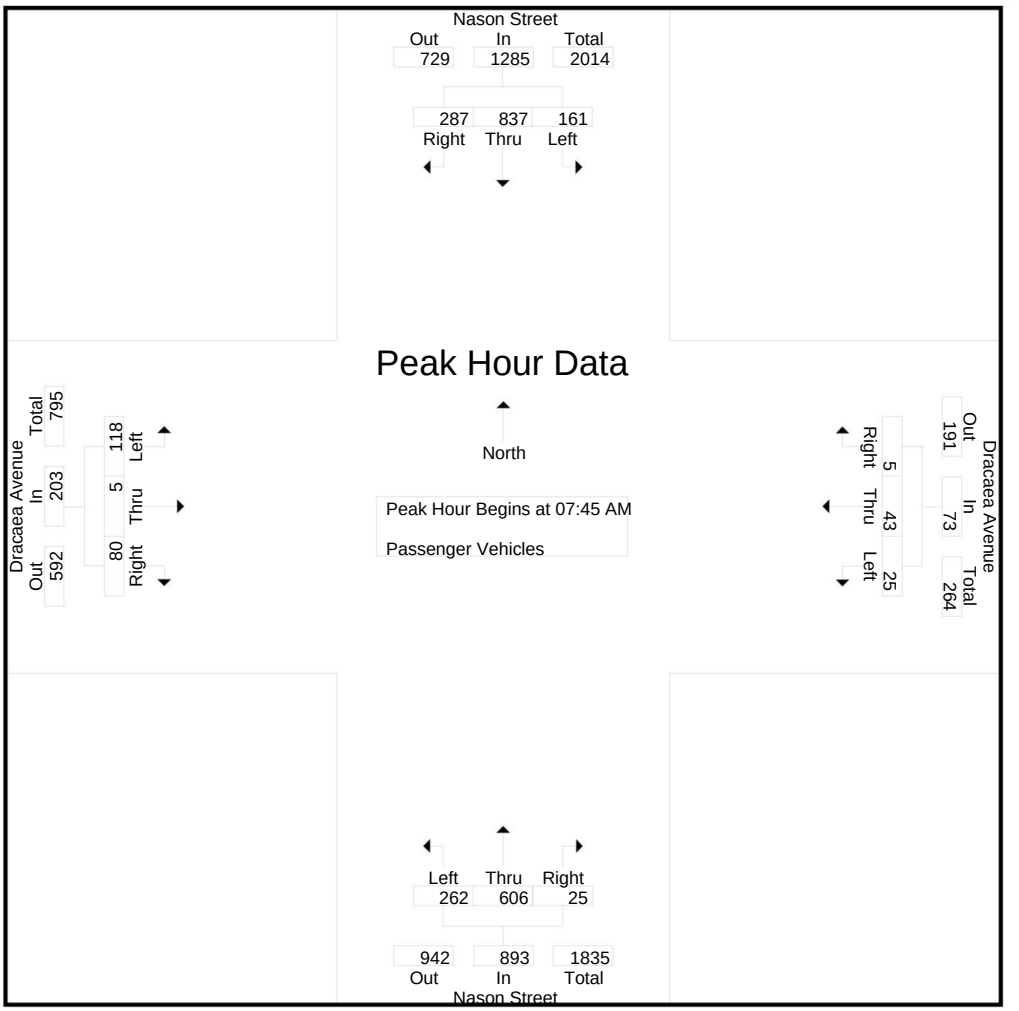
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	160	15	178	5	2	3	10	11	119	1	131	12	1	5	18	337
07:15 AM	19	210	35	264	5	3	1	9	36	121	2	159	24	0	24	48	480
07:30 AM	12	196	23	231	17	3	0	20	53	151	9	213	23	0	24	47	511
07:45 AM	20	240	63	323	10	5	0	15	55	170	4	229	20	0	21	41	608
Total	54	806	136	996	37	13	4	54	155	561	16	732	79	1	74	154	1936
08:00 AM	31	166	83	280	4	13	0	17	76	134	8	218	35	2	20	57	572
08:15 AM	67	206	88	361	7	22	3	32	95	132	12	239	26	2	20	48	680
08:30 AM	43	225	53	321	4	3	2	9	36	170	1	207	37	1	19	57	594
08:45 AM	19	123	20	162	4	4	1	9	16	117	2	135	20	0	4	24	330
Total	160	720	244	1124	19	42	6	67	223	553	23	799	118	5	63	186	2176
Grand Total	214	1526	380	2120	56	55	10	121	378	1114	39	1531	197	6	137	340	4112
Apprch %	10.1	72	17.9		46.3	45.5	8.3		24.7	72.8	2.5		57.9	1.8	40.3		
Total %	5.2	37.1	9.2	51.6	1.4	1.3	0.2	2.9	9.2	27.1	0.9	37.2	4.8	0.1	3.3	8.3	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	20	**240**	63	323	**10**	5	0	15	55	**170**	4	229	20	0	**21**	41	608
08:00 AM	31	166	83	280	4	13	0	17	76	134	8	218	35	**2**	20	**57**	572
08:15 AM	**67**	206	**88**	**361**	7	**22**	**3**	**32**	**95**	132	**12**	**239**	26	2	20	48	**680**
08:30 AM	43	225	53	321	4	3	2	9	36	170	1	207	**37**	1	19	57	594
Total Volume	161	837	287	1285	25	43	5	73	262	606	25	893	118	5	80	203	2454
% App. Total	12.5	65.1	22.3		34.2	58.9	6.8		29.3	67.9	2.8		58.1	2.5	39.4		
PHF	.601	.872	.815	.890	.625	.489	.417	.570	.689	.891	.521	.934	.797	.625	.952	.890	.902

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
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.	20	**240**	63	323	**10**	5	0	15	55	**170**	4	229	20	0	**21**	41
+15 mins.	31	166	83	280	4	13	0	17	76	134	8	218	35	**2**	20	**57**
+30 mins.	**67**	206	**88**	**361**	7	**22**	**3**	**32**	**95**	132	**12**	**239**	26	2	20	48
+45 mins.	43	225	53	321	4	3	2	9	36	170	1	207	**37**	1	19	57
Total Volume	161	837	287	1285	25	43	5	73	262	606	25	893	118	5	80	203
% App. Total	12.5	65.1	22.3		34.2	58.9	6.8		29.3	67.9	2.8		58.1	2.5	39.4	
PHF	.601	.872	.815	.890	.625	.489	.417	.570	.689	.891	.521	.934	.797	.625	.952	.890

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

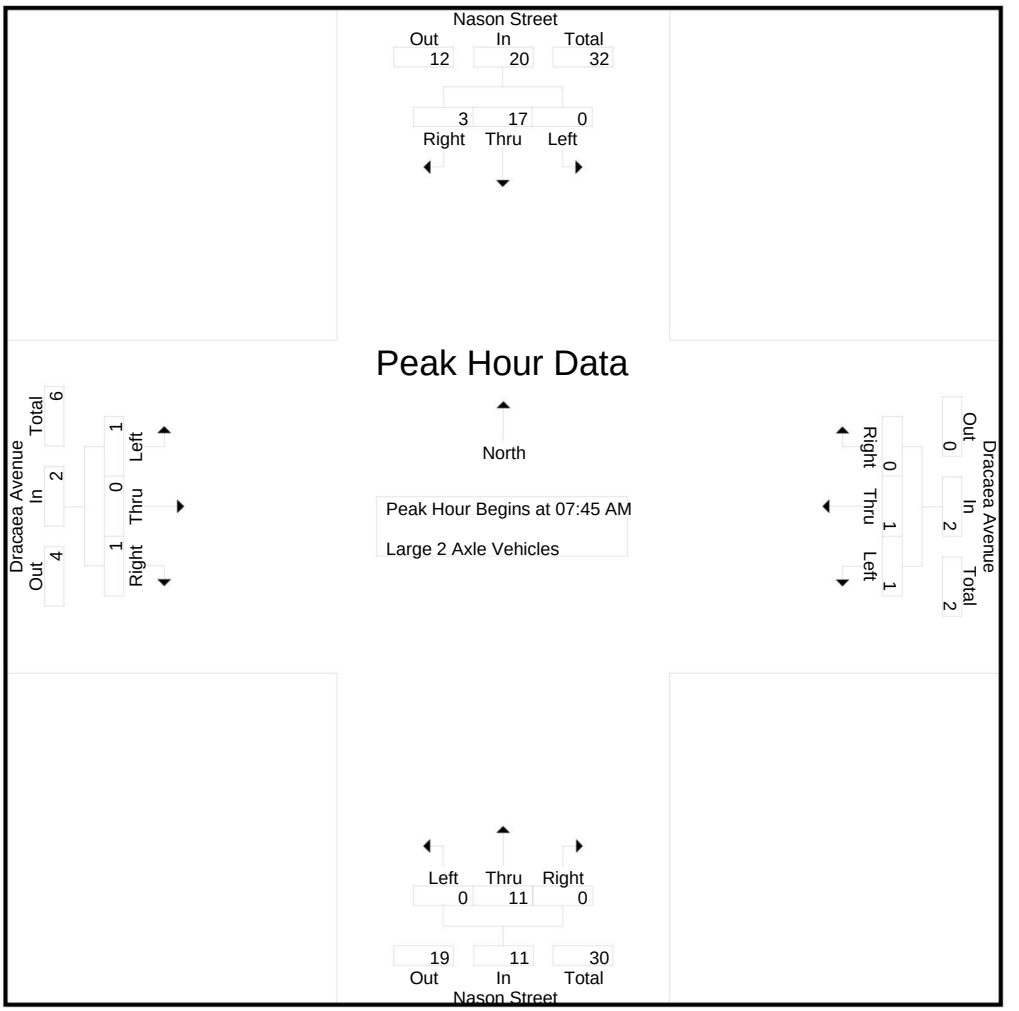
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	4	2	0	1	3	0	4	2	6	0	0	0	0	13
07:15 AM	0	1	2	3	0	0	0	0	0	0	0	0	1	0	0	1	4
07:30 AM	0	4	1	5	0	0	0	0	0	3	1	4	1	0	0	1	10
07:45 AM	0	2	0	2	1	0	0	1	0	5	0	5	0	0	0	0	8
Total	0	9	5	14	3	0	1	4	0	12	3	15	2	0	0	2	35
08:00 AM	0	1	1	2	0	1	0	1	0	3	0	3	1	0	1	2	8
08:15 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:30 AM	0	8	2	10	0	0	0	0	0	2	0	2	0	0	0	0	12
08:45 AM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
Total	0	19	3	22	0	1	0	1	0	13	0	13	1	0	1	2	38
Grand Total	0	28	8	36	3	1	1	5	0	25	3	28	3	0	1	4	73
Apprch %	0	77.8	22.2		60	20	20		0	89.3	10.7		75	0	25		
Total %	0	38.4	11	49.3	4.1	1.4	1.4	6.8	0	34.2	4.1	38.4	4.1	0	1.4	5.5	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	**1**	0	0	**1**	0	**5**	0	**5**	0	0	0	0	8
08:00 AM	0	1	1	2	0	**1**	0	1	0	3	0	3	**1**	0	**1**	**2**	8
08:15 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:30 AM	0	**8**	**2**	**10**	0	0	0	0	0	2	0	2	0	0	0	0	**12**
Total Volume	0	17	3	20	1	1	0	2	0	11	0	11	1	0	1	2	35
% App. Total	0	85	15		50	50	0		0	100	0		50	0	50		
PHF	.000	.531	.375	.500	.250	.250	.000	.500	.000	.550	.000	.550	.250	.000	.250	.250	.729

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
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	2	0	2	**1**	0	0	**1**	0	**5**	0	**5**	0	0	0	0
+15 mins.	0	1	1	2	0	**1**	0	1	0	3	0	3	**1**	0	**1**	**2**
+30 mins.	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	**8**	**2**	**10**	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	17	3	20	1	1	0	2	0	11	0	11	1	0	1	2
% App. Total	0	85	15		50	50	0		0	100	0		50	0	50	
PHF	.000	.531	.375	.500	.250	.250	.000	.500	.000	.550	.000	.550	.250	.000	.250	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

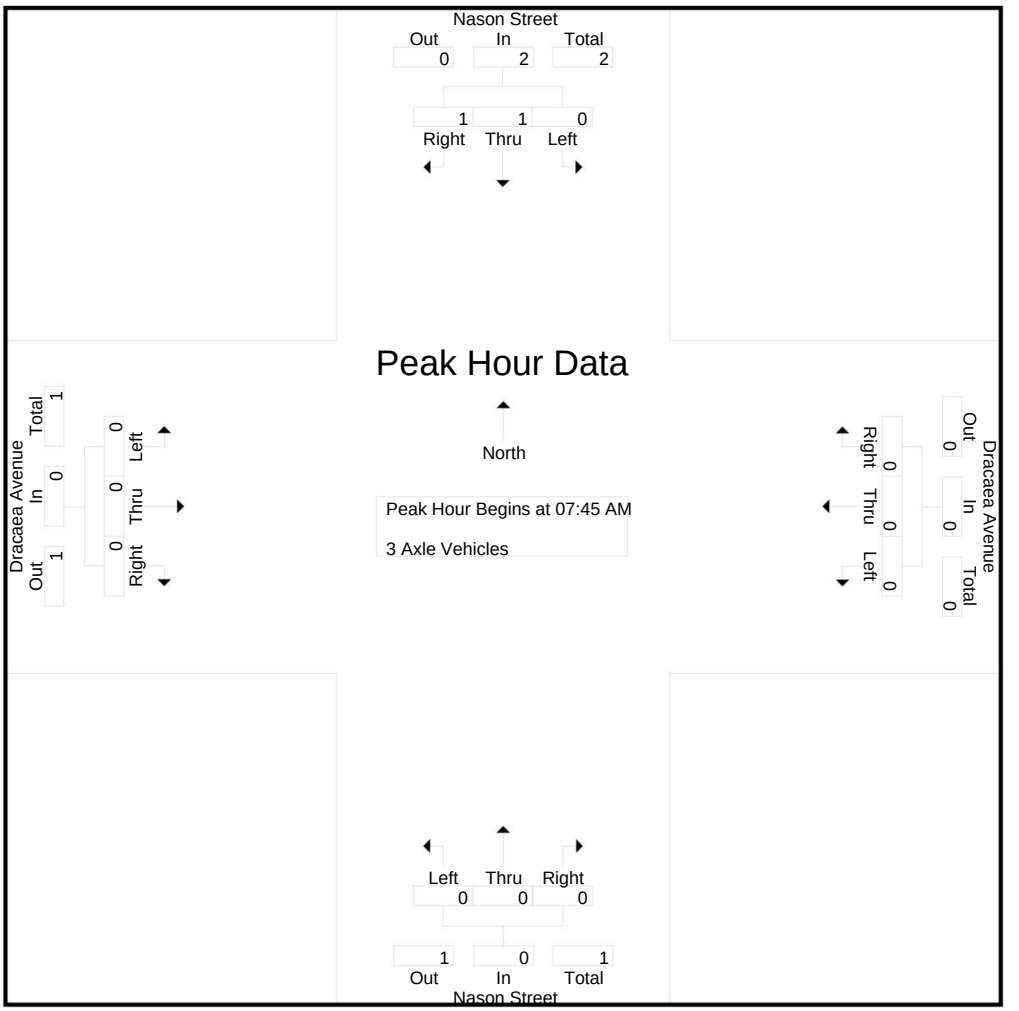
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	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	1	0	1	0	0	0	0	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	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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	66.7	33.3		0	0	0		0	0	0		0	0	0		
Total %	0	66.7	33.3	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	**1**	**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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	50	50		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
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	**1**	**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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	50	50		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

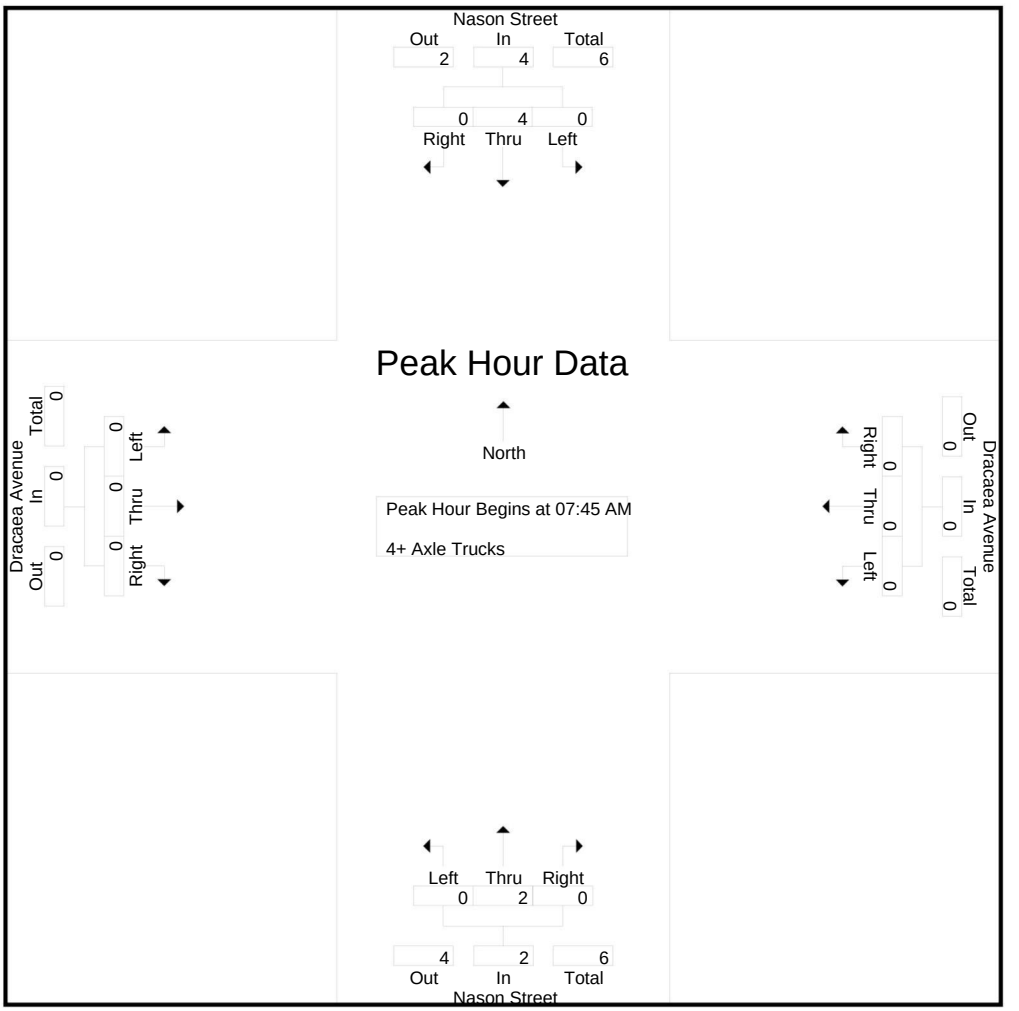
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
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	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
Grand Total	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	62.5	0	62.5	0	0	0	0	0	37.5	0	37.5	0	0	0	0	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra AM
Site Code : 99924451
Start Date : 5/23/2024
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	**3**	0	**3**	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

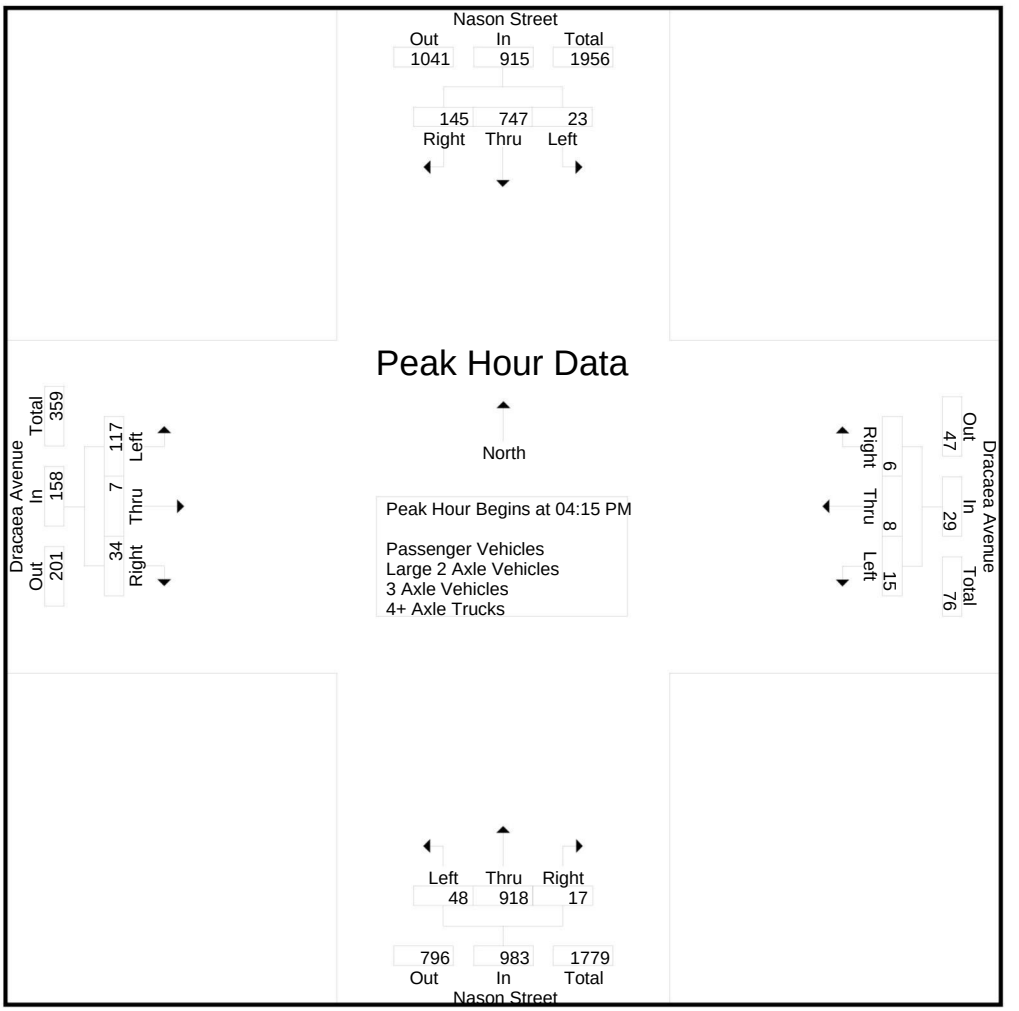
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	165	29	204	3	2	4	9	13	199	4	216	42	1	11	54	483
04:15 PM	6	188	32	226	0	2	3	5	6	211	7	224	39	1	7	47	502
04:30 PM	6	175	33	214	3	2	2	7	12	279	3	294	29	0	12	41	556
04:45 PM	3	203	37	243	5	2	0	7	20	192	4	216	36	4	12	52	518
Total	25	731	131	887	11	8	9	28	51	881	18	950	146	6	42	194	2059
05:00 PM	8	181	43	232	7	2	1	10	10	236	3	249	13	2	3	18	509
05:15 PM	2	197	49	248	1	0	3	4	8	199	2	209	28	1	1	30	491
05:30 PM	4	183	46	233	3	2	6	11	7	213	3	223	14	3	5	22	489
05:45 PM	8	205	33	246	4	1	2	7	11	196	4	211	35	0	8	43	507
Total	22	766	171	959	15	5	12	32	36	844	12	892	90	6	17	113	1996
Grand Total	47	1497	302	1846	26	13	21	60	87	1725	30	1842	236	12	59	307	4055
Apprch %	2.5	81.1	16.4		43.3	21.7	35		4.7	93.6	1.6		76.9	3.9	19.2		
Total %	1.2	36.9	7.4	45.5	0.6	0.3	0.5	1.5	2.1	42.5	0.7	45.4	5.8	0.3	1.5	7.6	
Passenger Vehicles	47	1476	301	1824	26	13	21	60	87	1711	29	1827	236	12	59	307	4018
% Passenger Vehicles	100	98.6	99.7	98.8	100	100	100	100	100	99.2	96.7	99.2	100	100	100	100	99.1
Large 2 Axle Vehicles	0	14	0	14	0	0	0	0	0	12	1	13	0	0	0	0	27
% Large 2 Axle Vehicles	0	0.9	0	0.8	0	0	0	0	0	0.7	3.3	0.7	0	0	0	0	0.7
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	5	1	6	0	0	0	0	0	1	0	1	0	0	0	0	7
% 4+ Axle Trucks	0	0.3	0.3	0.3	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.2

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea 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 04:15 PM																	
04:15 PM	6	188	32	226	0	**2**	**3**	5	6	211	**7**	224	**39**	1	7	47	502
04:30 PM	6	175	33	214	3	2	2	7	12	**279**	3	**294**	29	0	**12**	41	**556**
04:45 PM	3	**203**	37	**243**	5	2	0	7	**20**	192	4	216	36	**4**	12	**52**	518
05:00 PM	**8**	181	**43**	232	**7**	2	1	**10**	10	236	3	249	13	2	3	18	509
Total Volume	23	747	145	915	15	8	6	29	48	918	17	983	117	7	34	158	2085
% App. Total	2.5	81.6	15.8		51.7	27.6	20.7		4.9	93.4	1.7		74.1	4.4	21.5		
PHF	.719	.920	.843	.941	.536	1.00	.500	.725	.600	.823	.607	.836	.750	.438	.708	.760	.938

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
Start Date : 5/23/2024
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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:

	05:00 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	**8**	181	43	232	5	**2**	0	7	6	211	**7**	224	**42**	1	11	**54**
+15 mins.	2	197	**49**	**248**	**7**	2	1	10	12	**279**	3	**294**	39	1	7	47
+30 mins.	4	183	46	233	1	0	3	4	**20**	192	4	216	29	0	**12**	41
+45 mins.	8	**205**	33	246	3	2	**6**	**11**	10	236	3	249	36	**4**	12	52
Total Volume	22	766	171	959	16	6	10	32	48	918	17	983	146	6	42	194
% App. Total	2.3	79.9	17.8		50	18.8	31.2		4.9	93.4	1.7		75.3	3.1	21.6	
PHF	.688	.934	.872	.967	.571	.750	.417	.727	.600	.823	.607	.836	.869	.375	.875	.898

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File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

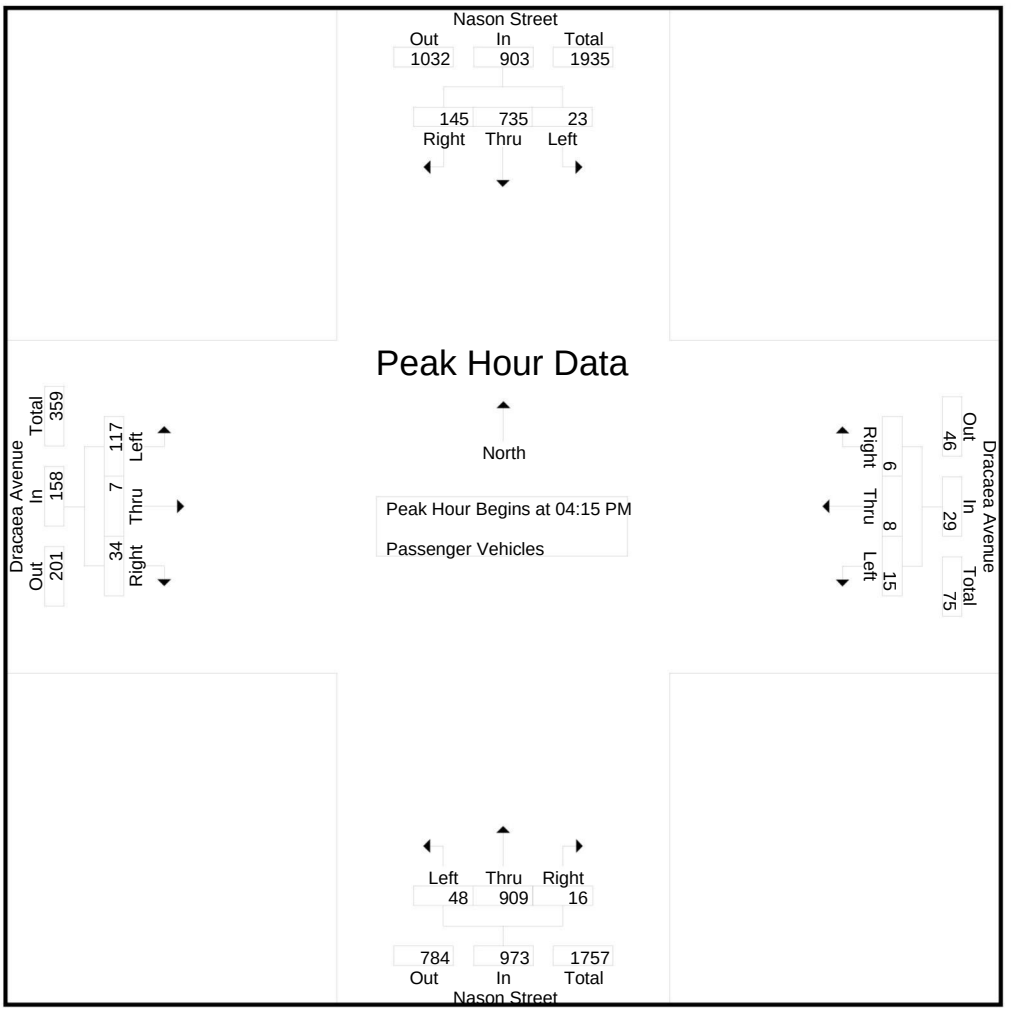
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	162	29	201	3	2	4	9	13	197	4	214	42	1	11	54	478
04:15 PM	6	188	32	226	0	2	3	5	6	207	7	220	39	1	7	47	498
04:30 PM	6	170	33	209	3	2	2	7	12	278	2	292	29	0	12	41	549
04:45 PM	3	199	37	239	5	2	0	7	20	191	4	215	36	4	12	52	513
Total	25	719	131	875	11	8	9	28	51	873	17	941	146	6	42	194	2038
05:00 PM	8	178	43	229	7	2	1	10	10	233	3	246	13	2	3	18	503
05:15 PM	2	193	49	244	1	0	3	4	8	197	2	207	28	1	1	30	485
05:30 PM	4	181	45	230	3	2	6	11	7	213	3	223	14	3	5	22	486
05:45 PM	8	205	33	246	4	1	2	7	11	195	4	210	35	0	8	43	506
Total	22	757	170	949	15	5	12	32	36	838	12	886	90	6	17	113	1980
Grand Total	47	1476	301	1824	26	13	21	60	87	1711	29	1827	236	12	59	307	4018
Apprch %	2.6	80.9	16.5		43.3	21.7	35		4.8	93.7	1.6		76.9	3.9	19.2		
Total %	1.2	36.7	7.5	45.4	0.6	0.3	0.5	1.5	2.2	42.6	0.7	45.5	5.9	0.3	1.5	7.6	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	6	188	32	226	0	**2**	**3**	5	6	207	**7**	220	**39**	1	7	47	498
04:30 PM	6	170	33	209	3	2	2	7	12	**278**	2	**292**	29	0	**12**	41	**549**
04:45 PM	3	**199**	37	**239**	5	2	0	7	**20**	191	4	215	36	**4**	12	**52**	513
05:00 PM	**8**	178	**43**	229	**7**	2	1	**10**	10	233	3	246	13	2	3	18	503
Total Volume	23	735	145	903	15	8	6	29	48	909	16	973	117	7	34	158	2063
% App. Total	2.5	81.4	16.1		51.7	27.6	20.7		4.9	93.4	1.6		74.1	4.4	21.5		
PHF	.719	.923	.843	.945	.536	1.00	.500	.725	.600	.817	.571	.833	.750	.438	.708	.760	.939

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Weather: Clear

File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	6	188	32	226	0	**2**	**3**	5	6	207	**7**	220	**39**	1	7	47
+15 mins.	6	170	33	209	3	2	2	7	12	**278**	2	**292**	29	0	**12**	41
+30 mins.	3	**199**	37	**239**	5	2	0	7	**20**	191	4	215	36	**4**	12	**52**
+45 mins.	**8**	178	**43**	229	**7**	2	1	**10**	10	233	3	246	13	2	3	18
Total Volume	23	735	145	903	15	8	6	29	48	909	16	973	117	7	34	158
% App. Total	2.5	81.4	16.1		51.7	27.6	20.7		4.9	93.4	1.6		74.1	4.4	21.5	
PHF	.719	.923	.843	.945	.536	1.000	.500	.725	.600	.817	.571	.833	.750	.438	.708	.760

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File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

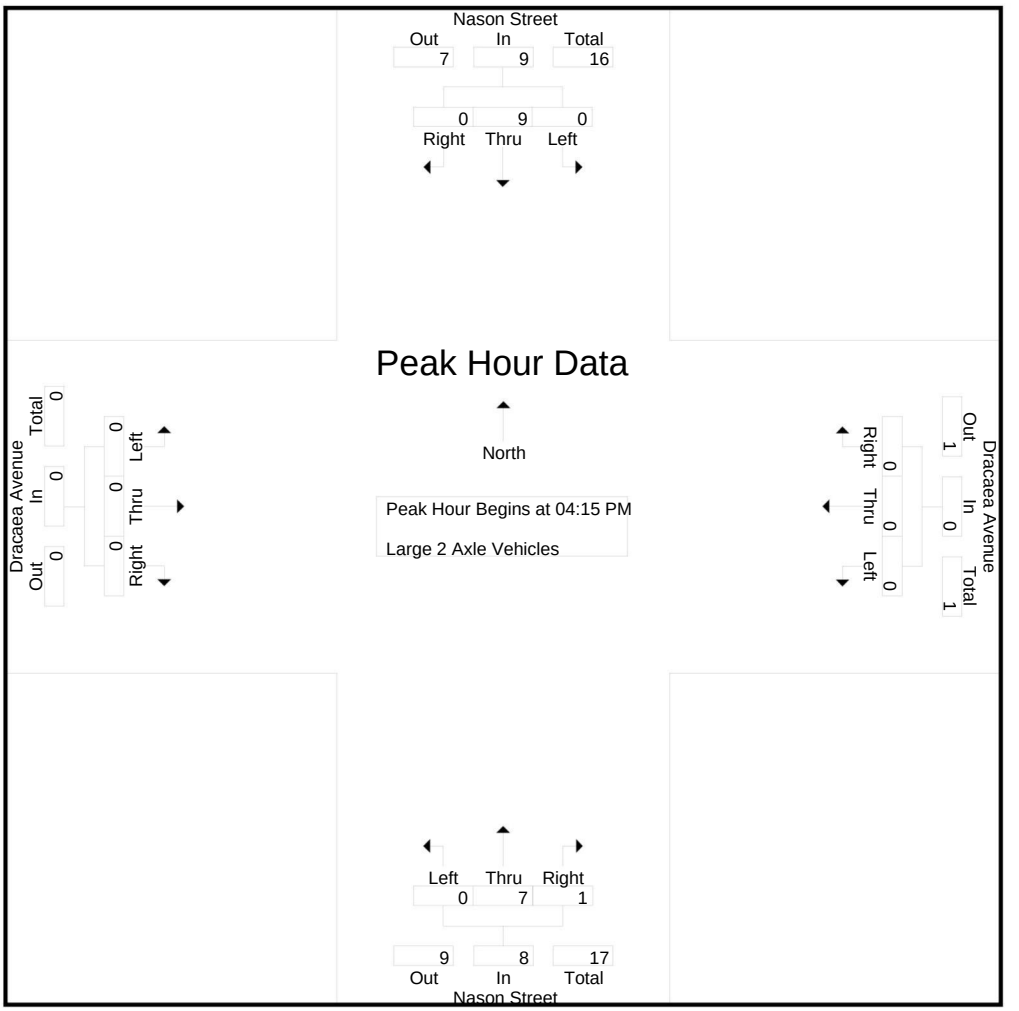
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
04:45 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	8	0	8	0	0	0	0	0	7	1	8	0	0	0	0	16
05:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	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	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
Grand Total	0	14	0	14	0	0	0	0	0	12	1	13	0	0	0	0	27
Apprch %	0	100	0		0	0	0		0	92.3	7.7		0	0	0		
Total %	0	51.9	0	51.9	0	0	0	0	0	44.4	3.7	48.1	0	0	0	0	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	1	**1**	2	0	0	0	0	4
04:45 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
05:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	9	0	9	0	0	0	0	0	7	1	8	0	0	0	0	17
% App. Total	0	100	0		0	0	0		0	87.5	12.5		0	0	0		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.583	.250	.667	.000	.000	.000	.000	.850

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File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
Start Date : 5/23/2024
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	**1**	2	0	0	0	0
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	7	1	8	0	0	0	0
% App. Total	0	100	0		0	0	0		0	87.5	12.5		0	0	0	
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.583	.250	.667	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
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File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- 3 Axle Vehicles

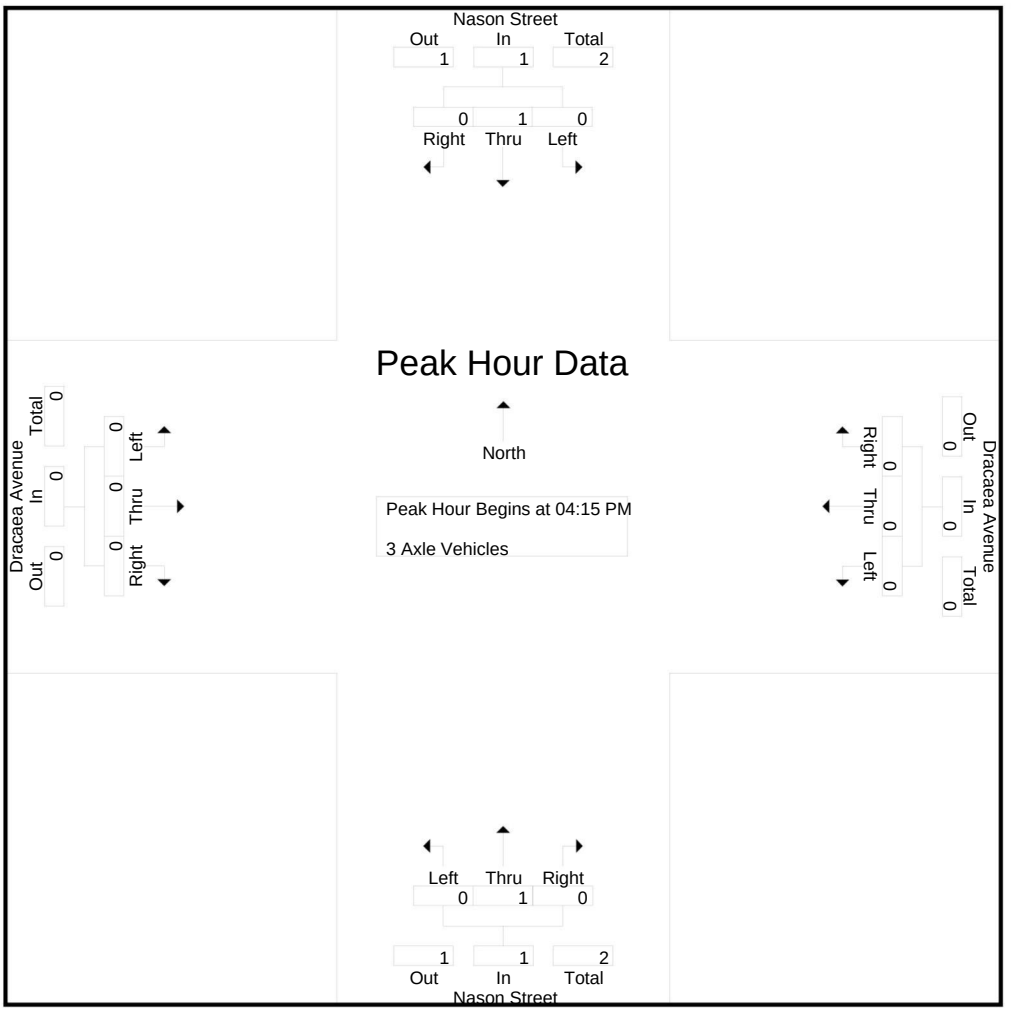
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
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	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
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Groups Printed- 4+ Axle Trucks

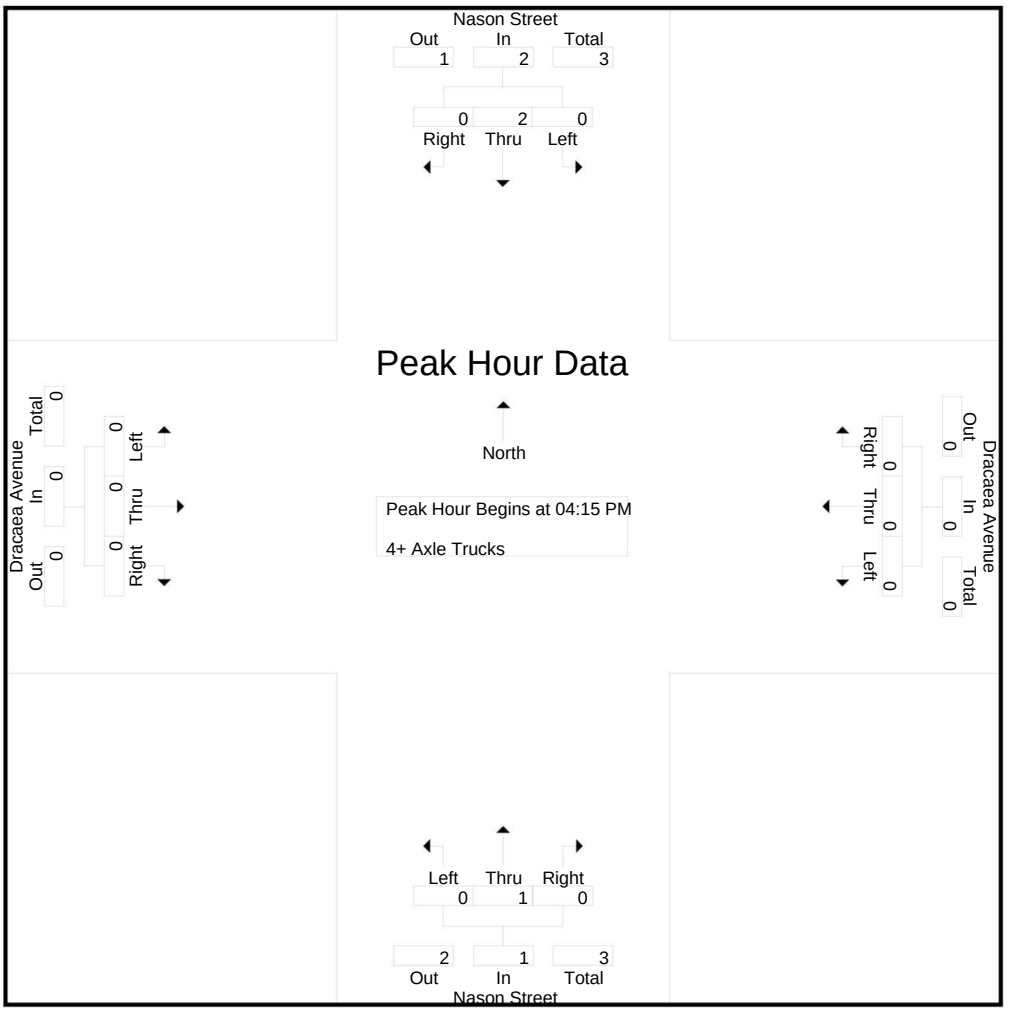
	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	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	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	5	1	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Apprch %	0	83.3	16.7		0	0	0		0	100	0		0	0	0		
Total %	0	71.4	14.3	85.7	0	0	0	0	0	14.3	0	14.3	0	0	0	0	

	Nason Street Southbound				Dracaea Avenue Westbound				Nason Street Northbound				Dracaea 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Moreno Valley
N/S: Nason Street
E/W: Dracaea Avenue
Weather: Clear

File Name : 14_MRV_Nas_Dra PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

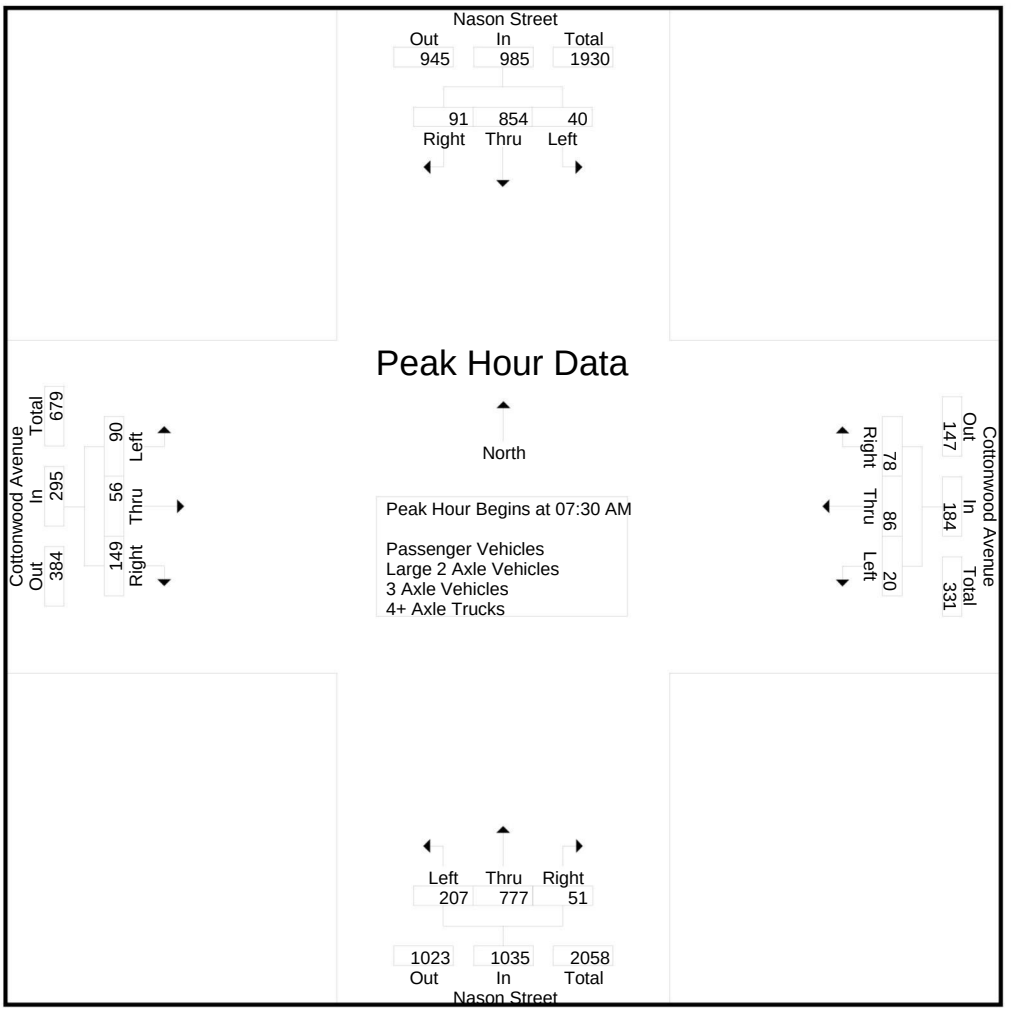
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	161	9	174	2	10	6	18	16	126	0	142	25	4	19	48	382
07:15 AM	1	217	7	225	7	19	7	33	43	137	7	187	13	5	32	50	495
07:30 AM	7	239	7	253	10	16	16	42	79	199	22	300	14	9	69	92	687
07:45 AM	7	261	19	287	5	21	13	39	70	209	17	296	11	8	39	58	680
Total	19	878	42	939	24	66	42	132	208	671	46	925	63	26	159	248	2244
08:00 AM	11	162	24	197	3	23	18	44	37	196	7	240	34	14	20	68	549
08:15 AM	15	192	41	248	2	26	31	59	21	173	5	199	31	25	21	77	583
08:30 AM	14	201	32	247	2	11	12	25	8	159	2	169	28	17	23	68	509
08:45 AM	2	140	14	156	2	13	9	24	8	112	0	120	18	8	14	40	340
Total	42	695	111	848	9	73	70	152	74	640	14	728	111	64	78	253	1981
Grand Total	61	1573	153	1787	33	139	112	284	282	1311	60	1653	174	90	237	501	4225
Apprch %	3.4	88	8.6		11.6	48.9	39.4		17.1	79.3	3.6		34.7	18	47.3		
Total %	1.4	37.2	3.6	42.3	0.8	3.3	2.7	6.7	6.7	31	1.4	39.1	4.1	2.1	5.6	11.9	
Passenger Vehicles	59	1514	141	1714	32	125	106	263	276	1267	60	1603	164	88	235	487	4067
% Passenger Vehicles	96.7	96.2	92.2	95.9	97	89.9	94.6	92.6	97.9	96.6	100	97	94.3	97.8	99.2	97.2	96.3
Large 2 Axle Vehicles	1	25	6	32	0	7	3	10	3	19	0	22	5	1	1	7	71
% Large 2 Axle Vehicles	1.6	1.6	3.9	1.8	0	5	2.7	3.5	1.1	1.4	0	1.3	2.9	1.1	0.4	1.4	1.7
3 Axle Vehicles	1	25	6	32	0	7	3	10	3	19	0	22	5	1	1	7	71
% 3 Axle Vehicles	1.6	1.6	3.9	1.8	0	5	2.7	3.5	1.1	1.4	0	1.3	2.9	1.1	0.4	1.4	1.7
4+ Axle Trucks	0	9	0	9	1	0	0	1	0	6	0	6	0	0	0	0	16
% 4+ Axle Trucks	0	0.6	0	0.5	3	0	0	0.4	0	0.5	0	0.4	0	0	0	0	0.4

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	7	239	7	253	**10**	16	16	42	**79**	199	**22**	**300**	14	9	**69**	**92**	**687**
07:45 AM	7	**261**	19	**287**	5	21	13	39	70	**209**	17	296	11	8	39	58	680
08:00 AM	11	162	24	197	3	23	18	44	37	196	7	240	**34**	14	20	68	549
08:15 AM	**15**	192	**41**	248	2	**26**	**31**	**59**	21	173	5	199	31	**25**	21	77	583
Total Volume	40	854	91	985	20	86	78	184	207	777	51	1035	90	56	149	295	2499
% App. Total	4.1	86.7	9.2		10.9	46.7	42.4		20	75.1	4.9		30.5	19	50.5		
PHF	.667	.818	.555	.858	.500	.827	.629	.780	.655	.929	.580	.863	.662	.560	.540	.802	.909

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
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.	7	239	7	253	**10**	16	16	42	**79**	199	**22**	**300**	14	9	**69**	**92**
+15 mins.	7	**261**	19	**287**	5	21	13	39	70	**209**	17	296	11	8	39	58
+30 mins.	11	162	24	197	3	23	18	44	37	196	7	240	**34**	14	20	68
+45 mins.	**15**	192	**41**	248	2	**26**	**31**	**59**	21	173	5	199	31	**25**	21	77
Total Volume	40	854	91	985	20	86	78	184	207	777	51	1035	90	56	149	295
% App. Total	4.1	86.7	9.2		10.9	46.7	42.4		20	75.1	4.9		30.5	19	50.5	
PHF	.667	.818	.555	.858	.500	.827	.629	.780	.655	.929	.580	.863	.662	.560	.540	.802

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

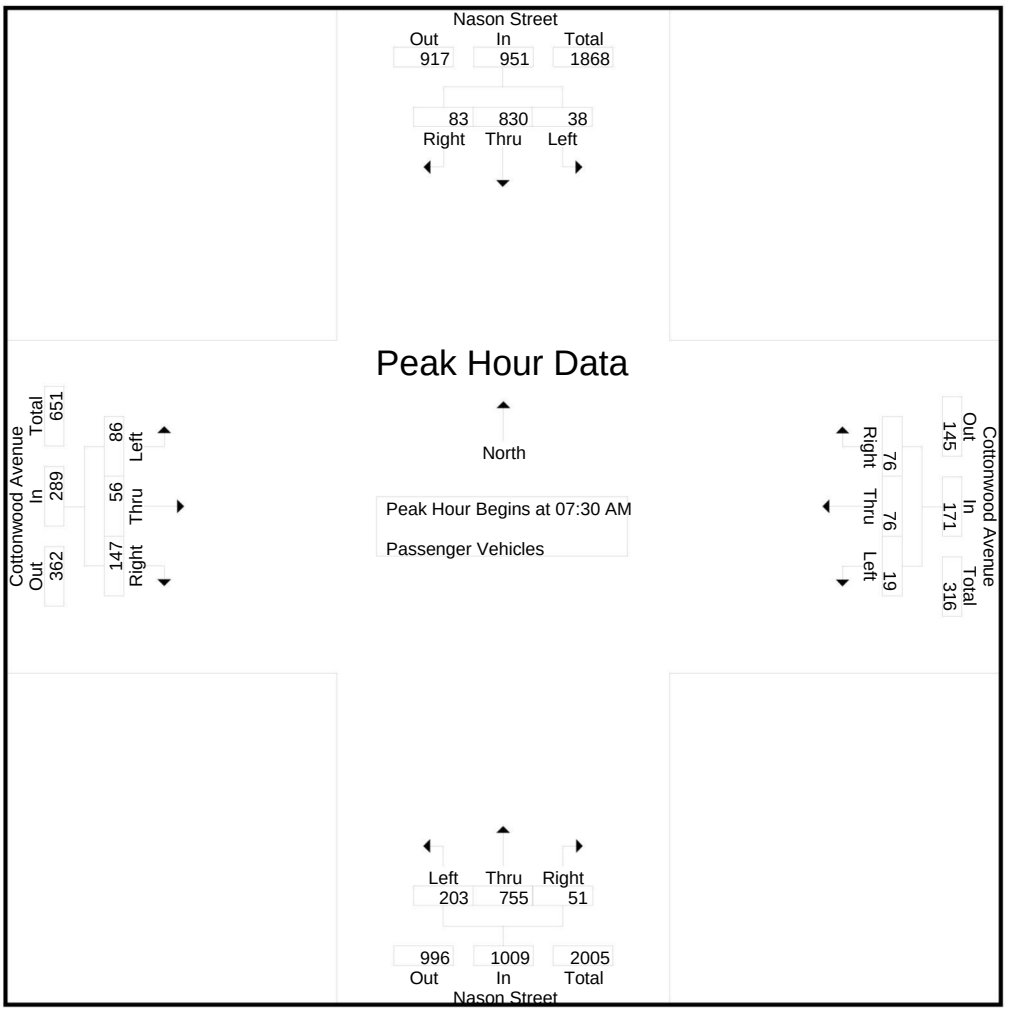
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	152	7	163	2	10	6	18	14	120	0	134	21	4	19	44	359
07:15 AM	1	213	7	221	7	15	7	29	43	136	7	186	13	5	32	50	486
07:30 AM	7	232	7	246	10	16	14	40	75	193	22	290	14	9	69	92	668
07:45 AM	5	255	19	279	5	19	13	37	70	199	17	286	11	8	37	56	658
Total	17	852	40	909	24	60	40	124	202	648	46	896	59	26	157	242	2171
08:00 AM	11	156	24	191	2	19	18	39	37	195	7	239	30	14	20	64	533
08:15 AM	15	187	33	235	2	22	31	55	21	168	5	194	31	25	21	77	561
08:30 AM	14	189	30	233	2	11	12	25	8	159	2	169	26	17	23	66	493
08:45 AM	2	130	14	146	2	13	5	20	8	97	0	105	18	6	14	38	309
Total	42	662	101	805	8	65	66	139	74	619	14	707	105	62	78	245	1896
Grand Total	59	1514	141	1714	32	125	106	263	276	1267	60	1603	164	88	235	487	4067
Apprch %	3.4	88.3	8.2		12.2	47.5	40.3		17.2	79	3.7		33.7	18.1	48.3		
Total %	1.5	37.2	3.5	42.1	0.8	3.1	2.6	6.5	6.8	31.2	1.5	39.4	4	2.2	5.8	12	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	7	232	7	246	**10**	16	14	40	**75**	193	**22**	**290**	14	9	**69**	**92**	**668**
07:45 AM	5	**255**	19	**279**	5	19	13	37	70	**199**	17	286	11	8	37	56	658
08:00 AM	11	156	24	191	2	19	18	39	37	195	7	239	30	14	20	64	533
08:15 AM	**15**	187	**33**	235	2	**22**	**31**	**55**	21	168	5	194	**31**	**25**	21	77	561
Total Volume	38	830	83	951	19	76	76	171	203	755	51	1009	86	56	147	289	2420
% App. Total	4	87.3	8.7		11.1	44.4	44.4		20.1	74.8	5.1		29.8	19.4	50.9		
PHF	.633	.814	.629	.852	.475	.864	.613	.777	.677	.948	.580	.870	.694	.560	.533	.785	.906

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
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.	7	232	7	246	**10**	16	14	40	**75**	193	**22**	**290**	14	9	**69**	**92**
+15 mins.	5	**255**	19	**279**	5	19	13	37	70	**199**	17	286	11	8	37	56
+30 mins.	11	156	24	191	2	19	18	39	37	195	7	239	30	14	20	64
+45 mins.	**15**	187	**33**	235	2	**22**	**31**	**55**	21	168	5	194	**31**	**25**	21	77
Total Volume	38	830	83	951	19	76	76	171	203	755	51	1009	86	56	147	289
% App. Total	4	87.3	8.7		11.1	44.4	44.4		20.1	74.8	5.1		29.8	19.4	50.9	
PHF	.633	.814	.629	.852	.475	.864	.613	.777	.677	.948	.580	.870	.694	.560	.533	.785

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

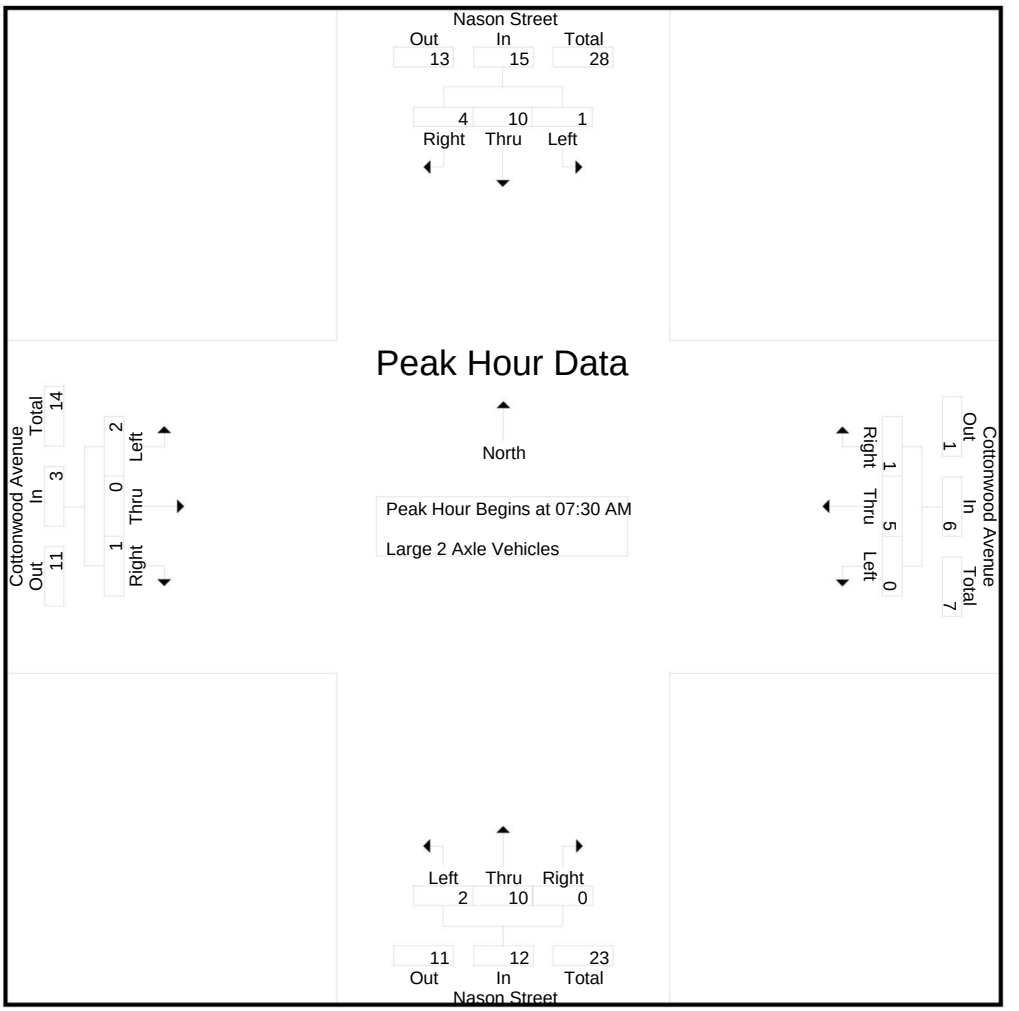
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	0	0	0	1	2	0	3	2	0	0	2	10
07:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	3	0	3	0	0	1	1	2	3	0	5	0	0	0	0	9
07:45 AM	1	3	0	4	0	1	0	1	0	5	0	5	0	0	1	1	11
Total	1	11	1	13	0	3	1	4	3	10	0	13	2	0	1	3	33
08:00 AM	0	2	0	2	0	2	0	2	0	0	0	0	2	0	0	2	6
08:15 AM	0	2	4	6	0	2	0	2	0	2	0	2	0	0	0	0	10
08:30 AM	0	6	1	7	0	0	0	0	0	0	0	0	1	0	0	1	8
08:45 AM	0	4	0	4	0	0	2	2	0	7	0	7	0	1	0	1	14
Total	0	14	5	19	0	4	2	6	0	9	0	9	3	1	0	4	38
Grand Total	1	25	6	32	0	7	3	10	3	19	0	22	5	1	1	7	71
Apprch %	3.1	78.1	18.8		0	70	30		13.6	86.4	0		71.4	14.3	14.3		
Total %	1.4	35.2	8.5	45.1	0	9.9	4.2	14.1	4.2	26.8	0	31	7	1.4	1.4	9.9	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	**3**	0	3	0	0	**1**	1	**2**	3	0	**5**	0	0	0	0	9
07:45 AM	**1**	3	0	4	0	1	0	1	0	**5**	0	5	0	0	**1**	1	**11**
08:00 AM	0	2	0	2	0	**2**	0	**2**	0	0	0	0	**2**	0	0	**2**	6
08:15 AM	0	2	**4**	**6**	0	2	0	2	0	2	0	2	0	0	0	0	10
Total Volume	1	10	4	15	0	5	1	6	2	10	0	12	2	0	1	3	36
% App. Total	6.7	66.7	26.7		0	83.3	16.7		16.7	83.3	0		66.7	0	33.3		
PHF	.250	.833	.250	.625	.000	.625	.250	.750	.250	.500	.000	.600	.250	.000	.250	.375	.818

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
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	**3**	0	3	0	0	**1**	1	**2**	3	0	**5**	0	0	0	0
+15 mins.	**1**	3	0	4	0	1	0	1	0	**5**	0	5	0	0	**1**	1
+30 mins.	0	2	0	2	0	**2**	0	**2**	0	0	0	0	**2**	0	0	**2**
+45 mins.	0	2	**4**	**6**	0	2	0	2	0	2	0	2	0	0	0	0
Total Volume	1	10	4	15	0	5	1	6	2	10	0	12	2	0	1	3
% App. Total	6.7	66.7	26.7		0	83.3	16.7		16.7	83.3	0		66.7	0	33.3	
PHF	.250	.833	.250	.625	.000	.625	.250	.750	.250	.500	.000	.600	.250	.000	.250	.375

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

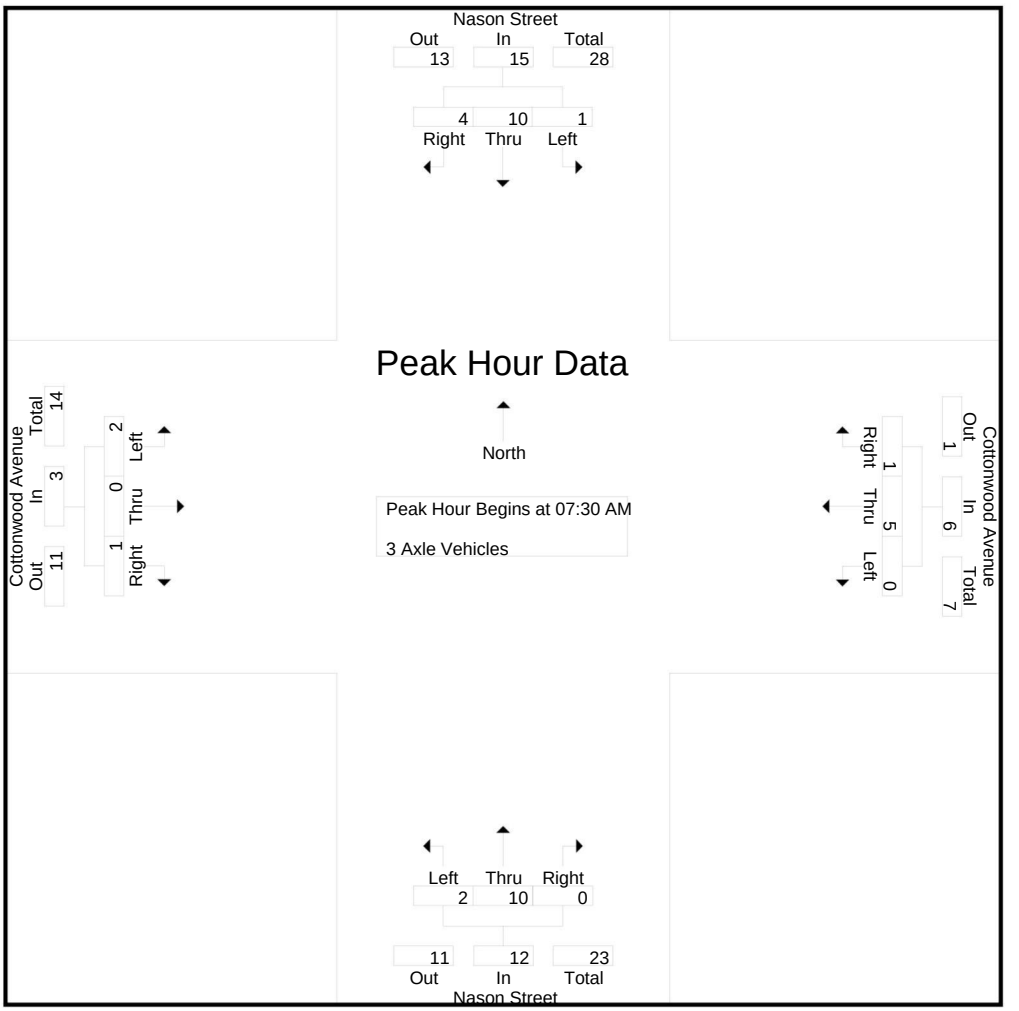
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	0	0	0	1	2	0	3	2	0	0	2	10
07:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	3	0	3	0	0	1	1	2	3	0	5	0	0	0	0	9
07:45 AM	1	3	0	4	0	1	0	1	0	5	0	5	0	0	1	1	11
Total	1	11	1	13	0	3	1	4	3	10	0	13	2	0	1	3	33
08:00 AM	0	2	0	2	0	2	0	2	0	0	0	0	2	0	0	2	6
08:15 AM	0	2	4	6	0	2	0	2	0	2	0	2	0	0	0	0	10
08:30 AM	0	6	1	7	0	0	0	0	0	0	0	0	1	0	0	1	8
08:45 AM	0	4	0	4	0	0	2	2	0	7	0	7	0	1	0	1	14
Total	0	14	5	19	0	4	2	6	0	9	0	9	3	1	0	4	38
Grand Total	1	25	6	32	0	7	3	10	3	19	0	22	5	1	1	7	71
Apprch %	3.1	78.1	18.8		0	70	30		13.6	86.4	0		71.4	14.3	14.3		
Total %	1.4	35.2	8.5	45.1	0	9.9	4.2	14.1	4.2	26.8	0	31	7	1.4	1.4	9.9	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	**3**	0	3	0	0	**1**	1	**2**	3	0	**5**	0	0	0	0	9
07:45 AM	**1**	3	0	4	0	1	0	1	0	**5**	0	5	0	0	**1**	1	**11**
08:00 AM	0	2	0	2	0	**2**	0	**2**	0	0	0	0	**2**	0	0	**2**	6
08:15 AM	0	2	**4**	**6**	0	2	0	2	0	2	0	2	0	0	0	0	10
Total Volume	1	10	4	15	0	5	1	6	2	10	0	12	2	0	1	3	36
% App. Total	6.7	66.7	26.7		0	83.3	16.7		16.7	83.3	0		66.7	0	33.3		
PHF	.250	.833	.250	.625	.000	.625	.250	.750	.250	.500	.000	.600	.250	.000	.250	.375	.818

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City of Moreno Valley
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E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
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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	**3**	0	3	0	0	**1**	1	**2**	3	0	**5**	0	0	0	0
+15 mins.	**1**	3	0	4	0	1	0	1	0	**5**	0	5	0	0	**1**	1
+30 mins.	0	2	0	2	0	**2**	0	**2**	0	0	0	0	**2**	0	0	**2**
+45 mins.	0	2	**4**	**6**	0	2	0	2	0	2	0	2	0	0	0	0
Total Volume	1	10	4	15	0	5	1	6	2	10	0	12	2	0	1	3
% App. Total	6.7	66.7	26.7		0	83.3	16.7		16.7	83.3	0		66.7	0	33.3	
PHF	.250	.833	.250	.625	.000	.625	.250	.750	.250	.500	.000	.600	.250	.000	.250	.375

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File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

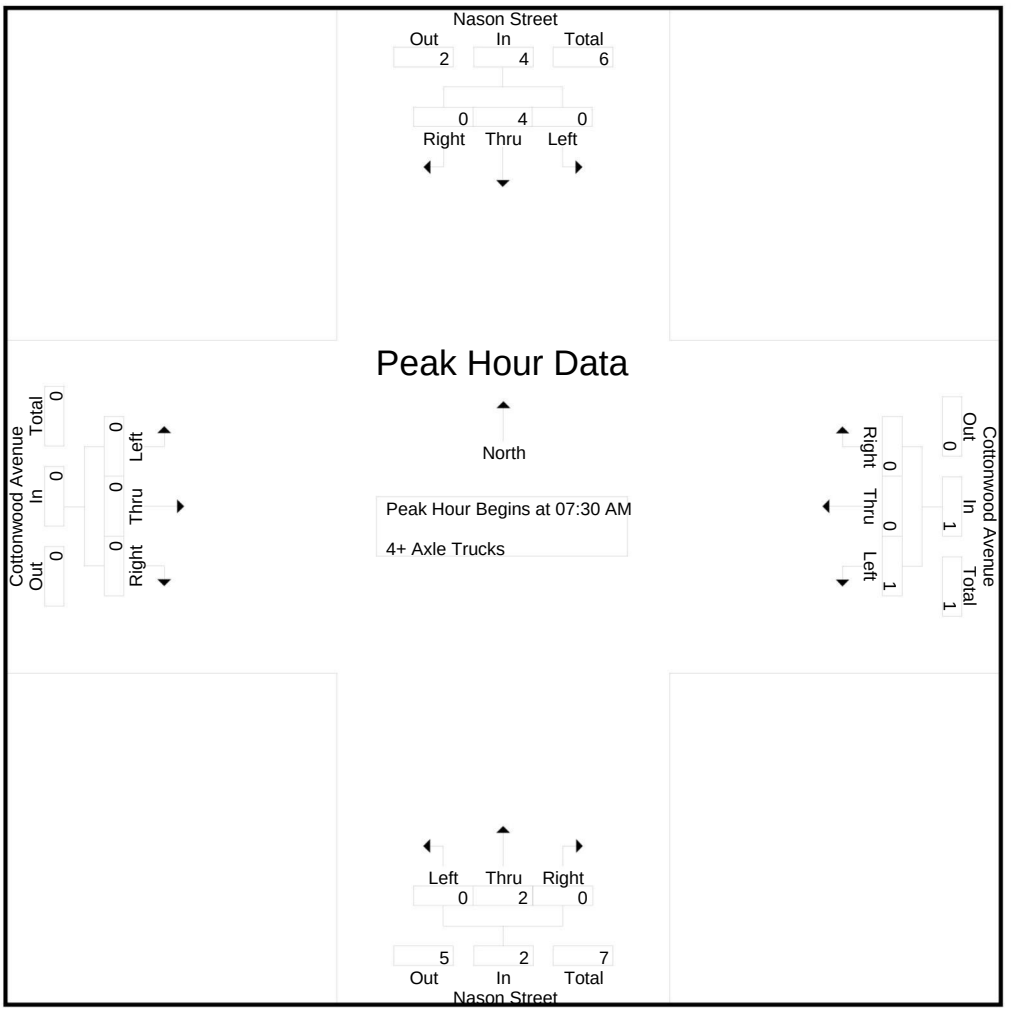
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:00 AM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	1	0	0	1	0	3	0	3	0	0	0	0	9
Grand Total	0	9	0	9	1	0	0	1	0	6	0	6	0	0	0	0	16
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	56.2	0	56.2	6.2	0	0	6.2	0	37.5	0	37.5	0	0	0	0	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**2**	0	**2**	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**4**
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	4	0	4	1	0	0	1	0	2	0	2	0	0	0	0	7
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.438

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File Name : 15_MRV_Nas_Cot AM
Site Code : 99924451
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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	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	0	4	1	0	0	1	0	2	0	2	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000

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City of Moreno Valley
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File Name : 15_MRV_Nas_Cot PM
Site Code : 99924451
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

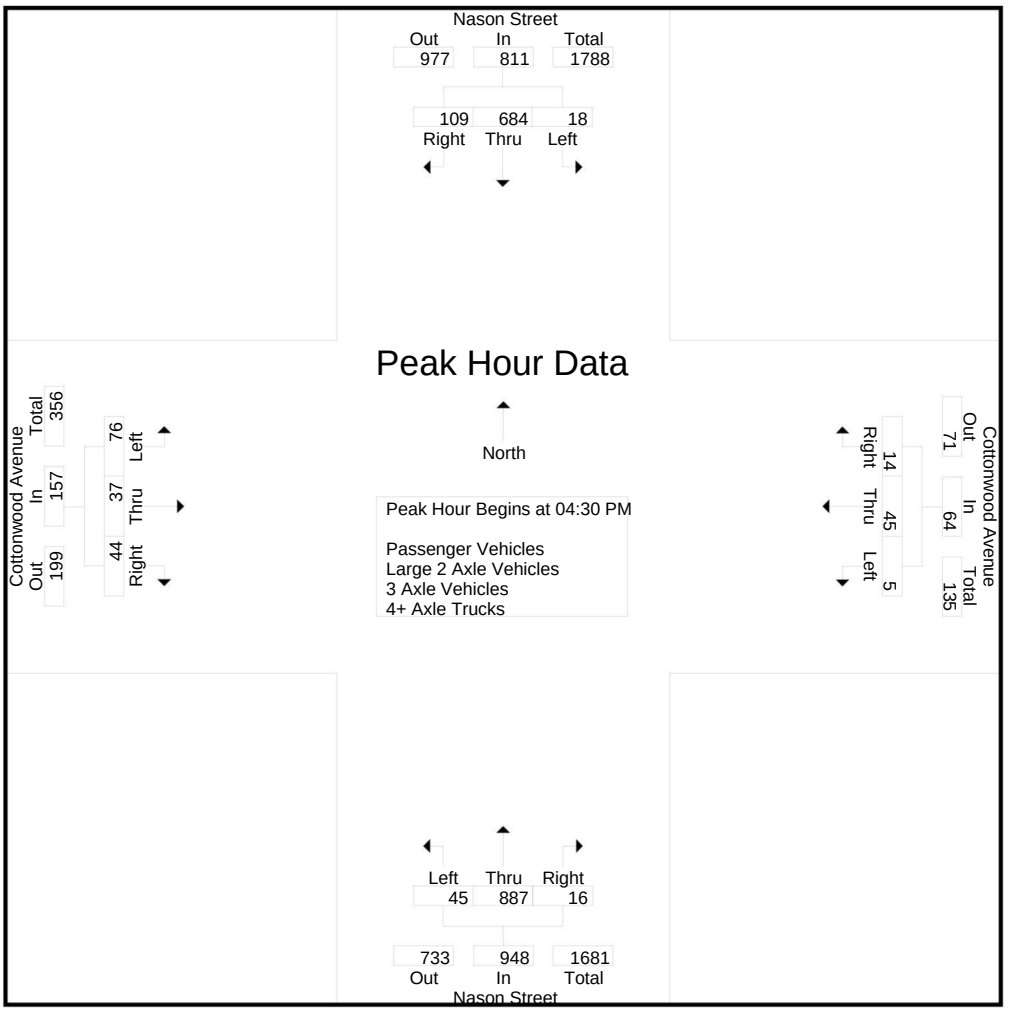
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	147	29	179	5	11	2	18	20	211	4	235	18	11	13	42	474
04:15 PM	4	152	30	186	2	17	3	22	12	202	2	216	20	15	10	45	469
04:30 PM	3	162	25	190	1	18	4	23	15	253	6	274	19	6	12	37	524
04:45 PM	4	186	30	220	0	13	6	19	9	202	4	215	10	10	9	29	483
Total	14	647	114	775	8	59	15	82	56	868	16	940	67	42	44	153	1950
05:00 PM	5	156	28	189	2	7	3	12	12	223	2	237	26	10	12	48	486
05:15 PM	6	180	26	212	2	7	1	10	9	209	4	222	21	11	11	43	487
05:30 PM	5	150	32	187	4	11	3	18	16	199	2	217	22	6	12	40	462
05:45 PM	2	183	32	217	3	11	8	22	13	168	2	183	22	11	7	40	462
Total	18	669	118	805	11	36	15	62	50	799	10	859	91	38	42	171	1897
Grand Total	32	1316	232	1580	19	95	30	144	106	1667	26	1799	158	80	86	324	3847
Apprch %	2	83.3	14.7		13.2	66	20.8		5.9	92.7	1.4		48.8	24.7	26.5		
Total %	0.8	34.2	6	41.1	0.5	2.5	0.8	3.7	2.8	43.3	0.7	46.8	4.1	2.1	2.2	8.4	
Passenger Vehicles	30	1296	232	1558	17	93	30	140	105	1653	24	1782	158	79	85	322	3802
% Passenger Vehicles	93.8	98.5	100	98.6	89.5	97.9	100	97.2	99.1	99.2	92.3	99.1	100	98.8	98.8	99.4	98.8
Large 2 Axle Vehicles	2	13	0	15	2	2	0	4	1	12	2	15	0	1	1	2	36
% Large 2 Axle Vehicles	6.2	1	0	0.9	10.5	2.1	0	2.8	0.9	0.7	7.7	0.8	0	1.2	1.2	0.6	0.9
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
% 4+ Axle Trucks	0	0.4	0	0.3	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.2

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	3	162	25	190	1	**18**	4	**23**	**15**	**253**	**6**	**274**	19	6	**12**	37	**524**
04:45 PM	4	**186**	**30**	**220**	0	13	**6**	19	9	202	4	215	10	10	9	29	483
05:00 PM	5	156	28	189	**2**	7	3	12	12	223	2	237	**26**	10	12	**48**	486
05:15 PM	**6**	180	26	212	2	7	1	10	9	209	4	222	21	**11**	11	43	487
Total Volume	18	684	109	811	5	45	14	64	45	887	16	948	76	37	44	157	1980
% App. Total	2.2	84.3	13.4		7.8	70.3	21.9		4.7	93.6	1.7		48.4	23.6	28		
PHF	.750	.919	.908	.922	.625	.625	.583	.696	.750	.876	.667	.865	.731	.841	.917	.818	.945

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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:

	04:30 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	3	162	25	190	**5**	11	2	18	**15**	**253**	**6**	**274**	**26**	10	**12**	**48**
+15 mins.	4	**186**	**30**	**220**	2	17	3	22	9	202	4	215	21	**11**	11	43
+30 mins.	5	156	28	189	1	**18**	4	**23**	12	223	2	237	22	6	12	40
+45 mins.	**6**	180	26	212	0	13	**6**	19	9	209	4	222	22	11	7	40
Total Volume	18	684	109	811	8	59	15	82	45	887	16	948	91	38	42	171
% App. Total	2.2	84.3	13.4		9.8	72	18.3		4.7	93.6	1.7		53.2	22.2	24.6	
PHF	.750	.919	.908	.922	.400	.819	.625	.891	.750	.876	.667	.865	.875	.864	.875	.891

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File Name : 15_MRV_Nas_Cot PM
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Groups Printed- Passenger Vehicles

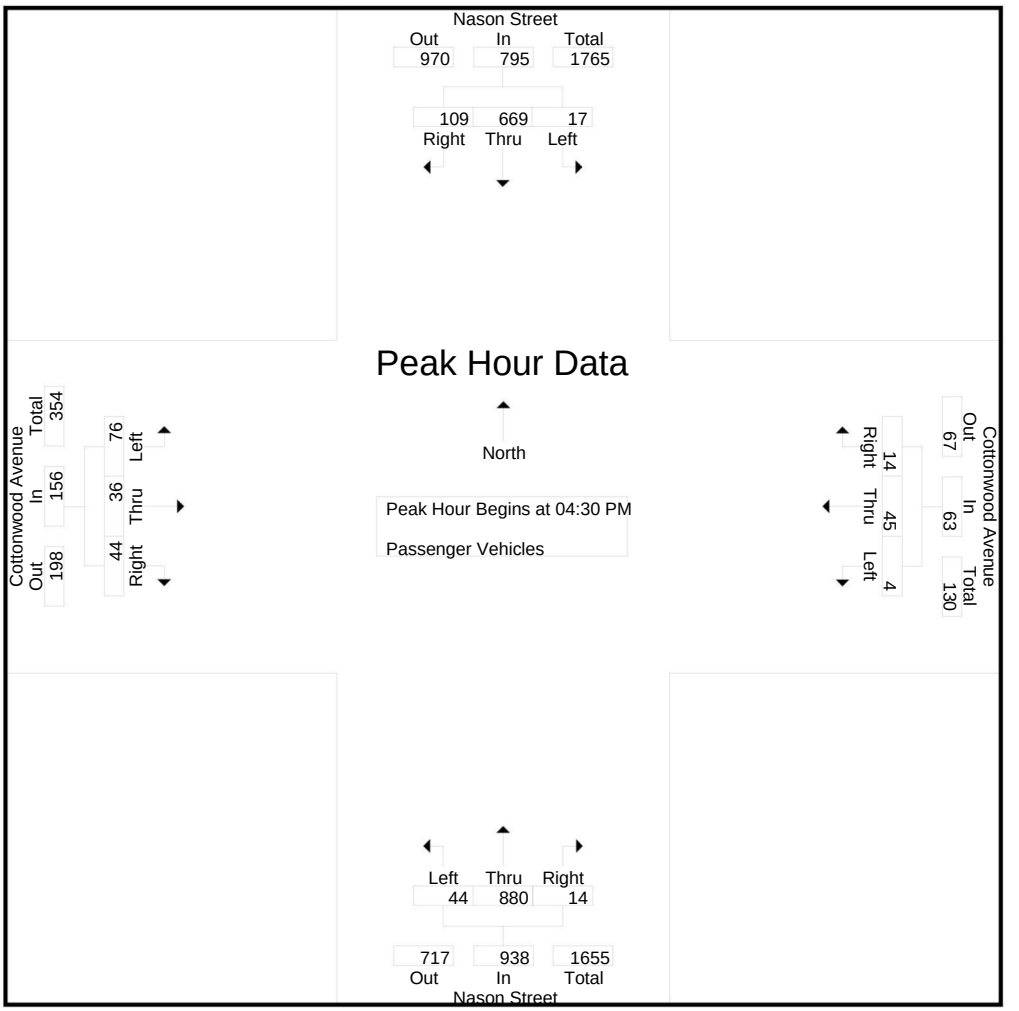
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	144	29	176	5	10	2	17	20	208	4	232	18	11	13	42	467
04:15 PM	4	152	30	186	2	17	3	22	12	199	2	213	20	15	9	44	465
04:30 PM	3	157	25	185	1	18	4	23	15	251	6	272	19	6	12	37	517
04:45 PM	4	182	30	216	0	13	6	19	8	201	2	211	10	10	9	29	475
Total	14	635	114	763	8	58	15	81	55	859	14	928	67	42	43	152	1924
05:00 PM	4	154	28	186	1	7	3	11	12	221	2	235	26	10	12	48	480
05:15 PM	6	176	26	208	2	7	1	10	9	207	4	220	21	10	11	42	480
05:30 PM	4	149	32	185	4	11	3	18	16	199	2	217	22	6	12	40	460
05:45 PM	2	182	32	216	2	10	8	20	13	167	2	182	22	11	7	40	458
Total	16	661	118	795	9	35	15	59	50	794	10	854	91	37	42	170	1878
Grand Total	30	1296	232	1558	17	93	30	140	105	1653	24	1782	158	79	85	322	3802
Apprch %	1.9	83.2	14.9		12.1	66.4	21.4		5.9	92.8	1.3		49.1	24.5	26.4		
Total %	0.8	34.1	6.1	41	0.4	2.4	0.8	3.7	2.8	43.5	0.6	46.9	4.2	2.1	2.2	8.5	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	3	157	25	185	1	**18**	4	**23**	**15**	**251**	**6**	**272**	19	6	**12**	37	**517**
04:45 PM	4	**182**	**30**	**216**	0	13	**6**	19	8	201	2	211	10	**10**	9	29	475
05:00 PM	4	154	28	186	1	7	3	11	12	221	2	235	**26**	10	12	**48**	480
05:15 PM	**6**	176	26	208	**2**	7	1	10	9	207	4	220	21	10	11	42	480
Total Volume	17	669	109	795	4	45	14	63	44	880	14	938	76	36	44	156	1952
% App. Total	2.1	84.2	13.7		6.3	71.4	22.2		4.7	93.8	1.5		48.7	23.1	28.2		
PHF	.708	.919	.908	.920	.500	.625	.583	.685	.733	.876	.583	.862	.731	.900	.917	.813	.944

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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.	3	157	25	185	1	**18**	4	**23**	**15**	**251**	**6**	**272**	19	6	**12**	37
+15 mins.	4	**182**	**30**	**216**	0	13	**6**	19	8	201	2	211	10	**10**	9	29
+30 mins.	4	154	28	186	1	7	3	11	12	221	2	235	**26**	10	12	**48**
+45 mins.	**6**	176	26	208	**2**	7	1	10	9	207	4	220	21	10	11	42
Total Volume	17	669	109	795	4	45	14	63	44	880	14	938	76	36	44	156
% App. Total	2.1	84.2	13.7		6.3	71.4	22.2		4.7	93.8	1.5		48.7	23.1	28.2	
PHF	.708	.919	.908	.920	.500	.625	.583	.685	.733	.876	.583	.862	.731	.900	.917	.813

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Groups Printed- Large 2 Axle Vehicles

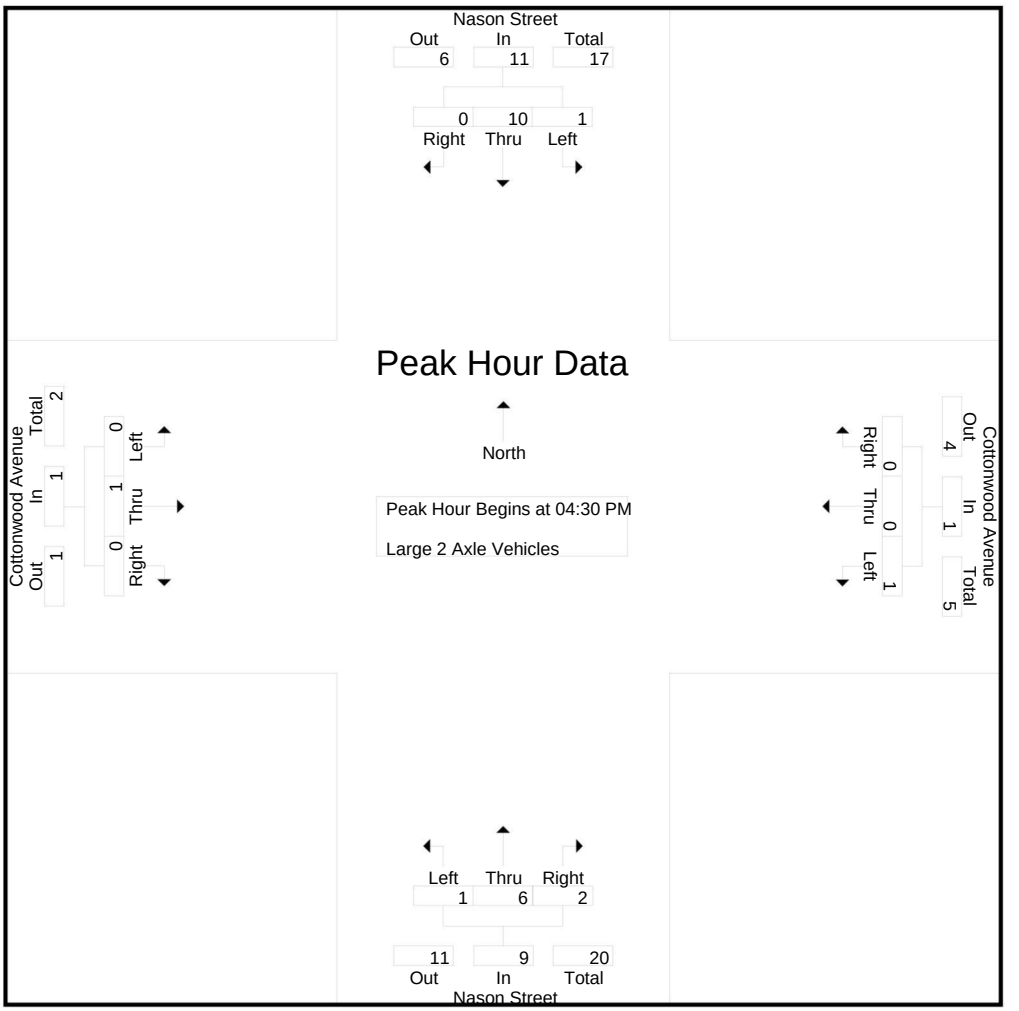
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	4	0	4	0	0	0	0	1	1	2	4	0	0	0	0	8
Total	0	8	0	8	0	1	0	1	1	8	2	11	0	0	1	1	21
05:00 PM	1	2	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	1	1	0	2	0	1	0	1	0	0	0	0	4
Total	2	5	0	7	2	1	0	3	0	4	0	4	0	1	0	1	15
Grand Total	2	13	0	15	2	2	0	4	1	12	2	15	0	1	1	2	36
Apprch %	13.3	86.7	0		50	50	0		6.7	80	13.3		0	50	50		
Total %	5.6	36.1	0	41.7	5.6	5.6	0	11.1	2.8	33.3	5.6	41.7	0	2.8	2.8	5.6	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	**2**	0	2	0	0	0	0	4
04:45 PM	0	**4**	0	**4**	0	0	0	0	**1**	1	**2**	**4**	0	0	0	0	**8**
05:00 PM	**1**	2	0	3	**1**	0	0	**1**	0	1	0	1	0	0	0	0	5
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	**1**	0	**1**	5
Total Volume	1	10	0	11	1	0	0	1	1	6	2	9	0	1	0	1	22
% App. Total	9.1	90.9	0		100	0	0		11.1	66.7	22.2		0	100	0		
PHF	.250	.625	.000	.688	.250	.000	.000	.250	.250	.750	.250	.563	.000	.250	.000	.250	.688

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E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot PM
Site Code : 99924451
Start Date : 5/23/2024
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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.	0	2	0	2	0	0	0	0	0	**2**	0	2	0	0	0	0
+15 mins.	0	**4**	0	**4**	0	0	0	0	**1**	1	**2**	**4**	0	0	0	0
+30 mins.	**1**	2	0	3	**1**	0	0	**1**	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	**1**	0	**1**
Total Volume	1	10	0	11	1	0	0	1	1	6	2	9	0	1	0	1
% App. Total	9.1	90.9	0		100	0	0		11.1	66.7	22.2		0	100	0	
PHF	.250	.625	.000	.688	.250	.000	.000	.250	.250	.750	.250	.563	.000	.250	.000	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

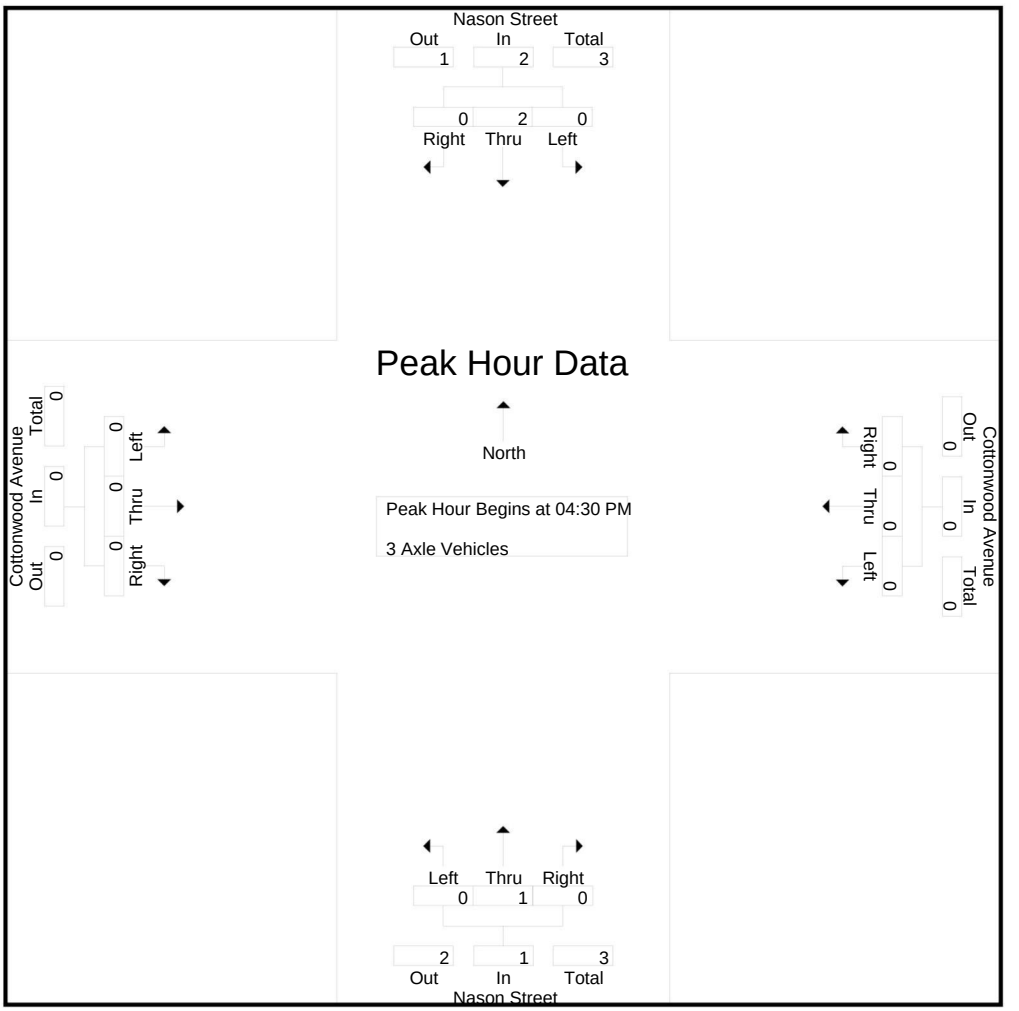
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
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	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	**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
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:15 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	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot PM
Site Code : 99924451
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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.	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	**1**	0	**1**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

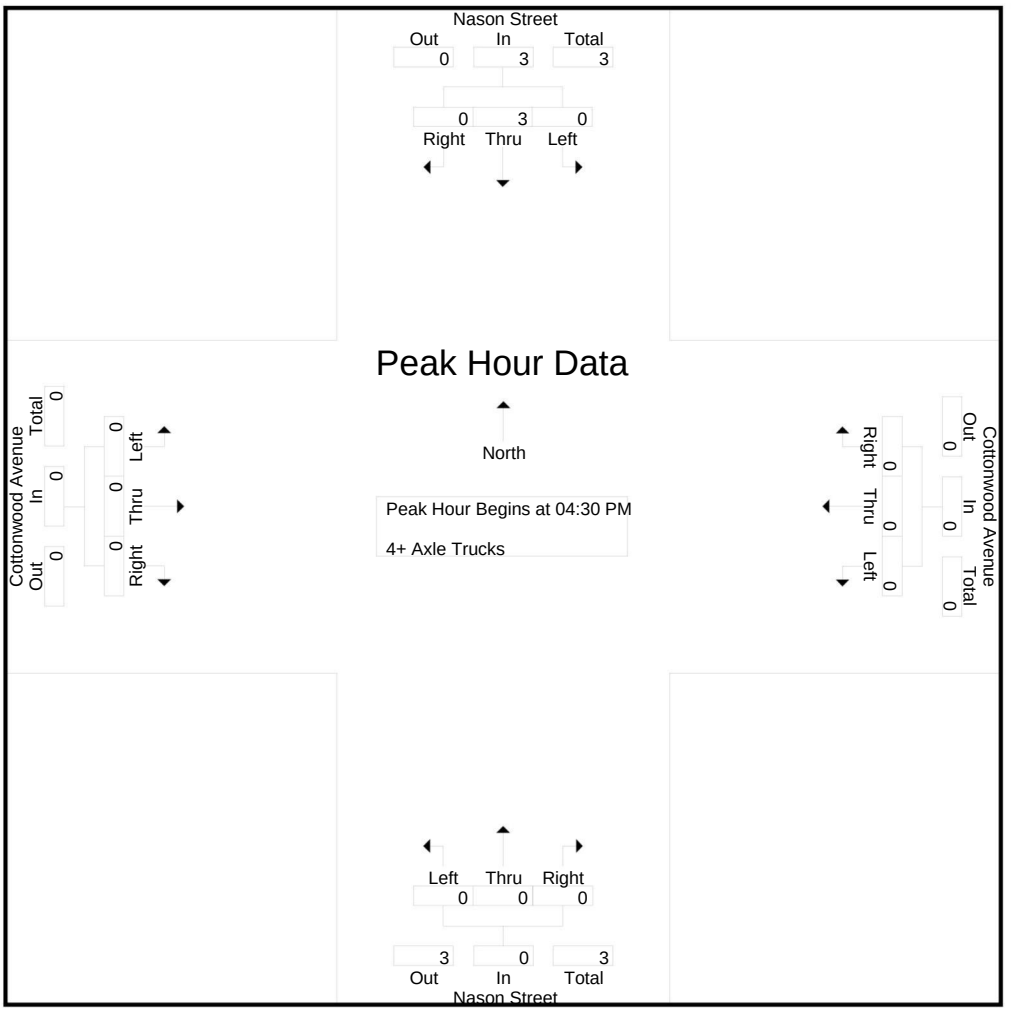
	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	83.3	0	83.3	0	0	0	0	0	16.7	0	16.7	0	0	0	0	

	Nason Street Southbound				Cottonwood Avenue Westbound				Nason Street Northbound				Cottonwood 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	0	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

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City of Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue
Weather: Clear

File Name : 15_MRV_Nas_Cot PM
Site Code : 99924451
Start Date : 5/23/2024
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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.	0	**2**	0	**2**	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	3	0	3	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	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Bay Avenue
Weather: Clear

File Name : 16_MRV_Nas_Bay AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

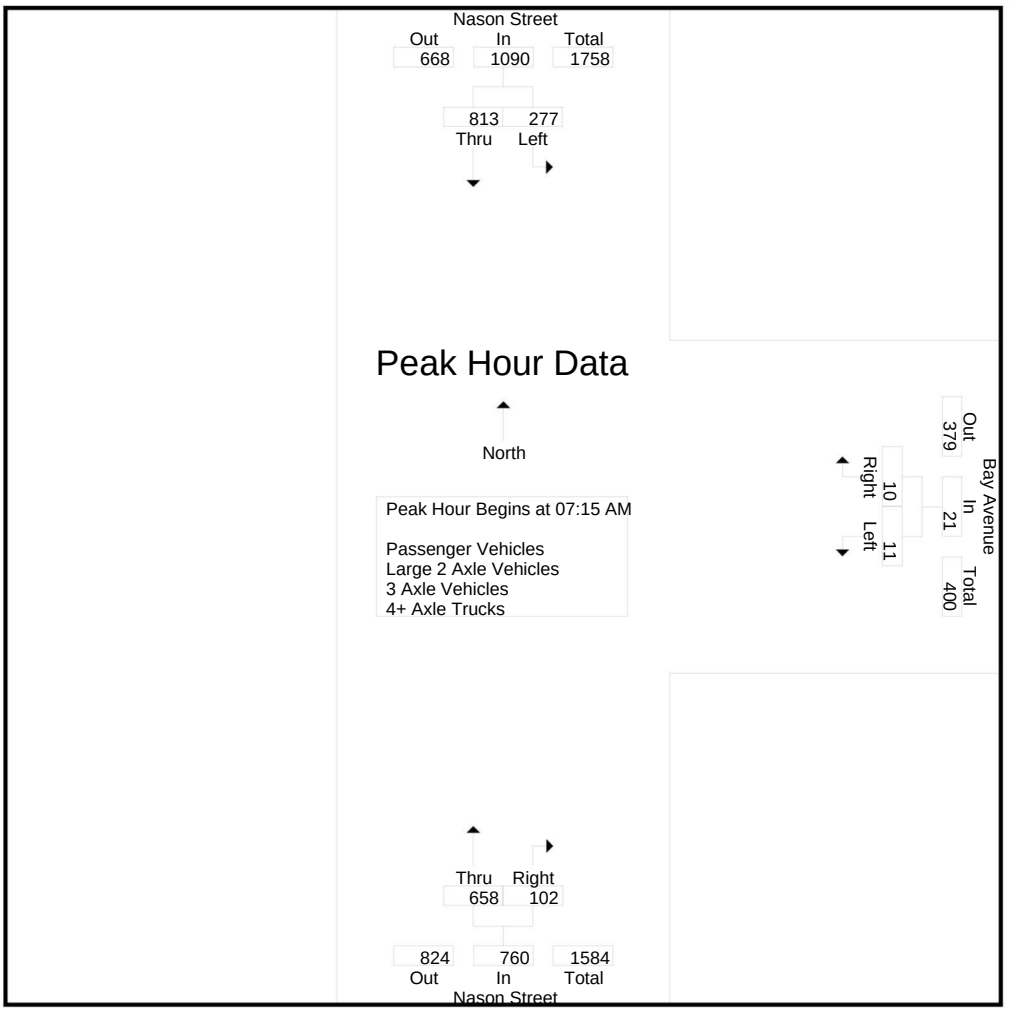
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	28	136	164	0	0	0	139	10	149	313
07:15 AM	69	205	274	0	0	0	129	27	156	430
07:30 AM	137	183	320	6	7	13	146	44	190	523
07:45 AM	59	255	314	5	3	8	194	26	220	542
Total	293	779	1072	11	10	21	608	107	715	1808
08:00 AM	12	170	182	0	0	0	189	5	194	376
08:15 AM	5	210	215	0	0	0	185	2	187	402
08:30 AM	6	220	226	0	0	0	169	2	171	397
08:45 AM	4	148	152	0	0	0	104	0	104	256
Total	27	748	775	0	0	0	647	9	656	1431
Grand Total	320	1527	1847	11	10	21	1255	116	1371	3239
Apprch %	17.3	82.7		52.4	47.6		91.5	8.5		
Total %	9.9	47.1	57	0.3	0.3	0.6	38.7	3.6	42.3	
Passenger Vehicles	318	1490	1808	11	10	21	1232	116	1348	3177
% Passenger Vehicles	99.4	97.6	97.9	100	100	100	98.2	100	98.3	98.1
Large 2 Axle Vehicles	2	25	27	0	0	0	19	0	19	46
% Large 2 Axle Vehicles	0.6	1.6	1.5	0	0	0	1.5	0	1.4	1.4
3 Axle Vehicles	0	2	2	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	10	10	0	0	0	4	0	4	14
% 4+ Axle Trucks	0	0.7	0.5	0	0	0	0.3	0	0.3	0.4

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	69	205	274	0	0	0	129	27	156	430
07:30 AM	**137**	183	**320**	**6**	**7**	**13**	146	**44**	190	523
07:45 AM	59	**255**	314	5	3	8	**194**	26	**220**	**542**
08:00 AM	12	170	182	0	0	0	189	5	194	376
Total Volume	277	813	1090	11	10	21	658	102	760	1871
% App. Total	25.4	74.6		52.4	47.6		86.6	13.4		
PHF	.505	.797	.852	.458	.357	.404	.848	.580	.864	.863

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City of Moreno Valley
N/S: Nason Street
E/W: Bay Avenue
Weather: Clear

File Name : 16_MRV_Nas_Bay AM
Site Code : 99924451
Start Date : 5/23/2024
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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:

	07:15 AM			07:00 AM			07:30 AM		
+0 mins.	69	205	274	0	0	0	146	**44**	190
+15 mins.	**137**	183	**320**	0	0	0	**194**	26	**220**
+30 mins.	59	**255**	314	**6**	**7**	**13**	189	5	194
+45 mins.	12	170	182	5	3	8	185	2	187
Total Volume	277	813	1090	11	10	21	714	77	791
% App. Total	25.4	74.6		52.4	47.6		90.3	9.7	
PHF	.505	.797	.852	.458	.357	.404	.920	.438	.899

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City of Moreno Valley
N/S: Nason Street
E/W: Bay Avenue
Weather: Clear

File Name : 16_MRV_Nas_Bay AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Passenger Vehicles

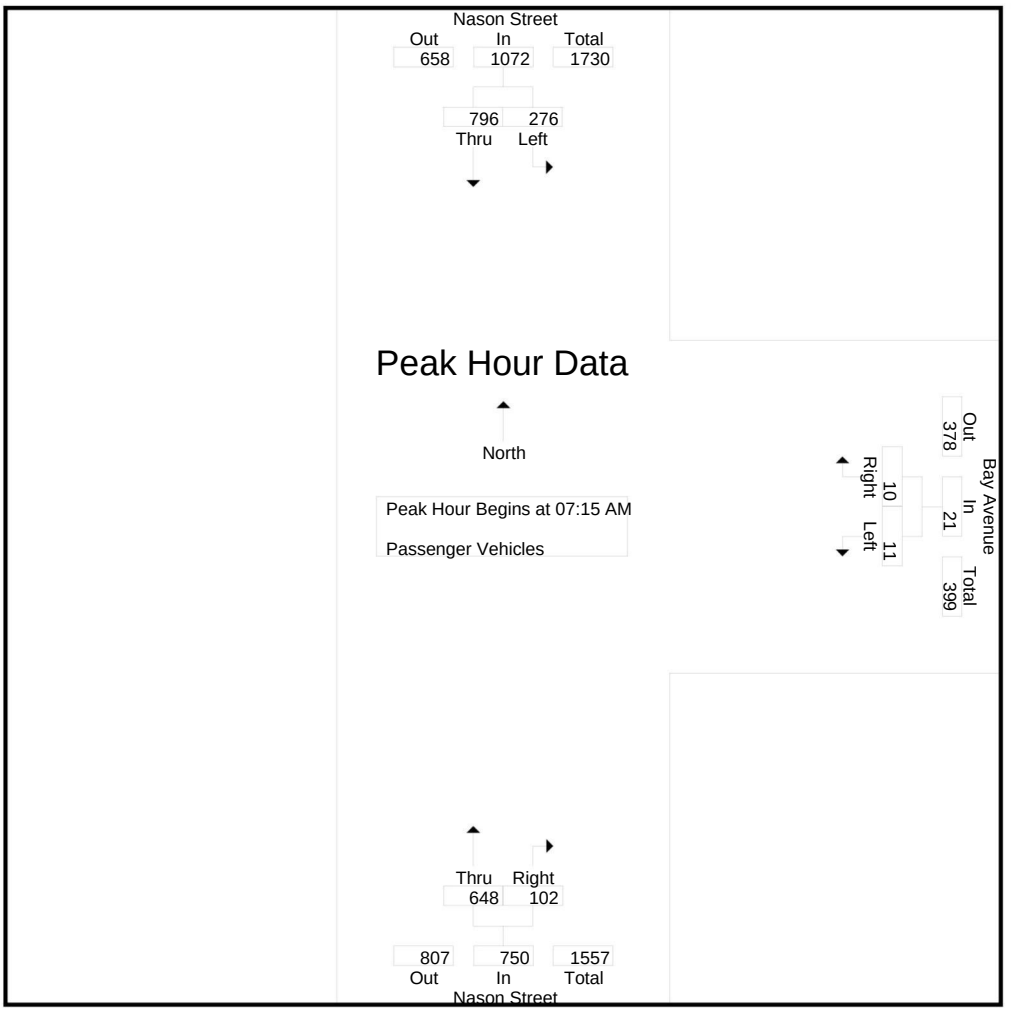
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	27	132	159	0	0	0	136	10	146	305
07:15 AM	68	202	270	0	0	0	125	27	152	422
07:30 AM	137	178	315	6	7	13	146	44	190	518
07:45 AM	59	251	310	5	3	8	189	26	215	533
Total	291	763	1054	11	10	21	596	107	703	1778
08:00 AM	12	165	177	0	0	0	188	5	193	370
08:15 AM	5	208	213	0	0	0	182	2	184	397
08:30 AM	6	213	219	0	0	0	168	2	170	389
08:45 AM	4	141	145	0	0	0	98	0	98	243
Total	27	727	754	0	0	0	636	9	645	1399
Grand Total	318	1490	1808	11	10	21	1232	116	1348	3177
Apprch %	17.6	82.4		52.4	47.6		91.4	8.6		
Total %	10	46.9	56.9	0.3	0.3	0.7	38.8	3.7	42.4	

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	68	202	270	0	0	0	125	27	152	422
07:30 AM	**137**	178	**315**	**6**	**7**	**13**	146	**44**	190	518
07:45 AM	59	**251**	310	5	3	8	**189**	26	**215**	**533**
08:00 AM	12	165	177	0	0	0	188	5	193	370
Total Volume	276	796	1072	11	10	21	648	102	750	1843
% App. Total	25.7	74.3		52.4	47.6		86.4	13.6		
PHF	.504	.793	.851	.458	.357	.404	.857	.580	.872	.864

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City of Moreno Valley
N/S: Nason Street
E/W: Bay Avenue
Weather: Clear

File Name : 16_MRV_Nas_Bay AM
Site Code : 99924451
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	68	202	270	0	0	0	125	27	152
+15 mins.	**137**	178	**315**	**6**	**7**	**13**	146	**44**	190
+30 mins.	59	**251**	310	5	3	8	**189**	26	**215**
+45 mins.	12	165	177	0	0	0	188	5	193
Total Volume	276	796	1072	11	10	21	648	102	750
% App. Total	25.7	74.3		52.4	47.6		86.4	13.6	
PHF	.504	.793	.851	.458	.357	.404	.857	.580	.872

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City of Moreno Valley
N/S: Nason Street
E/W: Bay Avenue
Weather: Clear

File Name : 16_MRV_Nas_Bay AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- Large 2 Axle Vehicles

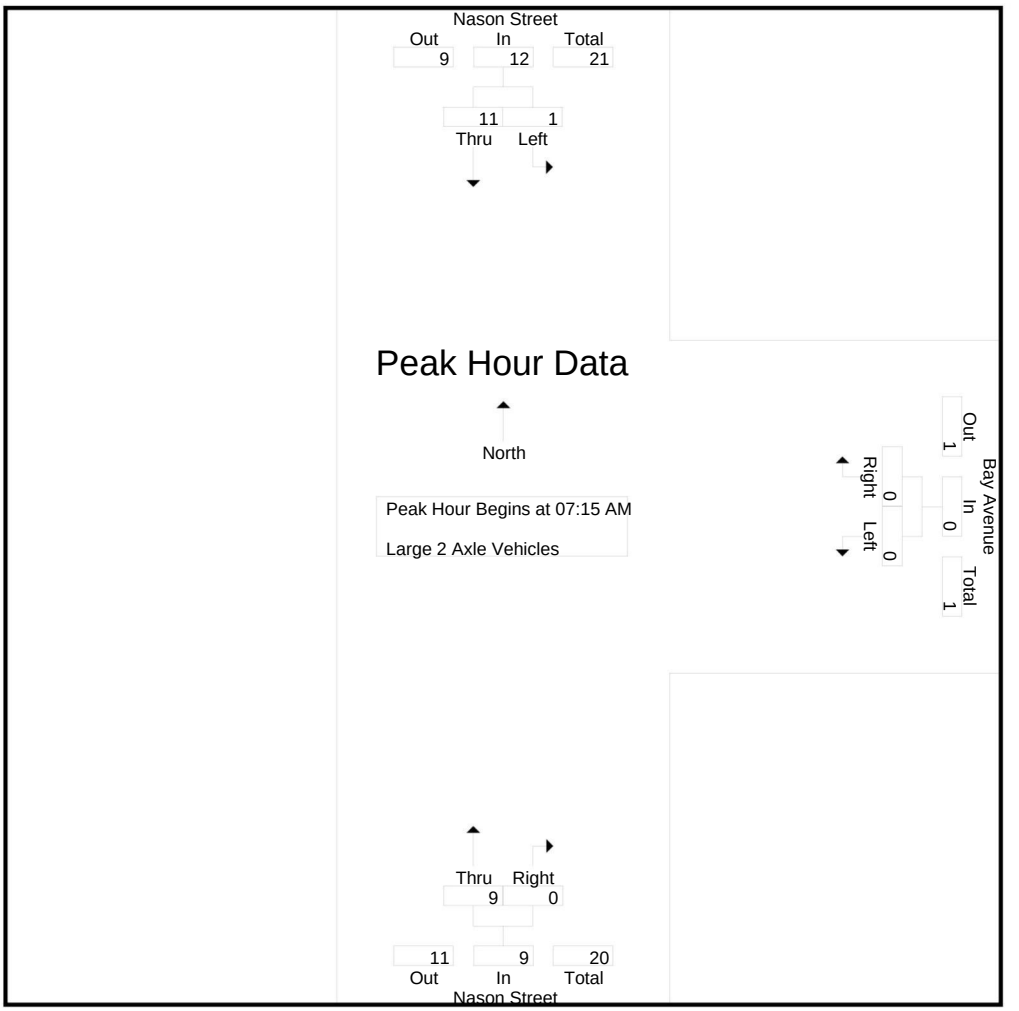
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	3	0	0	0	2	0	2	5
07:15 AM	1	1	2	0	0	0	4	0	4	6
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	4	4	0	0	0	5	0	5	9
Total	2	11	13	0	0	0	11	0	11	24
08:00 AM	0	2	2	0	0	0	0	0	0	2
08:15 AM	0	2	2	0	0	0	2	0	2	4
08:30 AM	0	5	5	0	0	0	1	0	1	6
08:45 AM	0	5	5	0	0	0	5	0	5	10
Total	0	14	14	0	0	0	8	0	8	22
Grand Total	2	25	27	0	0	0	19	0	19	46
Apprch %	7.4	92.6		0	0		100	0		
Total %	4.3	54.3	58.7	0	0	0	41.3	0	41.3	

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	1	2	0	0	0	4	0	4	6
07:30 AM	0	**4**	**4**	0	0	0	0	0	0	4
07:45 AM	0	4	4	0	0	0	**5**	0	**5**	**9**
08:00 AM	0	2	2	0	0	0	0	0	0	2
Total Volume	1	11	12	0	0	0	9	0	9	21
% App. Total	8.3	91.7		0	0		100	0		
PHF	.250	.688	.750	.000	.000	.000	.450	.000	.450	.583

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N/S: Nason Street
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Site Code : 99924451
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	1	2	0	0	0	4	0	4
+15 mins.	0	**4**	**4**	0	0	0	0	0	0
+30 mins.	0	4	4	0	0	0	**5**	0	**5**
+45 mins.	0	2	2	0	0	0	0	0	0
Total Volume	1	11	12	0	0	0	9	0	9
% App. Total	8.3	91.7		0	0		100	0	
PHF	.250	.688	.750	.000	.000	.000	.450	.000	.450

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City of Moreno Valley
N/S: Nason Street
E/W: Bay Avenue
Weather: Clear

File Name : 16_MRV_Nas_Bay AM
Site Code : 99924451
Start Date : 5/23/2024
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Groups Printed- 3 Axle Vehicles

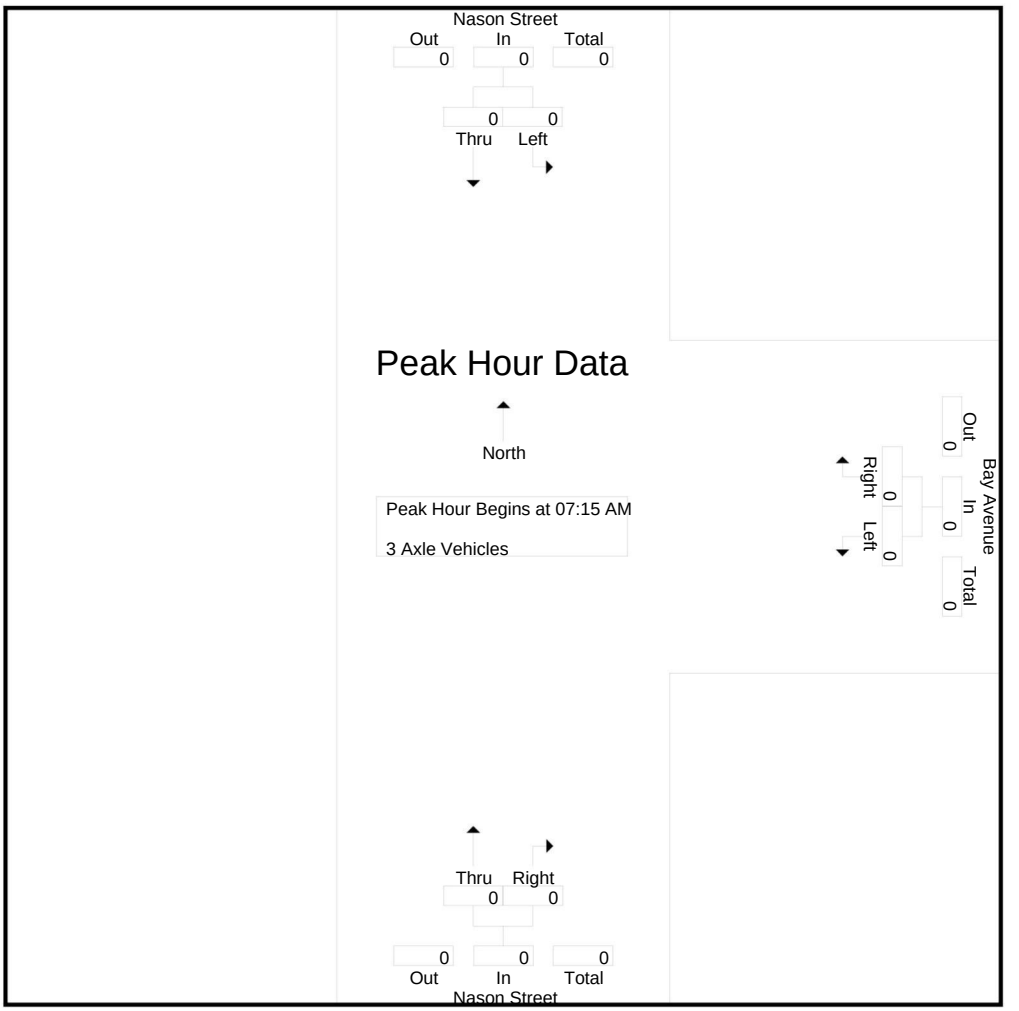
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0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

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

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

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

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 16_MRV_Nas_Bay AM
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Groups Printed- 4+ Axle Trucks

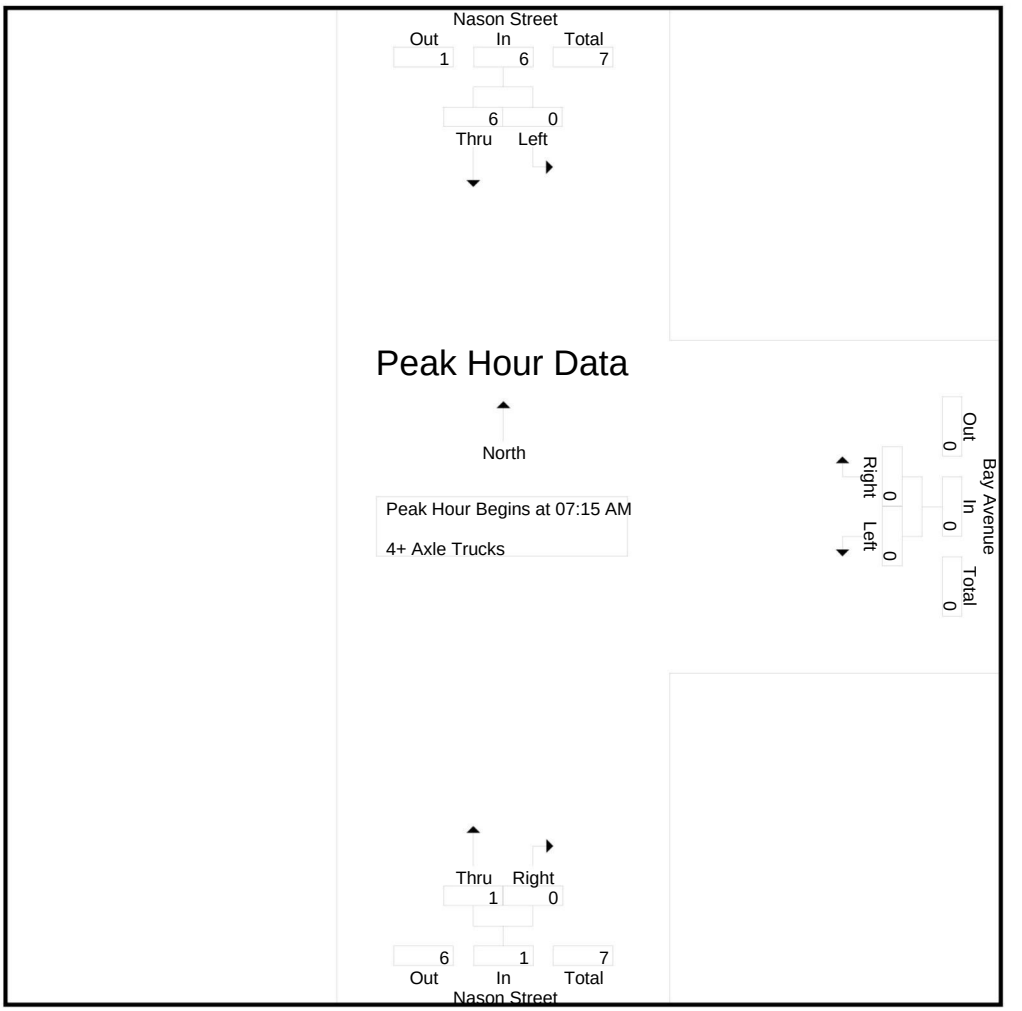
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	2	2	0	0	0	0	0	0	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	1	0	1	5
08:00 AM	0	3	3	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	6	6	0	0	0	3	0	3	9
Grand Total	0	10	10	0	0	0	4	0	4	14
Apprch %	0	100		0	0		100	0		
Total %	0	71.4	71.4	0	0	0	28.6	0	28.6	

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	2	2	0	0	0	0	0	0	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**3**	**3**	0	0	0	**1**	0	**1**	**4**
Total Volume	0	6	6	0	0	0	1	0	1	7
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.438

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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	2	2	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**3**	**3**	0	0	0	**1**	0	**1**
Total Volume	0	6	6	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250

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Site Code : 99924451
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

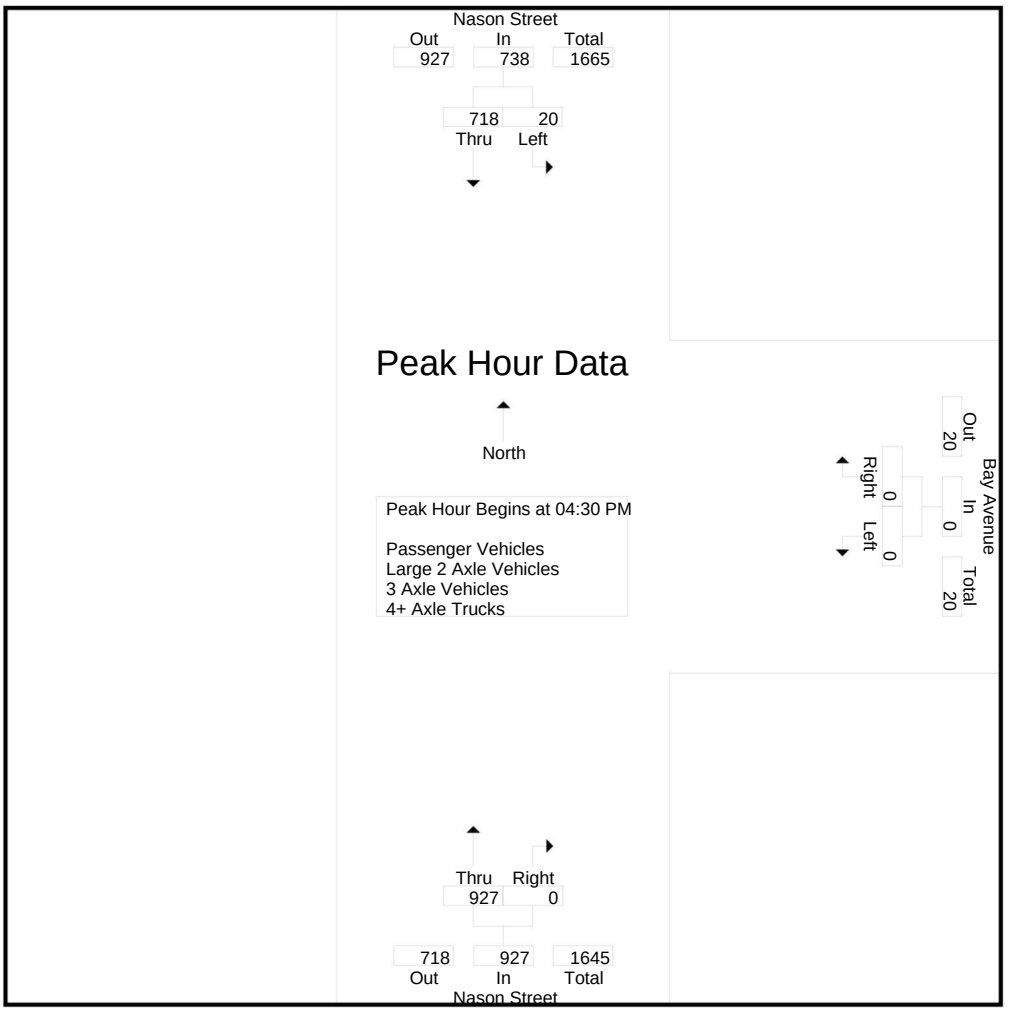
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	8	166	174	0	0	0	225	0	225	399
04:15 PM	4	164	168	0	0	0	209	0	209	377
04:30 PM	3	170	173	0	0	0	273	0	273	446
04:45 PM	5	195	200	0	0	0	204	0	204	404
Total	20	695	715	0	0	0	911	0	911	1626
05:00 PM	7	156	163	0	0	0	243	0	243	406
05:15 PM	5	197	202	0	0	0	207	0	207	409
05:30 PM	1	165	166	0	0	0	215	0	215	381
05:45 PM	5	189	194	1	0	1	182	1	183	378
Total	18	707	725	1	0	1	847	1	848	1574
Grand Total	38	1402	1440	1	0	1	1758	1	1759	3200
Apprch %	2.6	97.4		100	0		99.9	0.1		
Total %	1.2	43.8	45	0	0	0	54.9	0	55	
Passenger Vehicles	38	1382	1420	1	0	1	1740	1	1741	3162
% Passenger Vehicles	100	98.6	98.6	100	0	100	99	100	99	98.8
Large 2 Axle Vehicles	0	13	13	0	0	0	15	0	15	28
% Large 2 Axle Vehicles	0	0.9	0.9	0	0	0	0.9	0	0.9	0.9
3 Axle Vehicles	0	2	2	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	5	5	0	0	0	2	0	2	7
% 4+ Axle Trucks	0	0.4	0.3	0	0	0	0.1	0	0.1	0.2

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	170	173	0	0	0	**273**	0	**273**	**446**
04:45 PM	5	195	200	0	0	0	204	0	204	404
05:00 PM	**7**	156	163	0	0	0	243	0	243	406
05:15 PM	5	**197**	**202**	0	0	0	207	0	207	409
Total Volume	20	718	738	0	0	0	927	0	927	1665
% App. Total	2.7	97.3		0	0		100	0		
PHF	.714	.911	.913	.000	.000	.000	.849	.000	.849	.933

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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:

	04:30 PM			05:00 PM			04:15 PM		
+0 mins.	3	170	173	0	0	0	209	0	209
+15 mins.	5	195	200	0	0	0	**273**	0	**273**
+30 mins.	**7**	156	163	0	0	0	204	0	204
+45 mins.	5	**197**	**202**	**1**	0	**1**	243	0	243
Total Volume	20	718	738	1	0	1	929	0	929
% App. Total	2.7	97.3		100	0		100	0	
PHF	.714	.911	.913	.250	.000	.250	.851	.000	.851

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Groups Printed- Passenger Vehicles

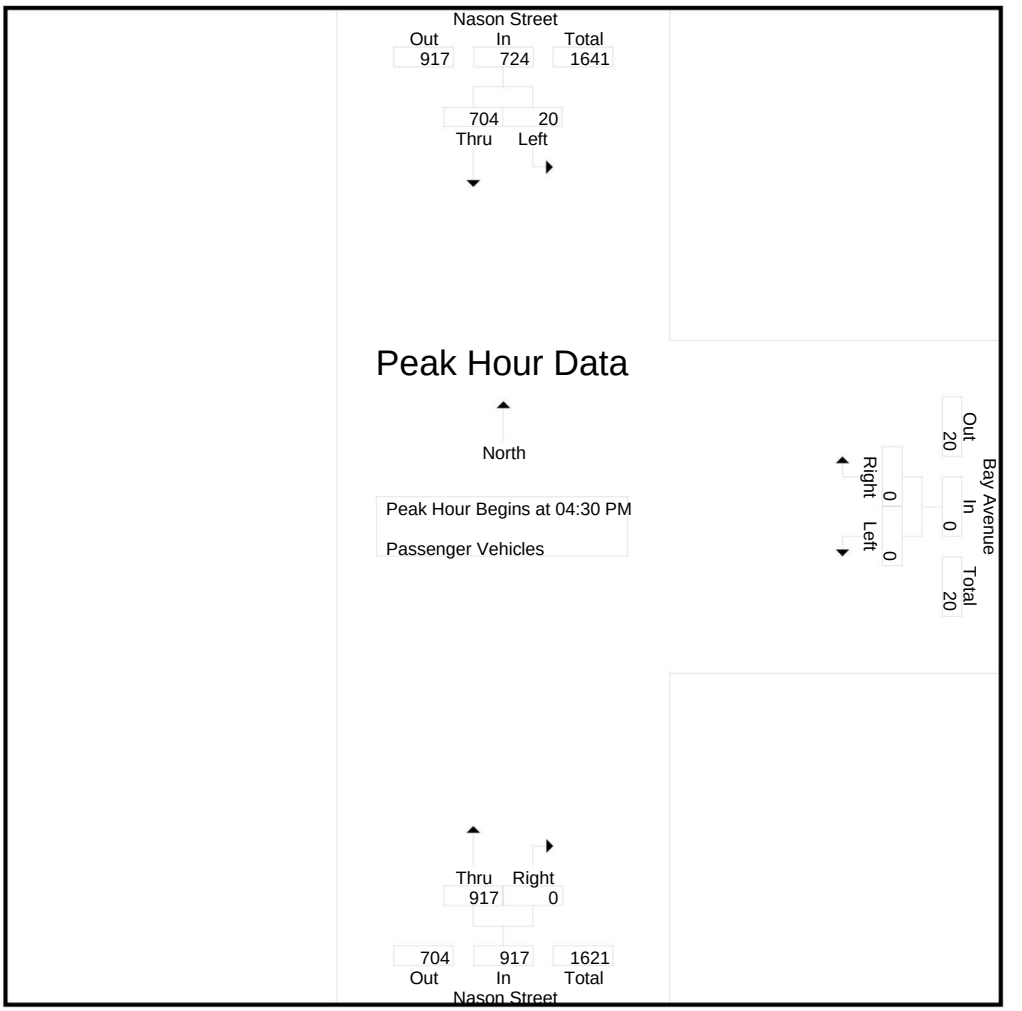
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	8	163	171	0	0	0	222	0	222	393
04:15 PM	4	163	167	0	0	0	205	0	205	372
04:30 PM	3	166	169	0	0	0	271	0	271	440
04:45 PM	5	191	196	0	0	0	200	0	200	396
Total	20	683	703	0	0	0	898	0	898	1601
05:00 PM	7	154	161	0	0	0	241	0	241	402
05:15 PM	5	193	198	0	0	0	205	0	205	403
05:30 PM	1	164	165	0	0	0	215	0	215	380
05:45 PM	5	188	193	1	0	1	181	1	182	376
Total	18	699	717	1	0	1	842	1	843	1561
Grand Total	38	1382	1420	1	0	1	1740	1	1741	3162
Apprch %	2.7	97.3		100	0		99.9	0.1		
Total %	1.2	43.7	44.9	0	0	0	55	0	55.1	

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	3	166	169	0	0	0	**271**	0	**271**	**440**
04:45 PM	5	191	196	0	0	0	200	0	200	396
05:00 PM	**7**	154	161	0	0	0	241	0	241	402
05:15 PM	5	**193**	**198**	0	0	0	205	0	205	403
Total Volume	20	704	724	0	0	0	917	0	917	1641
% App. Total	2.8	97.2		0	0		100	0		
PHF	.714	.912	.914	.000	.000	.000	.846	.000	.846	.932

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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		
+0 mins.	3	166	169	0	0	0	**271**	0	**271**
+15 mins.	5	191	196	0	0	0	200	0	200
+30 mins.	**7**	154	161	0	0	0	241	0	241
+45 mins.	5	**193**	**198**	0	0	0	205	0	205
Total Volume	20	704	724	0	0	0	917	0	917
% App. Total	2.8	97.2		0	0		100	0	
PHF	.714	.912	.914	.000	.000	.000	.846	.000	.846

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 16_MRV_Nas_Bay PM
Site Code : 99924451
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Groups Printed- Large 2 Axle Vehicles

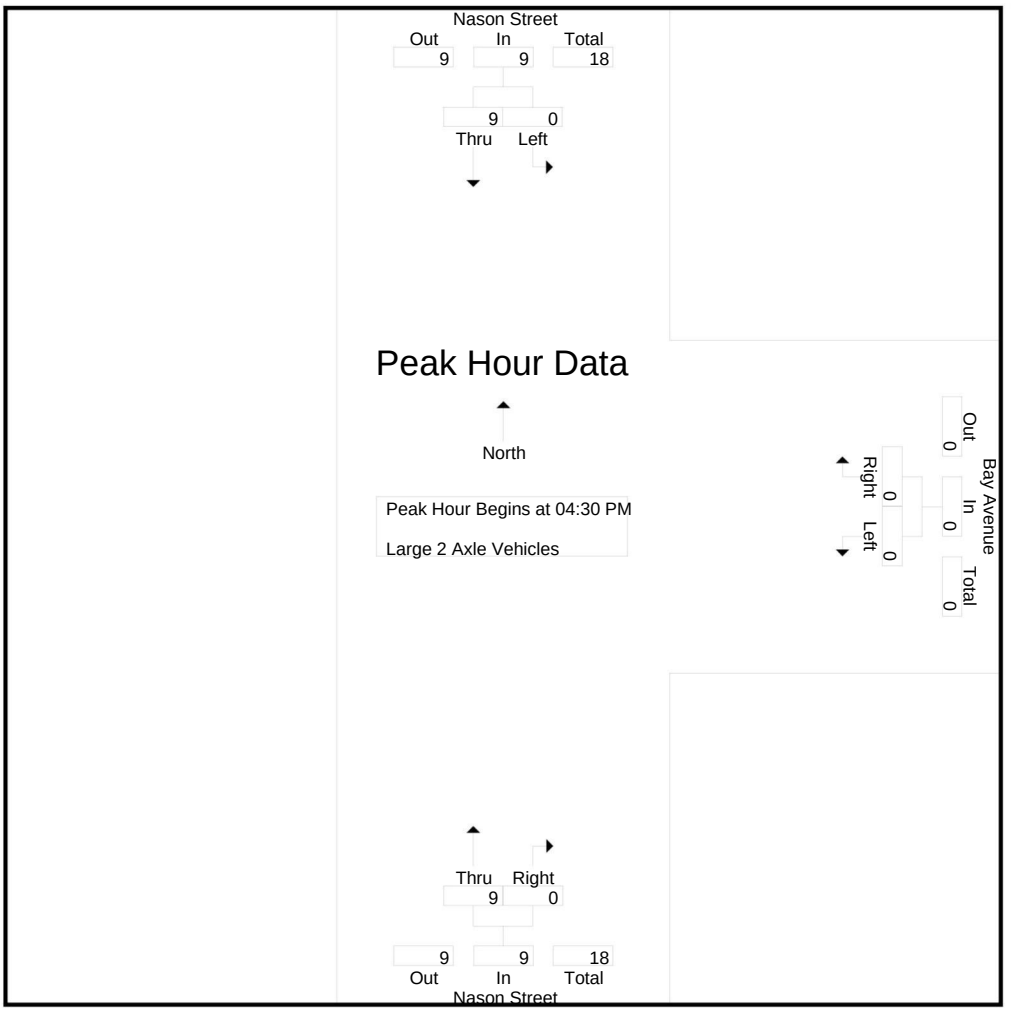
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	2	0	2	4
04:15 PM	0	1	1	0	0	0	3	0	3	4
04:30 PM	0	1	1	0	0	0	2	0	2	3
04:45 PM	0	4	4	0	0	0	4	0	4	8
Total	0	8	8	0	0	0	11	0	11	19
05:00 PM	0	2	2	0	0	0	1	0	1	3
05:15 PM	0	2	2	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	5	5	0	0	0	4	0	4	9
Grand Total	0	13	13	0	0	0	15	0	15	28
Apprch %	0	100		0	0		100	0		
Total %	0	46.4	46.4	0	0	0	53.6	0	53.6	

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	1	0	0	0	2	0	2	3
04:45 PM	0	**4**	**4**	0	0	0	**4**	0	**4**	**8**
05:00 PM	0	2	2	0	0	0	1	0	1	3
05:15 PM	0	2	2	0	0	0	2	0	2	4
Total Volume	0	9	9	0	0	0	9	0	9	18
% App. Total	0	100		0	0		100	0		
PHF	.000	.563	.563	.000	.000	.000	.563	.000	.563	.563

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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		
+0 mins.	0	1	1	0	0	0	2	0	2
+15 mins.	0	**4**	**4**	0	0	0	**4**	0	**4**
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	0	2	2	0	0	0	2	0	2
Total Volume	0	9	9	0	0	0	9	0	9
% App. Total	0	100		0	0		100	0	
PHF	.000	.563	.563	.000	.000	.000	.563	.000	.563

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City of Moreno Valley
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Groups Printed- 3 Axle Vehicles

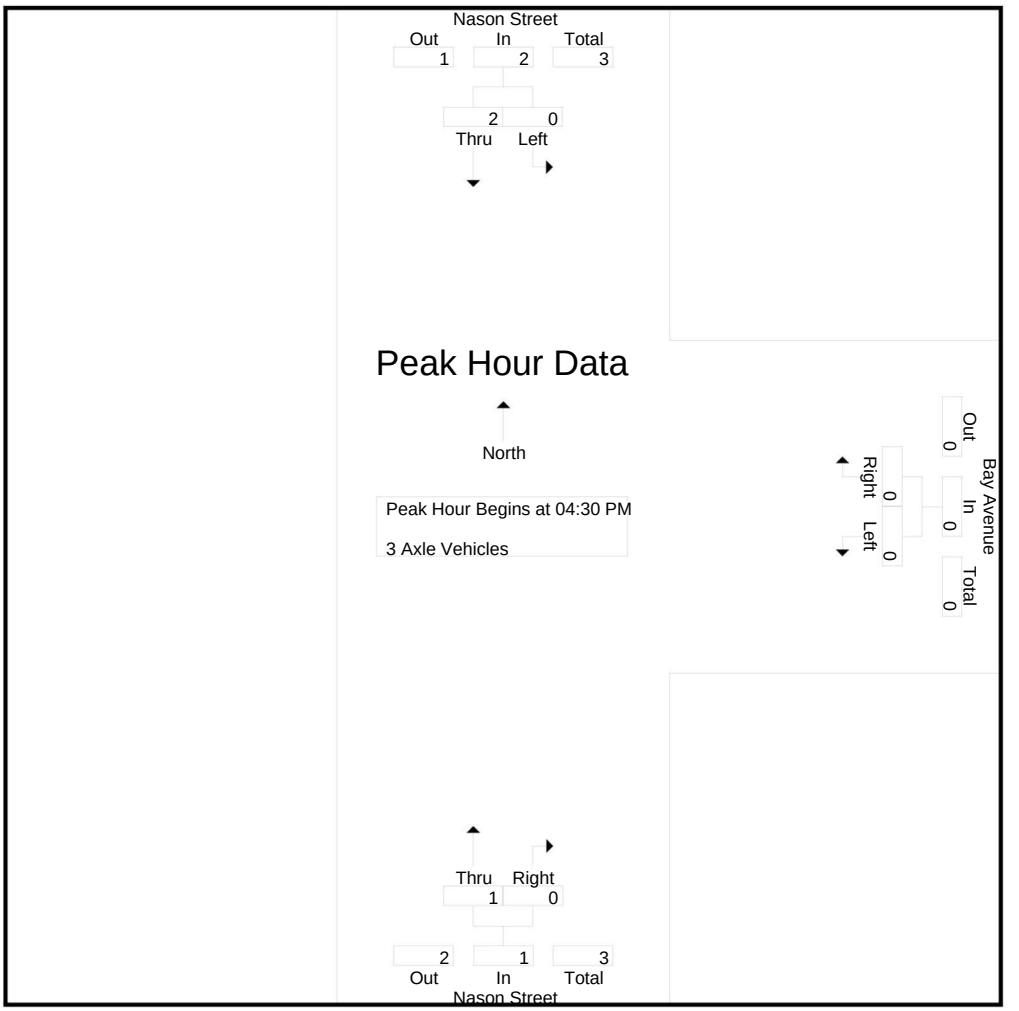
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	2	2	0	0	0	1	0	1	3
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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**	**1**	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	**1**	0	**1**	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	1	0	1	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.750

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

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Groups Printed- 4+ Axle Trucks

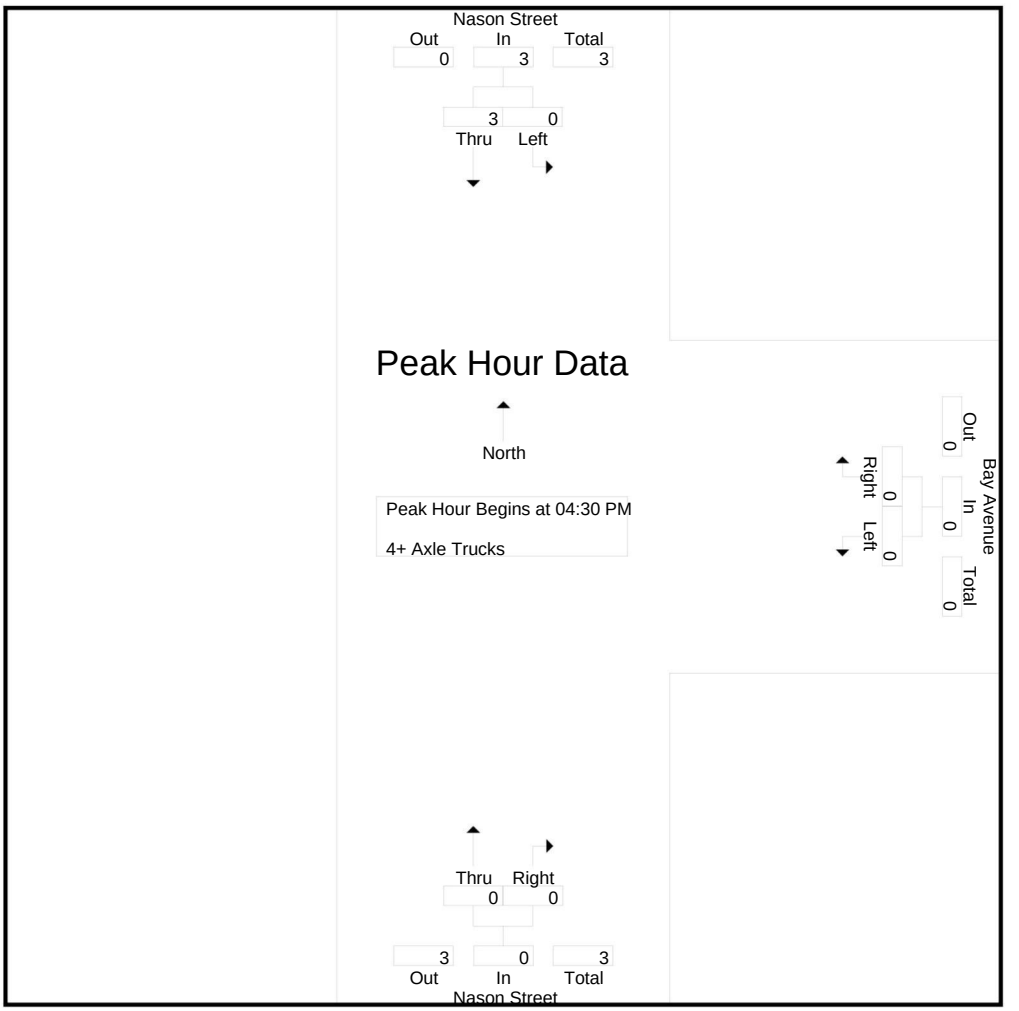
	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	2	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	0	2	0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

	Nason Street Southbound			Bay Avenue Westbound			Nason Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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**	**2**	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	3	3	0	0	0	0	0	0	3
% App. Total	0	100		0	0		0	0		
PHF	.000	.375	.375	.000	.000	.000	.000	.000	.000	.375

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City of Moreno Valley
N/S: Nason Street
E/W: Bay Avenue
Weather: Clear

File Name : 16_MRV_Nas_Bay PM
Site Code : 99924451
Start Date : 5/23/2024
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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		
+0 mins.	0	**2**	**2**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.375	.375	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

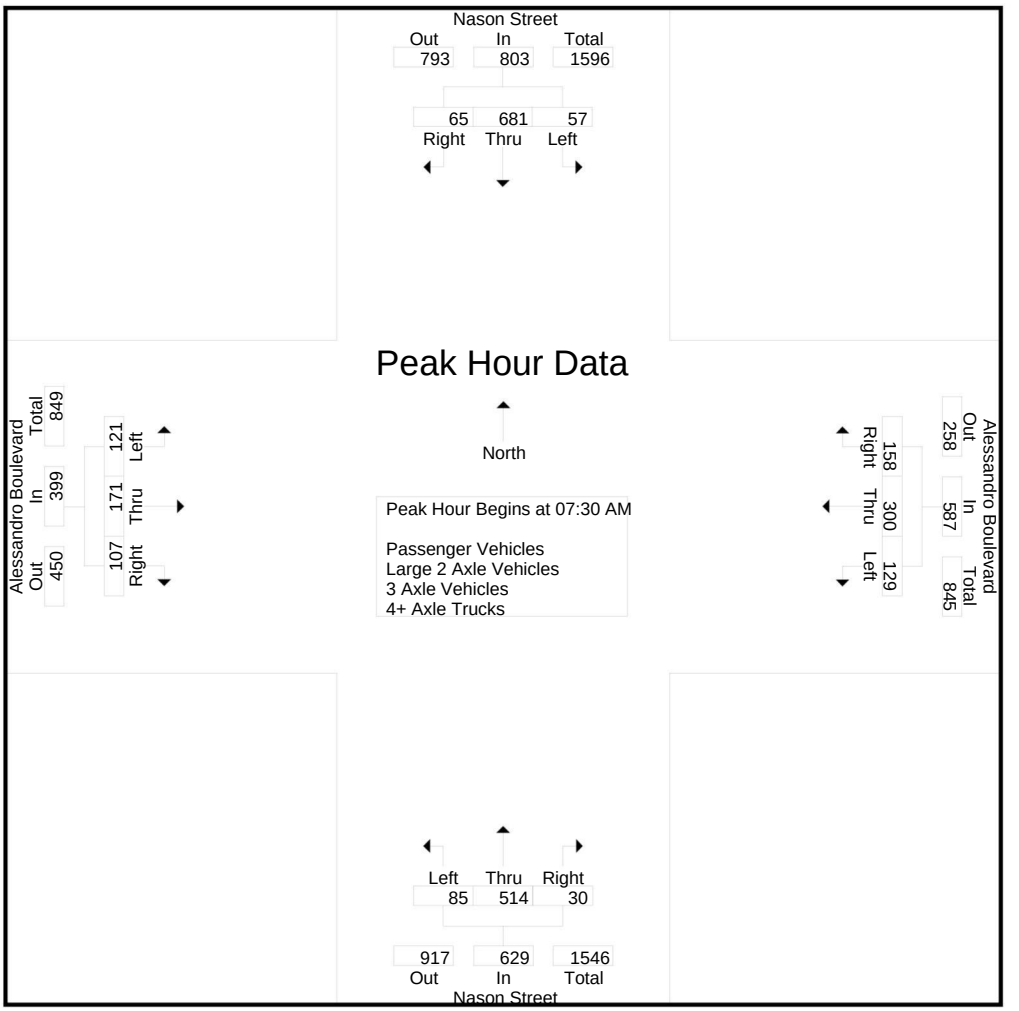
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	132	7	144	23	68	26	117	13	99	3	115	11	22	16	49	425
07:15 AM	10	170	17	197	27	60	28	115	14	99	3	116	38	35	15	88	516
07:30 AM	11	158	15	184	37	70	42	149	15	128	8	151	45	35	26	106	590
07:45 AM	16	210	15	241	41	106	44	191	21	119	9	149	28	48	27	103	684
Total	42	670	54	766	128	304	140	572	63	445	23	531	122	140	84	346	2215
08:00 AM	14	151	14	179	29	68	42	139	20	134	5	159	21	49	21	91	568
08:15 AM	16	162	21	199	22	56	30	108	29	133	8	170	27	39	33	99	576
08:30 AM	21	176	30	227	20	56	21	97	10	134	6	150	22	32	19	73	547
08:45 AM	17	140	4	161	11	41	10	62	14	81	1	96	15	30	20	65	384
Total	68	629	69	766	82	221	103	406	73	482	20	575	85	150	93	328	2075
Grand Total	110	1299	123	1532	210	525	243	978	136	927	43	1106	207	290	177	674	4290
Apprch %	7.2	84.8	8		21.5	53.7	24.8		12.3	83.8	3.9		30.7	43	26.3		
Total %	2.6	30.3	2.9	35.7	4.9	12.2	5.7	22.8	3.2	21.6	1	25.8	4.8	6.8	4.1	15.7	
Passenger Vehicles	104	1273	118	1495	207	506	242	955	130	910	40	1080	200	271	169	640	4170
% Passenger Vehicles	94.5	98	95.9	97.6	98.6	96.4	99.6	97.6	95.6	98.2	93	97.6	96.6	93.4	95.5	95	97.2
Large 2 Axle Vehicles	3	20	2	25	2	9	0	11	6	14	3	23	6	12	7	25	84
% Large 2 Axle Vehicles	2.7	1.5	1.6	1.6	1	1.7	0	1.1	4.4	1.5	7	2.1	2.9	4.1	4	3.7	2
3 Axle Vehicles	0	2	0	2	0	1	0	1	0	0	0	0	0	2	0	2	5
% 3 Axle Vehicles	0	0.2	0	0.1	0	0.2	0	0.1	0	0	0	0	0	0.7	0	0.3	0.1
4+ Axle Trucks	3	4	3	10	1	9	1	11	0	3	0	3	1	5	1	7	31
% 4+ Axle Trucks	2.7	0.3	2.4	0.7	0.5	1.7	0.4	1.1	0	0.3	0	0.3	0.5	1.7	0.6	1	0.7

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	11	158	15	184	37	70	42	149	15	128	8	151	**45**	35	26	**106**	590
07:45 AM	**16**	**210**	15	**241**	**41**	**106**	**44**	**191**	21	119	**9**	149	28	48	27	103	**684**
08:00 AM	14	151	14	179	29	68	42	139	20	**134**	5	159	21	**49**	21	91	568
08:15 AM	16	162	**21**	199	22	56	30	108	**29**	133	8	**170**	27	39	**33**	99	576
Total Volume	57	681	65	803	129	300	158	587	85	514	30	629	121	171	107	399	2418
% App. Total	7.1	84.8	8.1		22	51.1	26.9		13.5	81.7	4.8		30.3	42.9	26.8		
PHF	.891	.811	.774	.833	.787	.708	.898	.768	.733	.959	.833	.925	.672	.872	.811	.941	.884

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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				07:30 AM			
+0 mins.	16	**210**	15	**241**	27	60	28	115	15	128	8	151	**45**	35	26	**106**
+15 mins.	14	151	14	179	37	70	42	149	21	119	**9**	149	28	48	27	103
+30 mins.	16	162	21	199	**41**	**106**	**44**	**191**	20	**134**	5	159	21	**49**	21	91
+45 mins.	**21**	176	**30**	227	29	68	42	139	**29**	133	8	**170**	27	39	**33**	99
Total Volume	67	699	80	846	134	304	156	594	85	514	30	629	121	171	107	399
% App. Total	7.9	82.6	9.5		22.6	51.2	26.3		13.5	81.7	4.8		30.3	42.9	26.8	
PHF	.798	.832	.667	.878	.817	.717	.886	.777	.733	.959	.833	.925	.672	.872	.811	.941

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City of Moreno Valley
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Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

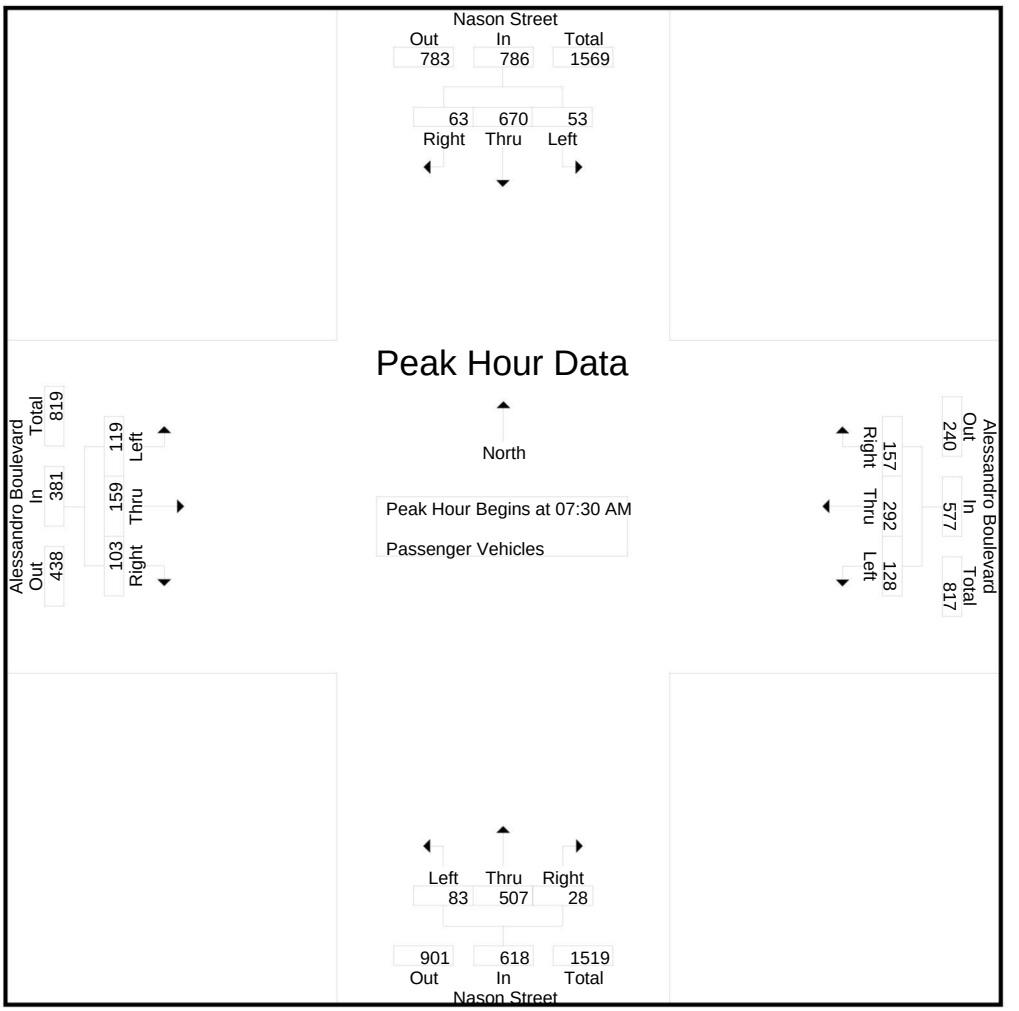
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	130	6	140	21	65	26	112	11	97	3	111	11	21	14	46	409
07:15 AM	10	168	17	195	27	58	28	113	14	98	3	115	34	33	13	80	503
07:30 AM	10	155	14	179	37	70	42	149	15	128	6	149	45	33	26	104	581
07:45 AM	14	208	15	237	41	103	44	188	20	116	9	145	26	46	26	98	668
Total	38	661	52	751	126	296	140	562	60	439	21	520	116	133	79	328	2161
08:00 AM	13	147	13	173	29	66	42	137	20	133	5	158	21	46	21	88	556
08:15 AM	16	160	21	197	21	53	29	103	28	130	8	166	27	34	30	91	557
08:30 AM	21	171	29	221	20	52	21	93	8	134	5	147	21	29	19	69	530
08:45 AM	16	134	3	153	11	39	10	60	14	74	1	89	15	29	20	64	366
Total	66	612	66	744	81	210	102	393	70	471	19	560	84	138	90	312	2009
Grand Total	104	1273	118	1495	207	506	242	955	130	910	40	1080	200	271	169	640	4170
Apprch %	7	85.2	7.9		21.7	53	25.3		12	84.3	3.7		31.2	42.3	26.4		
Total %	2.5	30.5	2.8	35.9	5	12.1	5.8	22.9	3.1	21.8	1	25.9	4.8	6.5	4.1	15.3	

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	155	14	179	37	70	42	149	15	128	6	149	**45**	33	26	**104**	581
07:45 AM	14	**208**	15	**237**	**41**	**103**	**44**	**188**	20	116	**9**	145	26	**46**	26	98	**668**
08:00 AM	13	147	13	173	29	66	42	137	20	**133**	5	158	21	46	21	88	556
08:15 AM	**16**	160	**21**	197	21	53	29	103	**28**	130	8	**166**	27	34	**30**	91	557
Total Volume	53	670	63	786	128	292	157	577	83	507	28	618	119	159	103	381	2362
% App. Total	6.7	85.2	8		22.2	50.6	27.2		13.4	82	4.5		31.2	41.7	27		
PHF	.828	.805	.750	.829	.780	.709	.892	.767	.741	.953	.778	.931	.661	.864	.858	.916	.884

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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	155	14	179	37	70	42	149	15	128	6	149	**45**	33	26	**104**
+15 mins.	14	**208**	15	**237**	**41**	**103**	**44**	**188**	20	116	**9**	145	26	**46**	26	98
+30 mins.	13	147	13	173	29	66	42	137	20	**133**	5	158	21	46	21	88
+45 mins.	**16**	160	**21**	197	21	53	29	103	**28**	130	8	**166**	27	34	**30**	91
Total Volume	53	670	63	786	128	292	157	577	83	507	28	618	119	159	103	381
% App. Total	6.7	85.2	8		22.2	50.6	27.2		13.4	82	4.5		31.2	41.7	27	
PHF	.828	.805	.750	.829	.780	.709	.892	.767	.741	.953	.778	.931	.661	.864	.858	.916

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City of Moreno Valley
N/S: Nason Street
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File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

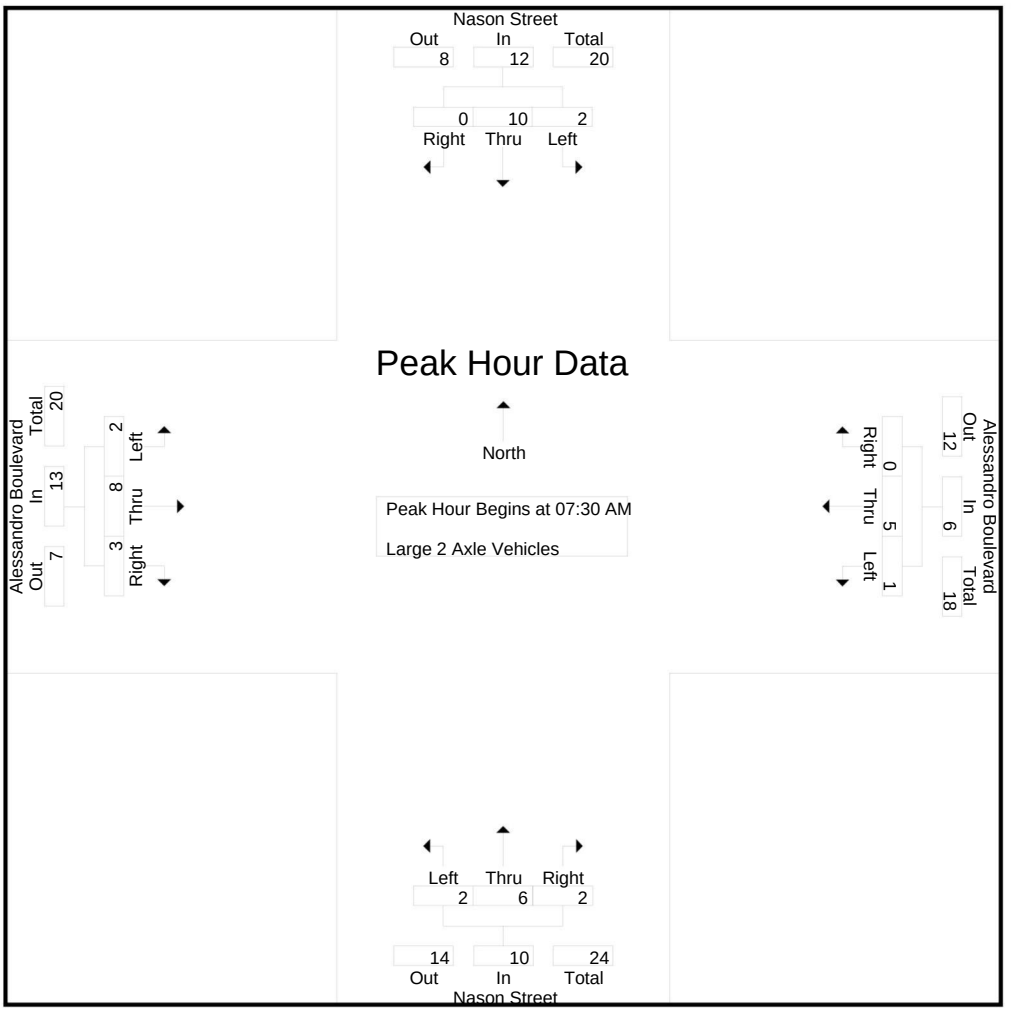
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	1	1	0	2	2	1	0	3	0	0	2	2	9
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	3	2	2	7	9
07:30 AM	0	3	0	3	0	0	0	0	0	0	2	2	0	1	0	1	6
07:45 AM	2	2	0	4	0	2	0	2	1	3	0	4	2	2	0	4	14
Total	3	6	1	10	1	3	0	4	3	5	2	10	5	5	4	14	38
08:00 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	2	0	2	6
08:15 AM	0	2	0	2	1	2	0	3	1	3	0	4	0	3	3	6	15
08:30 AM	0	3	1	4	0	2	0	2	2	0	1	3	1	1	0	2	11
08:45 AM	0	6	0	6	0	1	0	1	0	6	0	6	0	1	0	1	14
Total	0	14	1	15	1	6	0	7	3	9	1	13	1	7	3	11	46
Grand Total	3	20	2	25	2	9	0	11	6	14	3	23	6	12	7	25	84
Apprch %	12	80	8		18.2	81.8	0		26.1	60.9	13		24	48	28		
Total %	3.6	23.8	2.4	29.8	2.4	10.7	0	13.1	7.1	16.7	3.6	27.4	7.1	14.3	8.3	29.8	

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**3**	0	3	0	0	0	0	0	0	**2**	2	0	1	0	1	6
07:45 AM	**2**	2	0	**4**	0	**2**	0	2	**1**	**3**	0	**4**	**2**	2	0	4	14
08:00 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	2	0	2	6
08:15 AM	0	2	0	2	**1**	2	0	**3**	1	3	0	4	0	**3**	**3**	**6**	**15**
Total Volume	2	10	0	12	1	5	0	6	2	6	2	10	2	8	3	13	41
% App. Total	16.7	83.3	0		16.7	83.3	0		20	60	20		15.4	61.5	23.1		
PHF	.250	.833	.000	.750	.250	.625	.000	.500	.500	.500	.250	.625	.250	.667	.250	.542	.683

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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	**3**	0	3	0	0	0	0	0	0	**2**	2	0	1	0	1
+15 mins.	**2**	2	0	**4**	0	**2**	0	2	**1**	**3**	0	**4**	**2**	2	0	4
+30 mins.	0	3	0	3	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	2	0	2	**1**	2	0	**3**	1	3	0	4	0	**3**	**3**	**6**
Total Volume	2	10	0	12	1	5	0	6	2	6	2	10	2	8	3	13
% App. Total	16.7	83.3	0		16.7	83.3	0		20	60	20		15.4	61.5	23.1	
PHF	.250	.833	.000	.750	.250	.625	.000	.500	.500	.500	.250	.625	.250	.667	.250	.542

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File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

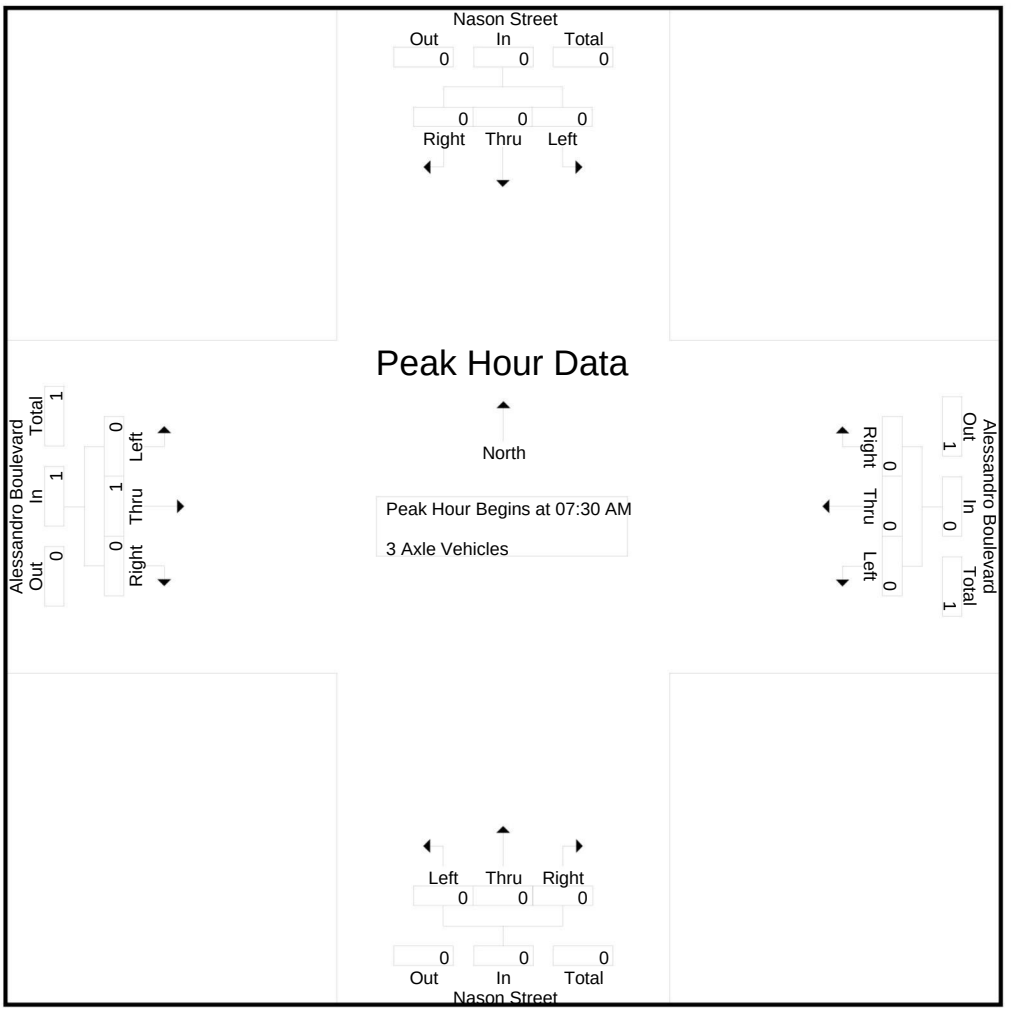
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
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	1	0	1	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Grand Total	0	2	0	2	0	1	0	1	0	0	0	0	0	2	0	2	5
Apprch %	0	100	0		0	100	0		0	0	0		0	100	0		
Total %	0	40	0	40	0	20	0	20	0	0	0	0	0	40	0	40	

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	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	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024



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

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

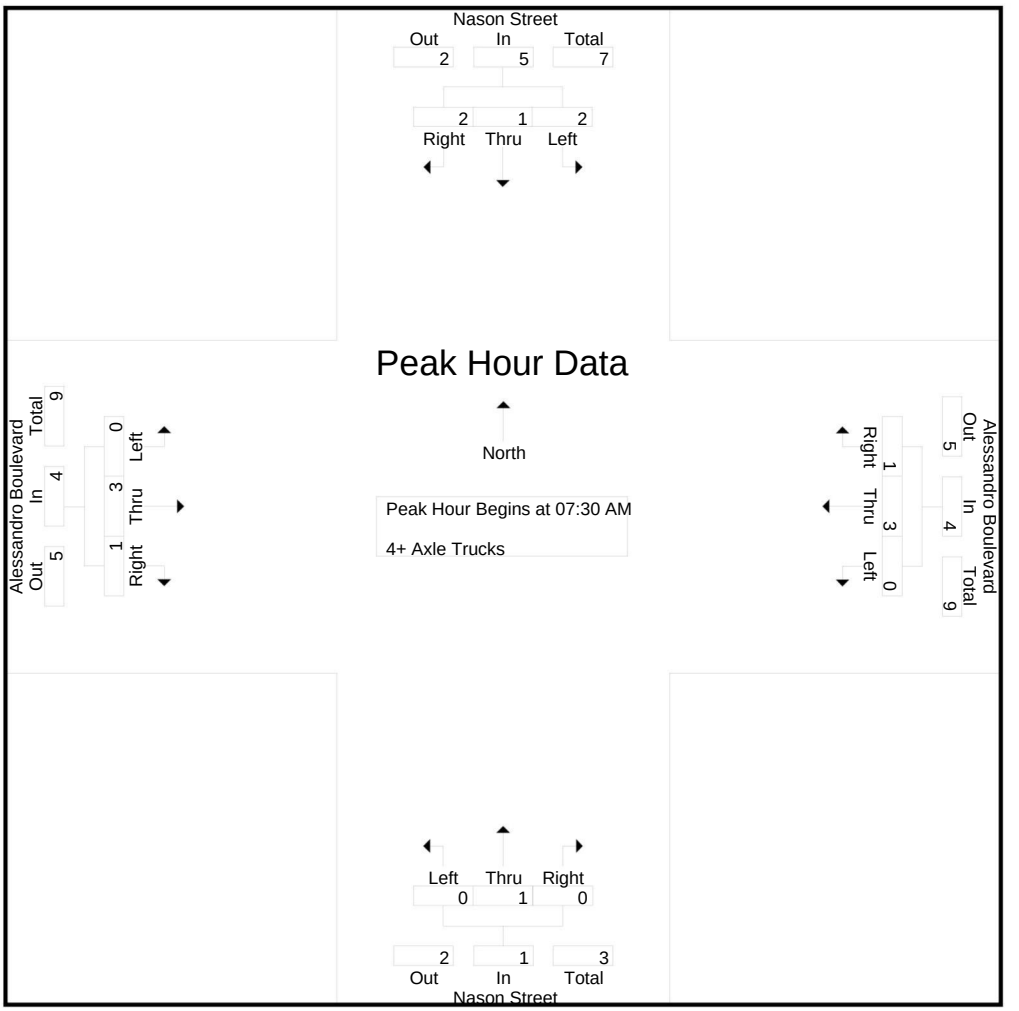
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	1	0	2	0	1	0	1	0	1	0	1	5
07:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	1	0	0	1	4
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	1	2	1	4	1	4	0	5	0	1	0	1	1	2	1	4	14
08:00 AM	1	1	1	3	0	1	0	1	0	1	0	1	0	1	0	1	6
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
08:45 AM	1	0	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Total	2	2	2	6	0	5	1	6	0	2	0	2	0	3	0	3	17
Grand Total	3	4	3	10	1	9	1	11	0	3	0	3	1	5	1	7	31
Apprch %	30	40	30		9.1	81.8	9.1		0	100	0		14.3	71.4	14.3		
Total %	9.7	12.9	9.7	32.3	3.2	29	3.2	35.5	0	9.7	0	9.7	3.2	16.1	3.2	22.6	

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	**1**	2	0	0	0	0	0	0	0	0	0	**1**	0	**1**	3
07:45 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	**1**	1	2
08:00 AM	1	**1**	1	**3**	0	1	0	1	0	**1**	0	**1**	0	1	0	1	**6**
08:15 AM	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	1	0	1	3
Total Volume	2	1	2	5	0	3	1	4	0	1	0	1	0	3	1	4	14
% App. Total	40	20	40		0	75	25		0	100	0		0	75	25		
PHF	.500	.250	.500	.417	.000	.750	.250	.500	.000	.250	.000	.250	.000	.750	.250	1.00	.583

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 17_MRV_Nas_Ales AM
Site Code : 99924451
Start Date : 5/23/2024
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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.	**1**	0	**1**	2	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	**1**	1
+30 mins.	1	**1**	1	**3**	0	1	0	1	0	**1**	0	**1**	0	1	0	1
+45 mins.	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	1	0	1
Total Volume	2	1	2	5	0	3	1	4	0	1	0	1	0	3	1	4
% App. Total	40	20	40		0	75	25		0	100	0		0	75	25	
PHF	.500	.250	.500	.417	.000	.750	.250	.500	.000	.250	.000	.250	.000	.750	.250	1.000

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City of Moreno Valley
N/S: Nason Street
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File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

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

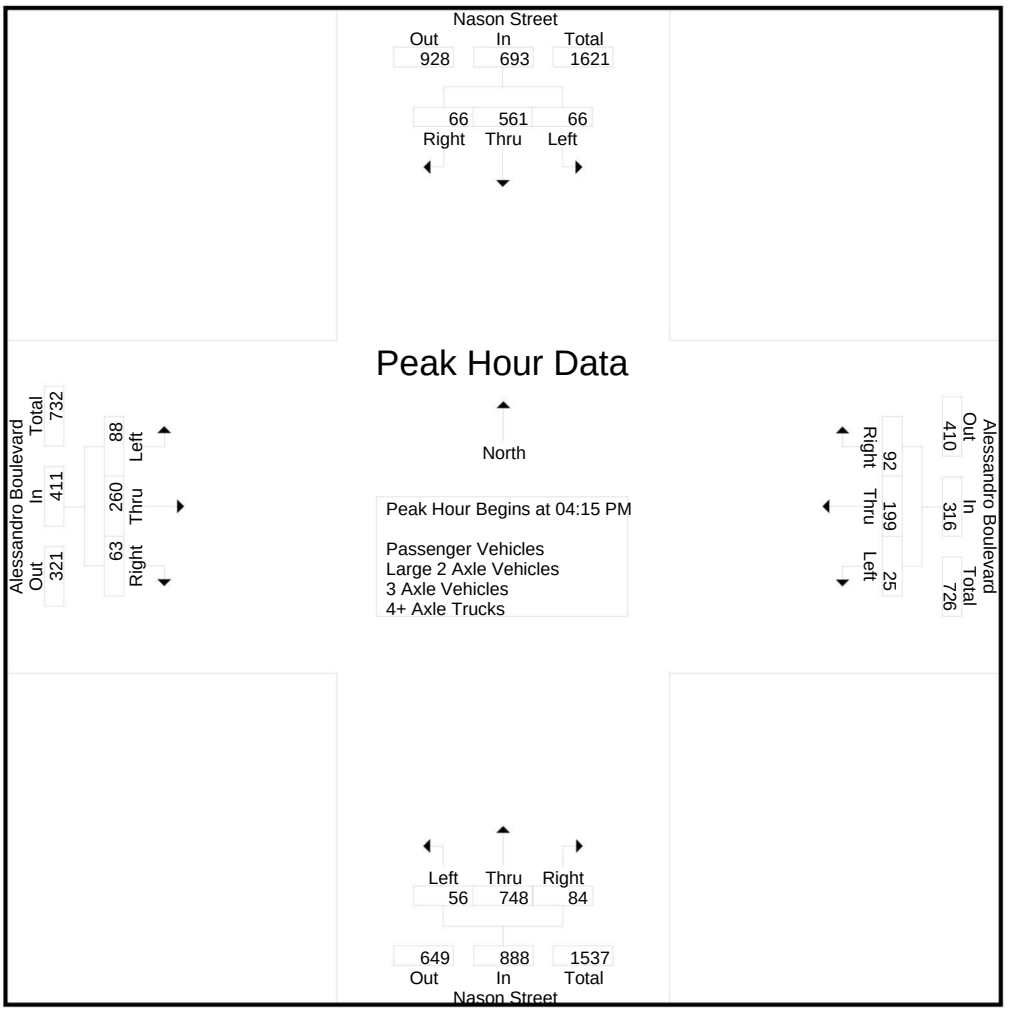
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	126	11	159	11	44	17	72	14	164	17	195	32	45	24	101	527
04:15 PM	24	120	18	162	7	58	28	93	12	161	19	192	18	75	20	113	560
04:30 PM	15	151	13	179	4	48	16	68	16	246	23	285	27	66	20	113	645
04:45 PM	15	154	16	185	9	60	26	95	16	162	20	198	17	58	14	89	567
Total	76	551	58	685	31	210	87	328	58	733	79	870	94	244	78	416	2299
05:00 PM	12	136	19	167	5	33	22	60	12	179	22	213	26	61	9	96	536
05:15 PM	17	153	12	182	8	46	19	73	16	165	10	191	28	68	18	114	560
05:30 PM	22	137	12	171	14	48	24	86	3	165	24	192	25	57	16	98	547
05:45 PM	20	146	25	191	16	37	22	75	11	146	13	170	18	53	13	84	520
Total	71	572	68	711	43	164	87	294	42	655	69	766	97	239	56	392	2163
Grand Total	147	1123	126	1396	74	374	174	622	100	1388	148	1636	191	483	134	808	4462
Apprch %	10.5	80.4	9		11.9	60.1	28		6.1	84.8	9		23.6	59.8	16.6		
Total %	3.3	25.2	2.8	31.3	1.7	8.4	3.9	13.9	2.2	31.1	3.3	36.7	4.3	10.8	3	18.1	
Passenger Vehicles	147	1102	124	1373	72	372	169	613	97	1379	147	1623	188	478	129	795	4404
% Passenger Vehicles	100	98.1	98.4	98.4	97.3	99.5	97.1	98.6	97	99.4	99.3	99.2	98.4	99	96.3	98.4	98.7
Large 2 Axle Vehicles	0	15	1	16	2	2	5	9	3	9	1	13	1	2	5	8	46
% Large 2 Axle Vehicles	0	1.3	0.8	1.1	2.7	0.5	2.9	1.4	3	0.6	0.7	0.8	0.5	0.4	3.7	1	1
3 Axle Vehicles	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% 3 Axle Vehicles	0	0.1	0.8	0.1	0	0	0	0	0	0	0	0	0.5	0	0	0.1	0.1
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	0	0	0	1	3	0	4	9
% 4+ Axle Trucks	0	0.4	0	0.4	0	0	0	0	0	0	0	0	0.5	0.6	0	0.5	0.2

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**24**	120	18	162	7	58	**28**	93	12	161	19	192	18	**75**	**20**	**113**	560
04:30 PM	15	151	13	179	4	48	16	68	**16**	**246**	**23**	**285**	**27**	66	20	113	**645**
04:45 PM	15	**154**	16	**185**	**9**	**60**	26	**95**	16	162	20	198	17	58	14	89	567
05:00 PM	12	136	**19**	167	5	33	22	60	12	179	22	213	26	61	9	96	536
Total Volume	66	561	66	693	25	199	92	316	56	748	84	888	88	260	63	411	2308
% App. Total	9.5	81	9.5		7.9	63	29.1		6.3	84.2	9.5		21.4	63.3	15.3		
PHF	.688	.911	.868	.936	.694	.829	.821	.832	.875	.760	.913	.779	.815	.867	.788	.909	.895

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City of Moreno Valley
N/S: Nason Street
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Weather: Clear

File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
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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:

	04:30 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	15	151	13	179	**11**	44	17	72	12	161	19	192	**32**	45	**24**	101
+15 mins.	15	**154**	16	**185**	7	58	**28**	93	**16**	**246**	**23**	**285**	18	**75**	20	**113**
+30 mins.	12	136	**19**	167	4	48	16	68	16	162	20	198	27	66	20	113
+45 mins.	**17**	153	12	182	9	**60**	26	**95**	12	179	22	213	17	58	14	89
Total Volume	59	594	60	713	31	210	87	328	56	748	84	888	94	244	78	416
% App. Total	8.3	83.3	8.4		9.5	64	26.5		6.3	84.2	9.5		22.6	58.7	18.8	
PHF	.868	.964	.789	.964	.705	.875	.777	.863	.875	.760	.913	.779	.734	.813	.813	.920

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File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- Passenger Vehicles

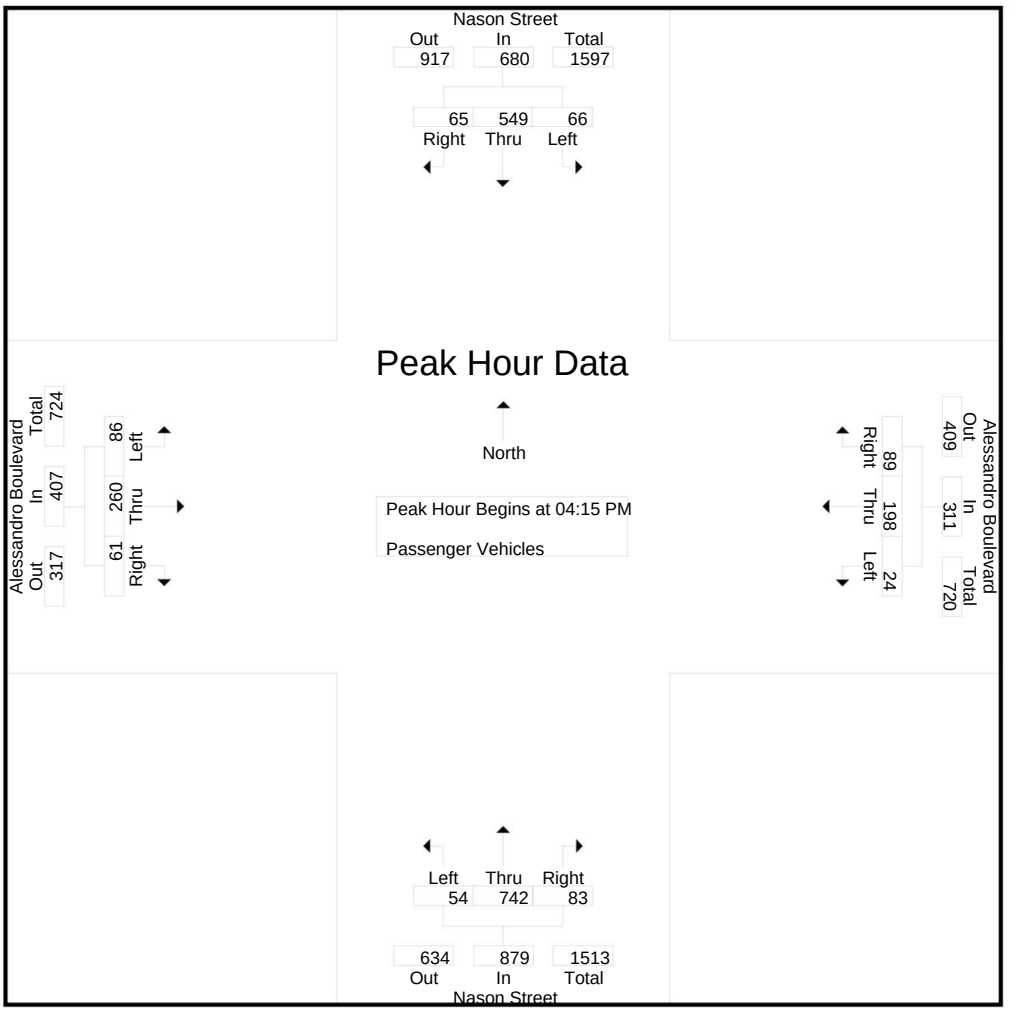
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	123	11	156	11	43	17	71	14	163	17	194	31	44	22	97	518
04:15 PM	24	119	18	161	7	57	27	91	12	159	19	190	18	75	19	112	554
04:30 PM	15	147	12	174	3	48	16	67	16	244	23	283	27	66	20	113	637
04:45 PM	15	150	16	181	9	60	24	93	14	160	19	193	16	58	13	87	554
Total	76	539	57	672	30	208	84	322	56	726	78	860	92	243	74	409	2263
05:00 PM	12	133	19	164	5	33	22	60	12	179	22	213	25	61	9	95	532
05:15 PM	17	150	11	178	8	46	18	72	16	163	10	189	28	67	17	112	551
05:30 PM	22	135	12	169	14	48	24	86	3	165	24	192	25	57	16	98	545
05:45 PM	20	145	25	190	15	37	21	73	10	146	13	169	18	50	13	81	513
Total	71	563	67	701	42	164	85	291	41	653	69	763	96	235	55	386	2141
Grand Total	147	1102	124	1373	72	372	169	613	97	1379	147	1623	188	478	129	795	4404
Apprch %	10.7	80.3	9		11.7	60.7	27.6		6	85	9.1		23.6	60.1	16.2		
Total %	3.3	25	2.8	31.2	1.6	8.4	3.8	13.9	2.2	31.3	3.3	36.9	4.3	10.9	2.9	18.1	

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**24**	119	18	161	7	57	**27**	91	12	159	19	190	18	**75**	19	112	554
04:30 PM	15	147	12	174	3	48	16	67	**16**	**244**	**23**	**283**	**27**	66	**20**	**113**	**637**
04:45 PM	15	**150**	16	**181**	**9**	**60**	24	**93**	14	160	19	193	16	58	13	87	554
05:00 PM	12	133	**19**	164	5	33	22	60	12	179	22	213	25	61	9	95	532
Total Volume	66	549	65	680	24	198	89	311	54	742	83	879	86	260	61	407	2277
% App. Total	9.7	80.7	9.6		7.7	63.7	28.6		6.1	84.4	9.4		21.1	63.9	15		
PHF	.688	.915	.855	.939	.667	.825	.824	.836	.844	.760	.902	.777	.796	.867	.763	.900	.894

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File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**24**	119	18	161	7	57	**27**	91	12	159	19	190	18	**75**	19	112
+15 mins.	15	147	12	174	3	48	16	67	**16**	**244**	**23**	**283**	**27**	66	**20**	**113**
+30 mins.	15	**150**	16	**181**	**9**	**60**	24	**93**	14	160	19	193	16	58	13	87
+45 mins.	12	133	**19**	164	5	33	22	60	12	179	22	213	25	61	9	95
Total Volume	66	549	65	680	24	198	89	311	54	742	83	879	86	260	61	407
% App. Total	9.7	80.7	9.6		7.7	63.7	28.6		6.1	84.4	9.4		21.1	63.9	15	
PHF	.688	.915	.855	.939	.667	.825	.824	.836	.844	.760	.902	.777	.796	.867	.763	.900

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File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
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Groups Printed- Large 2 Axle Vehicles

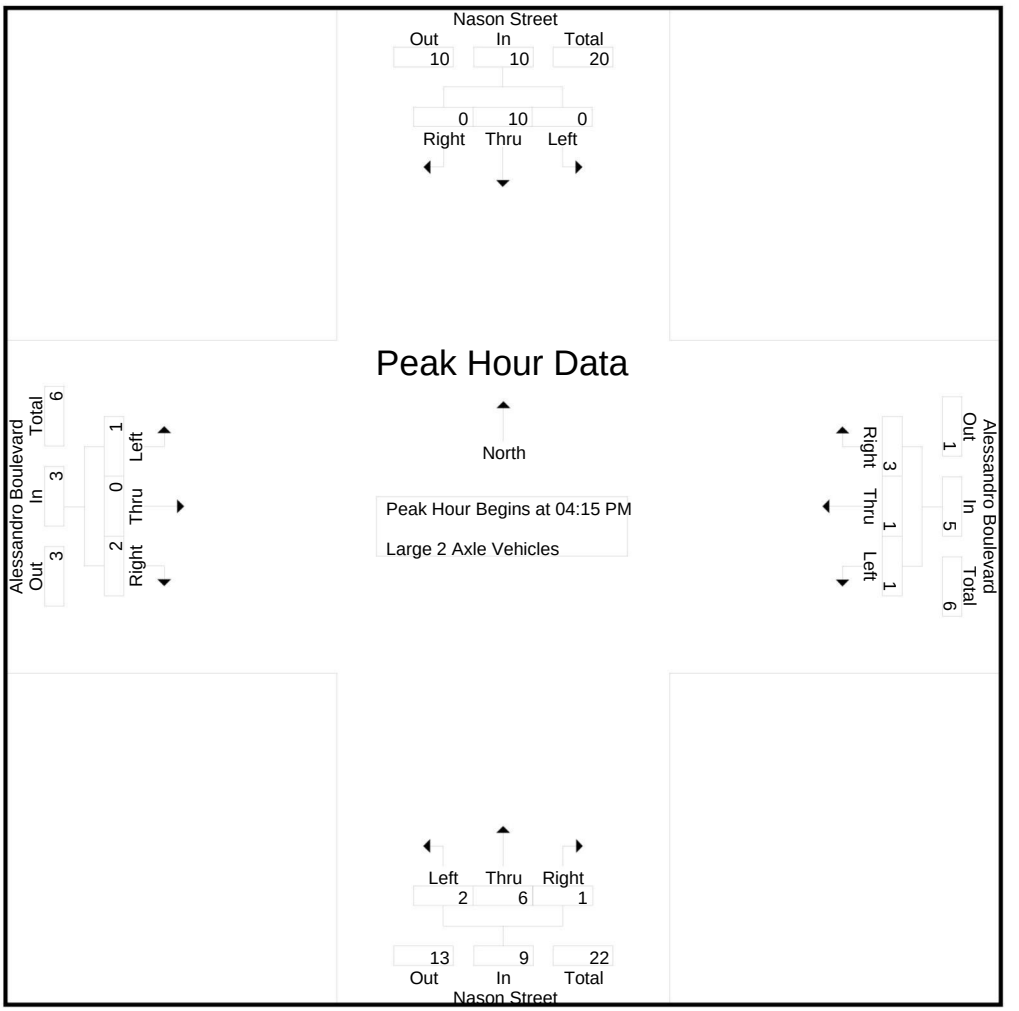
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	2	2	6
04:15 PM	0	1	0	1	0	1	1	2	0	2	0	2	0	0	1	1	6
04:30 PM	0	2	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
04:45 PM	0	4	0	4	0	0	2	2	2	2	1	5	1	0	1	2	13
Total	0	9	0	9	1	2	3	6	2	7	1	10	1	0	4	5	30
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	1	2	0	0	1	1	0	2	0	2	0	0	1	1	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	1	0	1	2	1	0	0	1	0	2	0	2	6
Total	0	6	1	7	1	0	2	3	1	2	0	3	0	2	1	3	16
Grand Total	0	15	1	16	2	2	5	9	3	9	1	13	1	2	5	8	46
Apprch %	0	93.8	6.2		22.2	22.2	55.6		23.1	69.2	7.7		12.5	25	62.5		
Total %	0	32.6	2.2	34.8	4.3	4.3	10.9	19.6	6.5	19.6	2.2	28.3	2.2	4.3	10.9	17.4	

	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	**1**	1	**2**	0	**2**	0	2	0	0	**1**	1	6
04:30 PM	0	2	0	2	**1**	0	0	1	0	2	0	2	0	0	0	0	5
04:45 PM	0	**4**	0	**4**	0	0	**2**	2	**2**	2	**1**	**5**	**1**	0	1	**2**	**13**
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	10	0	10	1	1	3	5	2	6	1	9	1	0	2	3	27
% App. Total	0	100	0		20	20	60		22.2	66.7	11.1		33.3	0	66.7		
PHF	.000	.625	.000	.625	.250	.250	.375	.625	.250	.750	.250	.450	.250	.000	.500	.375	.519

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File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	**1**	1	**2**	0	**2**	0	2	0	0	**1**	1
+15 mins.	0	2	0	2	**1**	0	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	**4**	0	**4**	0	0	**2**	2	**2**	2	**1**	**5**	**1**	0	1	**2**
+45 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	10	0	10	1	1	3	5	2	6	1	9	1	0	2	3
% App. Total	0	100	0		20	20	60		22.2	66.7	11.1		33.3	0	66.7	
PHF	.000	.625	.000	.625	.250	.250	.375	.625	.250	.750	.250	.450	.250	.000	.500	.375

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

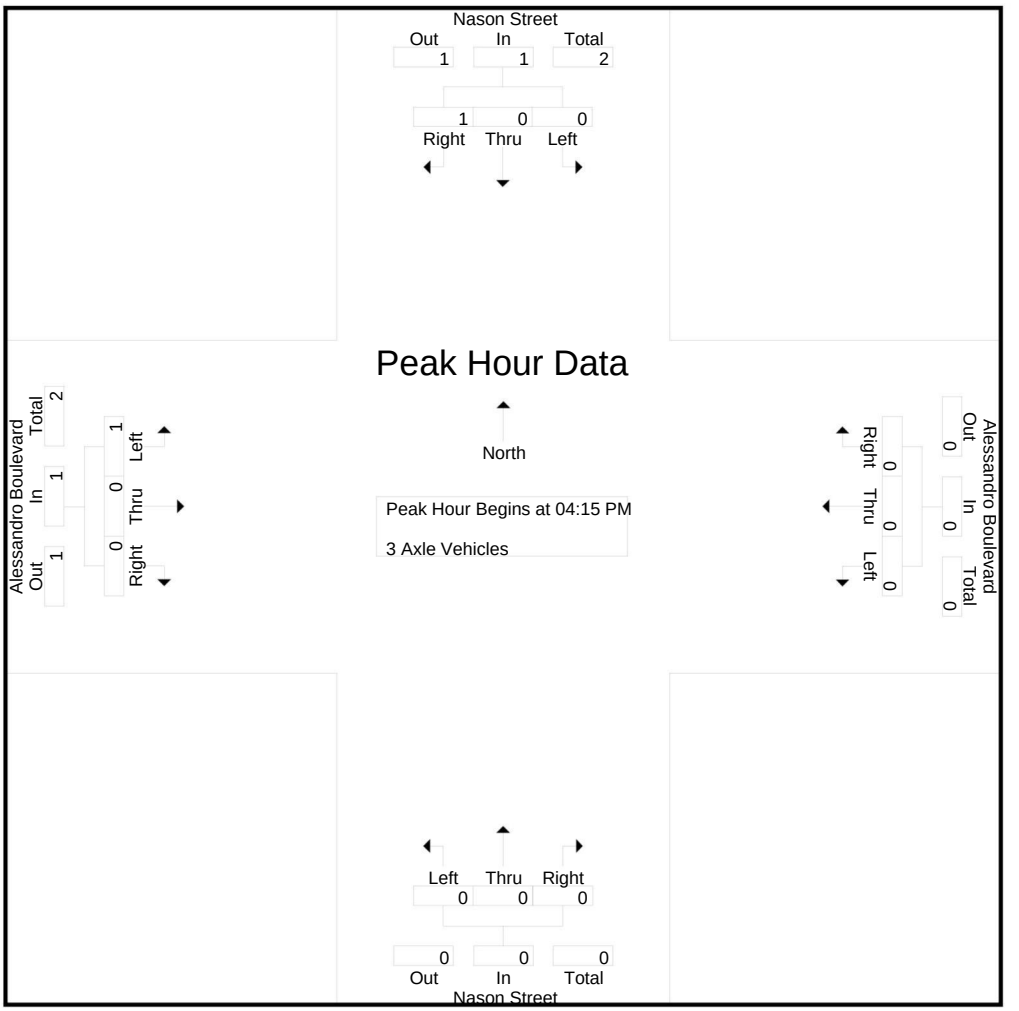
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	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	1	0	0	1	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Apprch %	0	50	50		0	0	0		0	0	0		100	0	0		
Total %	0	33.3	33.3	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

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

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

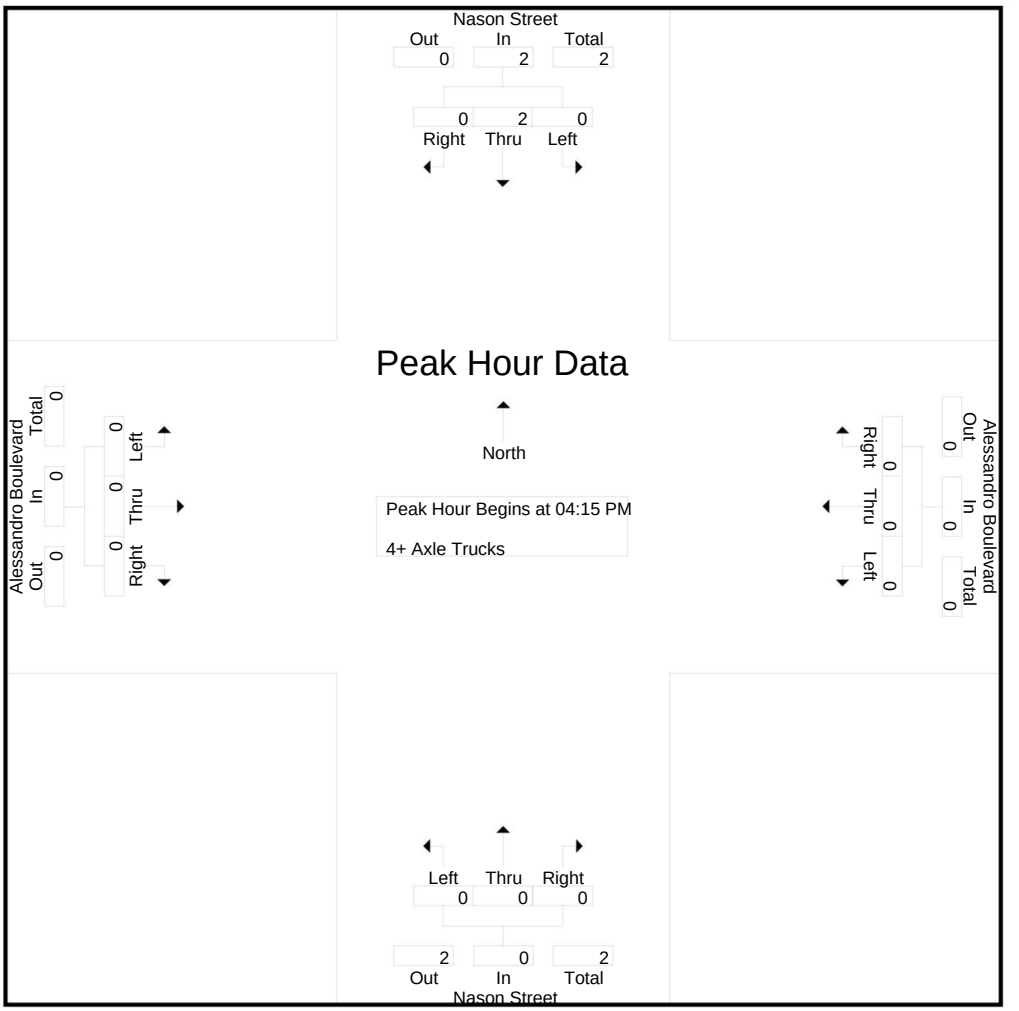
	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Grand Total	0	5	0	5	0	0	0	0	0	0	0	0	1	3	0	4	9
Apprch %	0	100	0		0	0	0		0	0	0		25	75	0		
Total %	0	55.6	0	55.6	0	0	0	0	0	0	0	0	11.1	33.3	0	44.4	

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

Counts Unlimited, Inc.
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City of Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 17_MRV_Nas_Ales PM
Site Code : 99924451
Start Date : 5/23/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Counts Unimited, Inc.

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City of Moreno Valley
Alessandro Boulevard
B/ Chervil Court - Lasselle Street
24 Hour Directional Classification Count

MRV003
Site Code: 999-24451

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	52	6	0	0	0	0	0	0	0	0	0	0	58
01:00	0	31	0	0	0	0	0	0	0	0	0	0	0	31
02:00	1	22	4	0	0	0	0	0	0	0	0	0	0	27
03:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22
04:00	0	40	1	0	0	0	0	0	0	0	0	0	0	41
05:00	0	84	30	1	2	0	0	0	1	0	0	0	0	118
06:00	1	123	49	**4**	1	1	1	0	**5**	0	0	0	0	185
07:00	0	253	45	2	5	0	0	0	2	0	0	0	0	307
08:00	0	283	48	2	2	1	**3**	**2**	3	0	0	0	0	344
09:00	0	223	51	1	**8**	1	3	0	2	0	0	0	0	289
10:00	**2**	255	45	1	6	**3**	3	0	2	0	0	0	0	317
11:00	1	**295**	**73**	1	6	1	3	1	1	0	0	0	0	**382**
12 PM	0	329	59	2	5	1	**1**	0	**5**	0	0	0	0	402
13:00	1	330	62	3	4	**2**	1	0	0	0	0	0	0	403
14:00	2	421	74	**4**	2	1	0	**1**	1	0	0	0	0	506
15:00	1	418	73	2	**9**	2	1	0	1	0	0	0	0	507
16:00	1	**480**	54	2	3	0	0	0	1	0	0	0	0	541
17:00	1	461	**91**	0	1	0	0	0	0	0	0	0	0	**554**
18:00	**3**	412	76	2	0	0	0	0	0	0	0	0	0	493
19:00	1	295	35	1	0	1	0	0	1	0	0	0	0	334
20:00	2	339	38	1	0	0	0	0	0	0	0	0	0	380
21:00	0	251	20	1	0	0	0	0	1	0	0	0	0	273
22:00	3	142	13	1	3	0	0	0	0	0	0	0	0	162
23:00	0	97	8	0	1	0	0	0	0	0	0	0	0	106
Total	20	5658	955	31	58	14	16	4	26	0	0	0	0	6782
Percent	0.3%	83.4%	14.1%	0.5%	0.9%	0.2%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	06:00	09:00	10:00	08:00	08:00	06:00					11:00
Vol.	2	295	73	4	8	3	3	2	5					382
PM Peak	18:00	16:00	17:00	14:00	15:00	13:00	12:00	14:00	12:00					17:00
Vol.	3	480	91	4	9	2	1	1	5					554
Grand Total	20	5658	955	31	58	14	16	4	26	0	0	0	0	6782
Percent	0.3%	83.4%	14.1%	0.5%	0.9%	0.2%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unimited, Inc.

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City of Moreno Valley
Alessandro Boulevard
B/ Chervil Court - Lasselle Street
24 Hour Directional Classification Count

MRV003
Site Code: 999-24451

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	33	5	0	0	0	0	0	0	0	0	0	0	38
01:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
02:00	1	17	2	0	1	0	0	0	0	0	0	0	0	21
03:00	0	57	6	0	0	1	0	0	0	0	0	0	0	64
04:00	0	83	16	1	0	1	0	0	0	0	0	0	0	101
05:00	0	159	34	1	1	1	0	0	**3**	0	0	0	0	199
06:00	0	262	59	1	4	0	0	0	1	1	0	0	0	328
07:00	**3**	**508**	**74**	1	4	1	**2**	**3**	0	**2**	0	0	0	**598**
08:00	1	444	59	**2**	**5**	1	1	2	1	0	0	0	0	516
09:00	0	281	57	1	4	1	2	1	1	0	0	0	0	348
10:00	1	326	53	1	5	**5**	1	1	1	0	0	0	0	394
11:00	1	307	48	0	2	2	2	0	1	0	0	0	0	363
12 PM	0	342	44	**2**	2	1	0	0	1	**1**	0	0	0	393
13:00	1	334	46	1	2	**3**	**1**	0	**3**	0	0	0	0	391
14:00	**2**	365	83	0	3	2	1	0	1	0	0	0	0	457
15:00	0	**413**	**87**	1	**6**	1	1	**1**	0	0	0	0	0	**510**
16:00	0	357	67	1	4	1	1	0	0	0	0	0	0	431
17:00	1	360	50	1	1	1	1	0	0	0	0	0	0	415
18:00	0	275	38	0	2	0	0	0	0	0	0	0	0	315
19:00	1	212	41	2	0	0	0	0	0	0	0	0	0	256
20:00	2	205	27	1	0	0	0	0	0	0	0	0	0	235
21:00	1	173	19	1	0	0	0	0	0	0	0	0	0	194
22:00	0	109	10	0	1	0	0	0	0	0	0	0	0	120
23:00	2	77	3	0	0	0	0	0	2	0	0	0	0	84
Total	17	5729	932	18	47	22	13	8	15	4	0	0	0	6805
Percent	0.2%	84.2%	13.7%	0.3%	0.7%	0.3%	0.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	08:00	10:00	07:00	07:00	05:00	07:00				07:00
Vol.	3	508	74	2	5	5	2	3	3	2				598
PM Peak	14:00	15:00	15:00	12:00	15:00	13:00	13:00	15:00	13:00	12:00				15:00
Vol.	2	413	87	2	6	3	1	1	3	1				510
Grand Total	17	5729	932	18	47	22	13	8	15	4	0	0	0	6805
Percent	0.2%	84.2%	13.7%	0.3%	0.7%	0.3%	0.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Chervil Court - Lasselle Street
24 Hour Directional Classification Count

MRV003
Site Code: 999-24451

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	85	11	0	0	0	0	0	0	0	0	0	0	96
01:00	0	61	4	0	0	0	0	0	0	0	0	0	0	65
02:00	2	39	6	0	1	0	0	0	0	0	0	0	0	48
03:00	0	79	6	0	0	1	0	0	0	0	0	0	0	86
04:00	0	123	17	1	0	1	0	0	0	0	0	0	0	142
05:00	0	243	64	2	3	1	0	0	4	0	0	0	0	317
06:00	1	385	108	**5**	5	1	1	0	**6**	1	0	0	0	513
07:00	**3**	**761**	119	3	9	1	2	3	2	**2**	0	0	0	**905**
08:00	1	727	107	4	7	2	4	**4**	4	0	0	0	0	860
09:00	0	504	108	2	**12**	2	**5**	1	3	0	0	0	0	637
10:00	3	581	98	2	11	**8**	4	1	3	0	0	0	0	711
11:00	2	602	**121**	1	8	3	5	1	2	0	0	0	0	745
12 PM	0	671	103	**4**	7	2	1	0	**6**	**1**	0	0	0	795
13:00	2	664	108	4	6	**5**	**2**	0	3	0	0	0	0	794
14:00	**4**	786	157	4	5	3	1	**1**	2	0	0	0	0	963
15:00	1	831	**160**	3	**15**	3	2	1	1	0	0	0	0	**1017**
16:00	1	**837**	121	3	7	1	1	0	1	0	0	0	0	972
17:00	2	821	141	1	2	1	1	0	0	0	0	0	0	969
18:00	3	687	114	2	2	0	0	0	0	0	0	0	0	808
19:00	2	507	76	3	0	1	0	0	1	0	0	0	0	590
20:00	4	544	65	2	0	0	0	0	0	0	0	0	0	615
21:00	1	424	39	2	0	0	0	0	1	0	0	0	0	467
22:00	3	251	23	1	4	0	0	0	0	0	0	0	0	282
23:00	2	174	11	0	1	0	0	0	2	0	0	0	0	190
Total	37	11387	1887	49	105	36	29	12	41	4	0	0	0	13587
Percent	0.3%	83.8%	13.9%	0.4%	0.8%	0.3%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00	06:00	09:00	10:00	09:00	08:00	06:00	07:00				07:00
Vol.	3	761	121	5	12	8	5	4	6	2				905
PM Peak	14:00	16:00	15:00	12:00	15:00	13:00	13:00	14:00	12:00	12:00				15:00
Vol.	4	837	160	4	15	5	2	1	6	1				1017
Grand Total	37	11387	1887	49	105	36	29	12	41	4	0	0	0	13587
Percent	0.3%	83.8%	13.9%	0.4%	0.8%	0.3%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Darwin Drive - Morrison Street
24 Hour Directional Classification Count

MRV005
Site Code: 999-24451

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	36	2	0	0	0	0	0	0	0	0	0	0	38
01:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
02:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
03:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
04:00	0	35	12	0	1	0	0	0	0	0	0	0	0	48
05:00	0	68	14	1	1	0	0	0	1	0	0	0	0	85
06:00	0	100	27	**4**	2	0	0	0	3	**1**	0	0	0	137
07:00	0	201	**48**	2	2	0	1	0	1	0	0	0	0	255
08:00	0	**270**	42	1	1	0	1	**2**	**4**	0	0	0	0	**321**
09:00	0	164	39	1	**12**	0	**2**	1	2	0	0	0	0	221
10:00	**2**	173	42	1	6	0	1	0	3	0	0	0	0	228
11:00	0	216	48	1	5	0	2	2	1	0	0	0	0	275
12 PM	0	233	46	1	5	**1**	0	0	3	0	0	0	0	289
13:00	1	251	52	3	6	0	**2**	0	**4**	0	0	0	0	319
14:00	2	328	59	**6**	5	1	0	1	1	0	0	0	0	403
15:00	1	346	**76**	4	**8**	1	0	**2**	0	**1**	0	0	0	439
16:00	0	**387**	63	3	3	0	0	1	0	0	0	0	0	**457**
17:00	0	322	66	0	0	0	0	0	0	0	0	0	0	388
18:00	1	357	50	2	3	0	0	0	0	0	0	0	0	413
19:00	0	244	39	1	0	1	0	0	1	0	0	0	0	286
20:00	0	221	35	1	1	0	0	0	0	0	0	0	0	258
21:00	0	185	34	1	0	0	0	0	1	0	0	0	0	221
22:00	**3**	86	12	1	0	0	0	0	0	0	0	0	0	102
23:00	0	65	11	0	1	0	0	0	0	0	0	0	0	77
Total	10	4344	827	34	62	4	9	9	25	2	0	0	0	5326
Percent	0.2%	81.6%	15.5%	0.6%	1.2%	0.1%	0.2%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	06:00	09:00		09:00	08:00	08:00	06:00				08:00
Vol.	2	270	48	4	12		2	2	4	1				321
PM Peak	22:00	16:00	15:00	14:00	15:00	12:00	13:00	15:00	13:00	15:00				16:00
Vol.	3	387	76	6	8	1	2	2	4	1				457
Grand Total	10	4344	827	34	62	4	9	9	25	2	0	0	0	5326
Percent	0.2%	81.6%	15.5%	0.6%	1.2%	0.1%	0.2%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unimited, Inc.

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City of Moreno Valley
Alessandro Boulevard
B/ Darwin Drive - Morrison Street
24 Hour Directional Classification Count

MRV005
Site Code: 999-24451

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	33	4	0	1	0	0	0	0	0	0	0	0	38
01:00	0	27	2	0	1	0	0	0	0	0	0	0	0	30
02:00	0	13	2	0	0	0	0	0	1	0	0	0	0	16
03:00	1	33	2	0	0	1	0	0	0	0	0	0	0	37
04:00	0	56	7	1	0	1	0	0	0	0	0	0	0	65
05:00	0	105	21	1	1	1	0	0	**3**	0	0	0	0	132
06:00	0	180	48	1	4	0	0	0	1	1	0	0	0	235
07:00	1	**303**	**57**	0	3	1	**3**	0	2	**2**	0	0	0	**372**
08:00	1	266	46	**3**	5	0	1	0	2	0	0	0	0	324
09:00	0	183	34	2	4	0	1	0	1	0	0	0	0	225
10:00	**3**	181	32	2	**6**	**2**	0	0	1	1	0	0	0	228
11:00	0	189	31	1	2	1	0	0	1	0	0	0	0	225
12 PM	0	212	35	2	1	1	0	0	0	0	0	0	0	251
13:00	1	201	30	1	2	**2**	1	0	**3**	0	0	0	0	241
14:00	1	245	40	**3**	3	1	0	**1**	2	0	0	0	0	296
15:00	1	**313**	**47**	2	**5**	0	1	0	0	0	0	0	0	**369**
16:00	0	220	35	2	3	0	**2**	0	0	0	0	0	0	262
17:00	1	205	31	1	3	0	1	0	0	0	0	0	0	242
18:00	0	196	21	0	0	0	0	0	0	0	0	0	0	217
19:00	1	158	41	2	2	0	0	0	0	0	0	0	0	204
20:00	1	176	19	1	0	0	0	0	0	0	0	0	0	197
21:00	1	148	16	1	0	0	0	0	0	0	0	0	0	166
22:00	1	100	12	0	0	2	0	0	0	0	0	0	0	115
23:00	**2**	66	7	0	1	0	0	0	2	0	0	0	0	78
Total	16	3809	620	26	47	13	10	1	19	4	0	0	0	4565
Percent	0.4%	83.4%	13.6%	0.6%	1.0%	0.3%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	10:00	10:00	07:00		05:00	07:00				07:00
Vol.	3	303	57	3	6	2	3		3	2				372
PM Peak	23:00	15:00	15:00	14:00	15:00	13:00	16:00	14:00	13:00					15:00
Vol.	2	313	47	3	5	2	2	1	3					369
Grand Total	16	3809	620	26	47	13	10	1	19	4	0	0	0	4565
Percent	0.4%	83.4%	13.6%	0.6%	1.0%	0.3%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Darwin Drive - Morrison Street
24 Hour Directional Classification Count

MRV005
Site Code: 999-24451

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	69	6	0	1	0	0	0	0	0	0	0	0	76
01:00	0	48	6	0	1	0	0	0	0	0	0	0	0	55
02:00	0	30	5	0	0	0	0	0	1	0	0	0	0	36
03:00	1	51	5	0	0	1	0	0	0	0	0	0	0	58
04:00	0	91	19	1	1	1	0	0	0	0	0	0	0	113
05:00	0	173	35	2	2	1	0	0	4	0	0	0	0	217
06:00	0	280	75	**5**	6	0	0	0	4	**2**	0	0	0	372
07:00	1	504	**105**	2	5	1	**4**	0	3	2	0	0	0	627
08:00	1	**536**	88	4	6	0	2	**2**	**6**	0	0	0	0	**645**
09:00	0	347	73	3	**16**	0	3	1	3	0	0	0	0	446
10:00	**5**	354	74	3	12	**2**	1	0	4	1	0	0	0	456
11:00	0	405	79	2	7	1	2	2	2	0	0	0	0	500
12 PM	0	445	81	3	6	**2**	0	0	3	0	0	0	0	540
13:00	2	452	82	4	8	2	**3**	0	**7**	0	0	0	0	560
14:00	3	573	99	**9**	8	2	0	**2**	3	0	0	0	0	699
15:00	2	**659**	**123**	6	**13**	1	1	2	0	**1**	0	0	0	**808**
16:00	0	607	98	5	6	0	2	1	0	0	0	0	0	719
17:00	1	527	97	1	3	0	1	0	0	0	0	0	0	630
18:00	1	553	71	2	3	0	0	0	0	0	0	0	0	630
19:00	1	402	80	3	2	1	0	0	1	0	0	0	0	490
20:00	1	397	54	2	1	0	0	0	0	0	0	0	0	455
21:00	1	333	50	2	0	0	0	0	1	0	0	0	0	387
22:00	**4**	186	24	1	0	2	0	0	0	0	0	0	0	217
23:00	2	131	18	0	2	0	0	0	2	0	0	0	0	155
Total	26	8153	1447	60	109	17	19	10	44	6	0	0	0	9891
Percent	0.3%	82.4%	14.6%	0.6%	1.1%	0.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	06:00	09:00	10:00	07:00	08:00	08:00	06:00				08:00
Vol.	5	536	105	5	16	2	4	2	6	2				645
PM Peak	22:00	15:00	15:00	14:00	15:00	12:00	13:00	14:00	13:00	15:00				15:00
Vol.	4	659	123	9	13	2	3	2	7	1				808
Grand Total	26	8153	1447	60	109	17	19	10	44	6	0	0	0	9891
Percent	0.3%	82.4%	14.6%	0.6%	1.1%	0.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Kitching Street - Chervil Court
24 Hour Directional Classification Count

MRV002
Site Code: 999-24451

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	51	6	0	0	0	0	0	0	0	0	0	0	57
01:00	0	36	0	0	0	0	0	0	0	0	0	0	0	36
02:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
03:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
04:00	0	42	2	0	0	0	0	0	0	0	0	0	0	44
05:00	0	100	19	1	2	1	0	0	0	0	0	0	0	123
06:00	**1**	141	47	**4**	1	2	1	0	**4**	**1**	0	0	0	202
07:00	0	303	48	2	**6**	1	0	0	1	0	0	0	0	361
08:00	0	310	54	3	2	0	**4**	1	3	0	0	0	0	377
09:00	0	259	49	1	5	**4**	0	0	3	0	0	0	0	321
10:00	0	286	55	1	5	2	2	0	3	0	0	0	0	354
11:00	0	**311**	**71**	1	5	2	1	**2**	1	0	0	0	0	**394**
12 PM	0	352	55	2	5	1	1	2	**4**	0	0	0	0	422
13:00	0	357	72	3	**7**	0	0	**3**	0	0	0	0	0	442
14:00	2	483	86	**4**	5	0	0	2	1	0	0	0	0	583
15:00	1	453	78	4	7	1	**2**	2	0	0	0	0	0	548
16:00	0	**509**	73	1	4	0	0	1	0	0	0	0	0	588
17:00	1	498	**95**	0	0	0	0	0	0	0	0	0	0	**594**
18:00	**3**	446	64	1	1	0	0	0	0	0	0	0	0	515
19:00	0	347	34	1	0	**6**	0	0	1	0	0	0	0	389
20:00	0	393	17	0	0	0	0	0	0	0	0	0	0	410
21:00	0	348	11	1	0	0	0	0	0	0	0	0	0	360
22:00	0	186	12	0	1	0	0	0	0	0	0	0	0	199
23:00	0	115	9	0	0	0	0	0	0	0	0	0	0	124
Total	8	6373	960	30	56	20	11	13	21	1	0	0	0	7493
Percent	0.1%	85.1%	12.8%	0.4%	0.7%	0.3%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	06:00	07:00	09:00	08:00	11:00	06:00	06:00				11:00
Vol.	1	311	71	4	6	4	4	2	4	1				394
PM Peak	18:00	16:00	17:00	14:00	13:00	19:00	15:00	13:00	12:00					17:00
Vol.	3	509	95	4	7	6	2	3	4					594
Grand Total	8	6373	960	30	56	20	11	13	21	1	0	0	0	7493
Percent	0.1%	85.1%	12.8%	0.4%	0.7%	0.3%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Kitching Street - Chervil Court
24 Hour Directional Classification Count

MRV002
Site Code: 999-24451

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	38	3	0	1	0	0	0	0	0	0	0	0	42
01:00	0	32	3	0	0	0	0	0	0	0	0	0	0	35
02:00	1	18	3	0	0	0	0	0	1	0	0	0	0	23
03:00	0	60	12	0	0	1	0	0	0	0	0	0	0	73
04:00	0	100	21	1	0	1	0	0	0	0	0	0	0	123
05:00	0	168	64	1	0	1	0	0	**3**	0	0	0	0	237
06:00	0	259	70	1	4	0	0	0	1	1	0	0	0	336
07:00	2	**570**	**83**	1	4	2	**2**	**1**	1	**2**	0	0	0	**668**
08:00	2	466	71	**3**	4	2	2	0	2	0	0	0	0	552
09:00	0	310	66	1	**5**	2	1	0	2	0	0	0	0	387
10:00	**3**	326	63	1	5	**5**	0	1	2	0	0	0	0	406
11:00	1	336	66	1	1	2	2	0	1	0	0	0	0	410
12 PM	0	410	57	**2**	3	1	1	0	1	**1**	0	0	0	476
13:00	1	365	53	1	2	**3**	1	0	**3**	0	0	0	0	429
14:00	**3**	414	90	1	5	2	2	0	1	0	0	0	0	518
15:00	0	**437**	**91**	2	5	3	2	**2**	0	0	0	0	0	**542**
16:00	0	421	84	2	**8**	0	**3**	0	0	0	0	0	0	518
17:00	1	397	55	1	2	0	2	0	0	0	0	0	0	458
18:00	0	291	40	0	1	0	0	0	0	0	0	0	0	332
19:00	0	233	57	2	1	0	0	0	0	0	0	0	0	293
20:00	1	244	28	1	0	0	0	0	0	0	0	0	0	274
21:00	2	177	21	1	0	0	0	0	0	0	0	0	0	201
22:00	0	110	11	0	0	1	0	0	0	0	0	0	0	122
23:00	2	79	5	0	1	0	0	0	2	0	0	0	0	89
Total	19	6261	1117	23	52	26	18	4	20	4	0	0	0	7544
Percent	0.3%	83.0%	14.8%	0.3%	0.7%	0.3%	0.2%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	09:00	10:00	07:00	07:00	05:00	07:00				07:00
Vol.	3	570	83	3	5	5	2	1	3	2				668
PM Peak	14:00	15:00	15:00	12:00	16:00	13:00	16:00	15:00	13:00	12:00				15:00
Vol.	3	437	91	2	8	3	3	2	3	1				542
Grand Total	19	6261	1117	23	52	26	18	4	20	4	0	0	0	7544
Percent	0.3%	83.0%	14.8%	0.3%	0.7%	0.3%	0.2%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Kitching Street - Chervil Court
24 Hour Directional Classification Count

MRV002
Site Code: 999-24451

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	89	9	0	1	0	0	0	0	0	0	0	0	99
01:00	0	68	3	0	0	0	0	0	0	0	0	0	0	71
02:00	1	46	5	0	0	0	0	0	1	0	0	0	0	53
03:00	0	79	13	0	0	1	0	0	0	0	0	0	0	93
04:00	0	142	23	1	0	1	0	0	0	0	0	0	0	167
05:00	0	268	83	2	2	2	0	0	3	0	0	0	0	360
06:00	1	400	117	5	5	2	1	0	**5**	**2**	0	0	0	538
07:00	2	**873**	131	3	**10**	3	2	1	2	2	0	0	0	**1029**
08:00	2	776	125	**6**	6	2	**6**	1	5	0	0	0	0	929
09:00	0	569	115	2	10	6	1	0	5	0	0	0	0	708
10:00	**3**	612	118	2	10	**7**	2	1	5	0	0	0	0	760
11:00	1	647	**137**	2	6	4	3	**2**	2	0	0	0	0	804
12 PM	0	762	112	4	8	2	2	2	**5**	**1**	0	0	0	898
13:00	1	722	125	4	9	3	1	3	3	0	0	0	0	871
14:00	**5**	897	**176**	5	10	2	2	2	2	0	0	0	0	1101
15:00	1	890	169	**6**	**12**	4	**4**	**4**	0	0	0	0	0	1090
16:00	0	**930**	157	3	12	0	3	1	0	0	0	0	0	**1106**
17:00	2	895	150	1	2	0	2	0	0	0	0	0	0	1052
18:00	3	737	104	1	2	0	0	0	0	0	0	0	0	847
19:00	0	580	91	3	1	**6**	0	0	1	0	0	0	0	682
20:00	1	637	45	1	0	0	0	0	0	0	0	0	0	684
21:00	2	525	32	2	0	0	0	0	0	0	0	0	0	561
22:00	0	296	23	0	1	1	0	0	0	0	0	0	0	321
23:00	2	194	14	0	1	0	0	0	2	0	0	0	0	213
Total	27	12634	2077	53	108	46	29	17	41	5	0	0	0	15037
Percent	0.2%	84.0%	13.8%	0.4%	0.7%	0.3%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	11:00	08:00	07:00	10:00	08:00	11:00	06:00	06:00				07:00
Vol.	3	873	137	6	10	7	6	2	5	2				1029
PM Peak	14:00	16:00	14:00	15:00	15:00	19:00	15:00	15:00	12:00	12:00				16:00
Vol.	5	930	176	6	12	6	4	4	5	1				1106
Grand Total	27	12634	2077	53	108	46	29	17	41	5	0	0	0	15037
Percent	0.2%	84.0%	13.8%	0.4%	0.7%	0.3%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Lasselle Street - Darwin Drive
24 Hour Directional Classification Count

MRV004
Site Code: 999-24451

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	34	2	0	0	0	0	0	0	0	0	0	0	36
01:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
02:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
03:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
04:00	0	40	6	0	1	0	0	0	0	0	0	0	0	47
05:00	0	77	16	1	1	0	0	0	1	0	0	0	0	96
06:00	0	101	27	**4**	2	**1**	0	0	**4**	0	0	0	0	139
07:00	0	202	47	2	6	0	1	0	2	0	0	0	0	260
08:00	0	**275**	39	2	2	0	1	**2**	3	0	0	0	0	**324**
09:00	0	162	39	1	**11**	0	**2**	0	2	0	0	0	0	217
10:00	**2**	172	41	1	5	1	2	0	2	0	0	0	0	226
11:00	0	217	**49**	1	5	0	2	1	1	0	0	0	0	276
12 PM	0	231	43	1	6	1	1	0	**4**	0	0	0	0	287
13:00	2	256	51	3	5	0	**2**	0	0	0	0	0	0	319
14:00	2	331	59	**7**	3	0	0	**1**	1	0	0	0	0	404
15:00	1	367	70	3	**10**	**2**	0	0	1	**1**	0	0	0	**455**
16:00	0	**379**	51	2	5	0	0	0	1	0	0	0	0	438
17:00	0	317	**75**	0	0	0	0	0	0	0	0	0	0	392
18:00	2	339	45	2	1	0	0	0	0	0	0	0	0	389
19:00	1	239	30	1	0	1	0	0	1	0	0	0	0	273
20:00	0	236	25	1	1	0	0	0	0	0	0	0	0	263
21:00	0	185	29	1	0	0	0	0	1	0	0	0	0	216
22:00	**3**	94	6	1	0	0	0	0	0	0	0	0	0	104
23:00	0	67	7	0	1	0	0	0	0	0	0	0	0	75
Total	13	4383	762	34	65	6	11	4	24	1	0	0	0	5303
Percent	0.2%	82.7%	14.4%	0.6%	1.2%	0.1%	0.2%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	11:00	06:00	09:00	06:00	09:00	08:00	06:00					08:00
Vol.	2	275	49	4	11	1	2	2	4					324
PM Peak	22:00	16:00	17:00	14:00	15:00	15:00	13:00	14:00	12:00	15:00				15:00
Vol.	3	379	75	7	10	2	2	1	4	1				455
Grand Total	13	4383	762	34	65	6	11	4	24	1	0	0	0	5303
Percent	0.2%	82.7%	14.4%	0.6%	1.2%	0.1%	0.2%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unimited, Inc.

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City of Moreno Valley
Alessandro Boulevard
B/ Lasselle Street - Darwin Drive
24 Hour Directional Classification Count

MRV004
Site Code: 999-24451

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	36	3	0	0	0	0	0	0	0	0	0	0	39
01:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
02:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
03:00	0	39	4	0	0	1	0	0	0	0	0	0	0	44
04:00	0	61	7	1	0	1	0	0	0	0	0	0	0	70
05:00	0	112	16	1	1	1	0	0	**3**	0	0	0	0	134
06:00	0	191	45	1	**6**	0	0	0	1	1	0	0	0	245
07:00	**2**	307	**55**	1	3	0	1	**4**	0	**3**	0	0	0	**376**
08:00	1	**316**	46	**2**	4	0	0	2	2	0	0	0	0	373
09:00	0	177	39	1	6	0	**2**	1	1	0	0	0	0	227
10:00	0	199	36	1	6	**4**	0	0	1	0	0	0	0	247
11:00	1	187	29	0	2	1	0	0	1	0	0	0	0	221
12 PM	0	220	40	**2**	1	1	0	0	1	0	0	0	0	265
13:00	1	214	35	1	3	**3**	0	0	**3**	0	0	0	0	260
14:00	0	244	51	2	1	1	0	0	2	0	0	0	0	301
15:00	0	**304**	**58**	1	**6**	0	**1**	**1**	0	0	0	0	0	**371**
16:00	0	251	41	1	1	1	1	0	0	0	0	0	0	296
17:00	1	249	43	1	2	1	1	0	0	0	0	0	0	298
18:00	0	211	24	0	0	0	0	0	0	0	0	0	0	235
19:00	1	171	37	2	1	0	0	0	0	0	0	0	0	212
20:00	1	181	22	1	0	0	0	0	0	0	0	0	0	205
21:00	1	155	15	1	0	0	0	0	0	0	0	0	0	172
22:00	0	108	12	0	1	0	0	0	0	0	0	0	0	121
23:00	**2**	68	4	0	0	0	0	0	2	0	0	0	0	76
Total	11	4038	665	20	45	15	6	8	17	4	0	0	0	4829
Percent	0.2%	83.6%	13.8%	0.4%	0.9%	0.3%	0.1%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	08:00	06:00	10:00	09:00	07:00	05:00	07:00				07:00
Vol.	2	316	55	2	6	4	2	4	3	3				376
PM Peak	23:00	15:00	15:00	12:00	15:00	13:00	15:00	15:00	13:00					15:00
Vol.	2	304	58	2	6	3	1	1	3					371
Grand Total	11	4038	665	20	45	15	6	8	17	4	0	0	0	4829
Percent	0.2%	83.6%	13.8%	0.4%	0.9%	0.3%	0.1%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Lasselle Street - Darwin Drive
24 Hour Directional Classification Count

MRV004
Site Code: 999-24451

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	70	5	0	0	0	0	0	0	0	0	0	0	75
01:00	0	51	5	0	0	0	0	0	0	0	0	0	0	56
02:00	0	27	2	0	1	0	0	0	0	0	0	0	0	30
03:00	0	60	5	0	0	1	0	0	0	0	0	0	0	66
04:00	0	101	13	1	1	1	0	0	0	0	0	0	0	117
05:00	0	189	32	2	2	1	0	0	4	0	0	0	0	230
06:00	0	292	72	**5**	8	1	0	0	**5**	1	0	0	0	384
07:00	**2**	509	**102**	3	9	0	2	**4**	2	**3**	0	0	0	636
08:00	1	**591**	85	4	6	0	1	4	5	0	0	0	0	**697**
09:00	0	339	78	2	**17**	0	**4**	1	3	0	0	0	0	444
10:00	2	371	77	2	11	**5**	2	0	3	0	0	0	0	473
11:00	1	404	78	1	7	1	2	1	2	0	0	0	0	497
12 PM	0	451	83	3	7	2	1	0	**5**	0	0	0	0	552
13:00	**3**	470	86	4	8	**3**	**2**	0	3	0	0	0	0	579
14:00	2	575	110	**9**	4	1	0	**1**	3	0	0	0	0	705
15:00	1	**671**	**128**	4	**16**	2	1	1	1	**1**	0	0	0	**826**
16:00	0	630	92	3	6	1	1	0	1	0	0	0	0	734
17:00	1	566	118	1	2	1	1	0	0	0	0	0	0	690
18:00	2	550	69	2	1	0	0	0	0	0	0	0	0	624
19:00	2	410	67	3	1	1	0	0	1	0	0	0	0	485
20:00	1	417	47	2	1	0	0	0	0	0	0	0	0	468
21:00	1	340	44	2	0	0	0	0	1	0	0	0	0	388
22:00	3	202	18	1	1	0	0	0	0	0	0	0	0	225
23:00	2	135	11	0	1	0	0	0	2	0	0	0	0	151
Total	24	8421	1427	54	110	21	17	12	41	5	0	0	0	10132
Percent	0.2%	83.1%	14.1%	0.5%	1.1%	0.2%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	06:00	09:00	10:00	09:00	07:00	06:00	07:00				08:00
Vol.	2	591	102	5	17	5	4	4	5	3				697
PM Peak	13:00	15:00	15:00	14:00	15:00	13:00	13:00	14:00	12:00	15:00				15:00
Vol.	3	671	128	9	16	3	2	1	5	1				826
Grand Total	24	8421	1427	54	110	21	17	12	41	5	0	0	0	10132
Percent	0.2%	83.1%	14.1%	0.5%	1.1%	0.2%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Morrison Street - Nason Street
24 Hour Directional Classification Count

MRV006
Site Code: 999-24451

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	31	2	0	0	0	0	0	0	0	0	0	0	33
01:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
02:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
03:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
04:00	0	38	12	0	1	0	0	0	0	0	0	0	0	51
05:00	0	69	13	1	1	0	0	0	1	0	0	0	0	85
06:00	0	111	25	5	2	0	1	0	**3**	**1**	0	0	0	148
07:00	0	**268**	**53**	**6**	1	0	1	0	1	0	0	0	0	**330**
08:00	0	241	45	1	2	0	1	**2**	3	0	0	0	0	295
09:00	0	156	38	1	**10**	0	**2**	1	2	0	0	0	0	210
10:00	**2**	165	41	1	5	0	1	0	2	0	0	0	0	217
11:00	0	201	42	2	5	0	2	2	0	0	0	0	0	254
12 PM	0	224	44	1	6	**1**	**1**	0	3	0	0	0	0	280
13:00	1	256	51	**8**	6	0	1	0	**4**	0	0	0	0	327
14:00	2	317	57	7	5	1	0	1	1	0	0	0	0	391
15:00	2	314	**79**	1	**8**	1	0	**2**	0	**1**	0	0	0	**408**
16:00	0	**334**	64	3	3	0	1	1	0	0	0	0	0	406
17:00	0	294	60	0	0	0	0	0	0	0	0	0	0	354
18:00	0	317	54	2	3	0	0	0	0	0	0	0	0	376
19:00	1	217	35	1	1	1	0	0	1	0	0	0	0	257
20:00	0	201	28	1	1	0	0	0	0	0	0	0	0	231
21:00	0	171	30	1	0	0	0	0	1	0	0	0	0	203
22:00	**3**	84	8	1	0	0	0	0	0	0	0	0	0	96
23:00	0	51	8	0	1	0	0	0	0	0	0	0	0	60
Total	11	4115	799	43	62	4	11	9	22	2	0	0	0	5078
Percent	0.2%	81.0%	15.7%	0.8%	1.2%	0.1%	0.2%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	09:00		09:00	08:00	06:00	06:00				07:00
Vol.	2	268	53	6	10		2	2	3	1				330
PM Peak	22:00	16:00	15:00	13:00	15:00	12:00	12:00	15:00	13:00	15:00				15:00
Vol.	3	334	79	8	8	1	1	2	4	1				408
Grand Total	11	4115	799	43	62	4	11	9	22	2	0	0	0	5078
Percent	0.2%	81.0%	15.7%	0.8%	1.2%	0.1%	0.2%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Morrison Street - Nason Street
24 Hour Directional Classification Count

MRV006
Site Code: 999-24451

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	28	5	0	1	0	0	0	0	0	0	0	0	34
01:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31
02:00	0	13	2	0	1	0	0	0	1	0	0	0	0	17
03:00	1	29	2	0	0	0	0	0	0	0	0	0	0	32
04:00	0	50	7	1	0	1	0	0	0	0	0	0	0	59
05:00	0	94	20	1	1	1	0	0	**3**	0	0	0	0	120
06:00	0	166	48	1	4	0	0	0	1	1	0	0	0	221
07:00	0	**278**	**54**	2	3	1	**3**	0	2	**2**	0	0	0	**345**
08:00	1	249	42	**3**	**5**	0	2	0	2	0	0	0	0	304
09:00	0	183	30	2	3	0	1	0	1	0	0	0	0	220
10:00	**3**	175	31	2	4	**2**	0	0	1	1	0	0	0	219
11:00	0	182	27	1	2	1	0	0	1	0	0	0	0	214
12 PM	0	201	32	2	2	1	**1**	0	0	0	0	0	0	239
13:00	1	204	28	1	2	**2**	1	0	**3**	0	0	0	0	242
14:00	**2**	264	42	**4**	3	1	0	**1**	2	0	0	0	0	319
15:00	0	**270**	**49**	3	**5**	0	1	0	0	0	0	0	0	**328**
16:00	0	221	33	3	4	0	1	0	0	0	0	0	0	262
17:00	1	201	36	1	2	0	1	0	0	0	0	0	0	242
18:00	0	191	20	0	0	0	0	0	0	0	0	0	0	211
19:00	2	150	31	2	3	0	0	0	0	0	0	0	0	188
20:00	1	169	18	1	0	0	0	0	0	0	0	0	0	189
21:00	1	142	19	1	0	0	0	0	0	0	0	0	0	163
22:00	1	95	9	0	0	2	0	0	0	0	0	0	0	107
23:00	2	67	6	0	1	0	0	0	2	0	0	0	0	78
Total	16	3651	592	31	47	12	11	1	19	4	0	0	0	4384
Percent	0.4%	83.3%	13.5%	0.7%	1.1%	0.3%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	08:00	10:00	07:00		05:00	07:00				07:00
Vol.	3	278	54	3	5	2	3		3	2				345
PM Peak	14:00	15:00	15:00	14:00	15:00	13:00	12:00	14:00	13:00					15:00
Vol.	2	270	49	4	5	2	1	1	3					328
Grand Total	16	3651	592	31	47	12	11	1	19	4	0	0	0	4384
Percent	0.4%	83.3%	13.5%	0.7%	1.1%	0.3%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Morrison Street - Nason Street
24 Hour Directional Classification Count

MRV006
Site Code: 999-24451

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	59	7	0	1	0	0	0	0	0	0	0	0	67
01:00	0	49	4	0	1	0	0	0	0	0	0	0	0	54
02:00	0	28	6	0	2	0	0	0	1	0	0	0	0	37
03:00	1	49	5	0	0	0	0	0	0	0	0	0	0	55
04:00	0	88	19	1	1	1	0	0	0	0	0	0	0	110
05:00	0	163	33	2	2	1	0	0	4	0	0	0	0	205
06:00	0	277	73	6	6	0	1	0	4	**2**	0	0	0	369
07:00	0	**546**	**107**	**8**	4	1	**4**	0	3	2	0	0	0	**675**
08:00	1	490	87	4	7	0	3	**2**	**5**	0	0	0	0	599
09:00	0	339	68	3	**13**	0	3	1	3	0	0	0	0	430
10:00	**5**	340	72	3	9	**2**	1	0	3	1	0	0	0	436
11:00	0	383	69	3	7	1	2	2	1	0	0	0	0	468
12 PM	0	425	76	3	8	**2**	**2**	0	3	0	0	0	0	519
13:00	2	460	79	9	8	2	2	0	**7**	0	0	0	0	569
14:00	**4**	581	99	**11**	8	2	0	**2**	3	0	0	0	0	710
15:00	2	**584**	**128**	4	**13**	1	1	2	0	**1**	0	0	0	**736**
16:00	0	555	97	6	7	0	2	1	0	0	0	0	0	668
17:00	1	495	96	1	2	0	1	0	0	0	0	0	0	596
18:00	0	508	74	2	3	0	0	0	0	0	0	0	0	587
19:00	3	367	66	3	4	1	0	0	1	0	0	0	0	445
20:00	1	370	46	2	1	0	0	0	0	0	0	0	0	420
21:00	1	313	49	2	0	0	0	0	1	0	0	0	0	366
22:00	4	179	17	1	0	2	0	0	0	0	0	0	0	203
23:00	2	118	14	0	2	0	0	0	2	0	0	0	0	138
Total	27	7766	1391	74	109	16	22	10	41	6	0	0	0	9462
Percent	0.3%	82.1%	14.7%	0.8%	1.2%	0.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	09:00	10:00	07:00	08:00	08:00	06:00				07:00
Vol.	5	546	107	8	13	2	4	2	5	2				675
PM Peak	14:00	15:00	15:00	14:00	15:00	12:00	12:00	14:00	13:00	15:00				15:00
Vol.	4	584	128	11	13	2	2	2	7	1				736
Grand Total	27	7766	1391	74	109	16	22	10	41	6	0	0	0	9462
Percent	0.3%	82.1%	14.7%	0.8%	1.2%	0.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	

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City of Moreno Valley
Alessandro Boulevard
B/ Perris Boulevard - Kitching Street
24 Hour Directional Classification Count

MRV001
Site Code: 999-24451

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	85	6	0	0	0	0	0	0	0	0	0	0	91
01:00	0	47	0	0	0	0	0	0	0	0	0	0	0	47
02:00	0	39	2	0	0	0	0	0	0	0	0	0	0	41
03:00	0	26	2	0	0	0	0	0	0	0	0	0	0	28
04:00	0	58	2	0	1	0	0	0	0	0	0	0	0	61
05:00	0	129	20	1	2	1	0	0	0	0	0	0	0	153
06:00	**1**	172	48	**4**	3	2	2	0	**4**	**1**	0	0	0	237
07:00	1	**448**	59	3	**7**	2	0	0	1	0	0	0	0	**521**
08:00	1	408	74	2	3	0	**5**	1	3	0	0	0	0	497
09:00	0	335	61	1	6	**4**	0	0	3	0	0	0	0	410
10:00	0	370	73	1	6	3	2	0	3	0	0	0	0	458
11:00	0	401	**79**	1	4	2	1	**2**	1	0	0	0	0	491
12 PM	0	491	76	3	4	1	1	2	**4**	0	0	0	0	582
13:00	1	516	86	**6**	**9**	0	0	**3**	0	0	0	0	0	621
14:00	2	647	103	5	5	1	0	2	1	0	0	0	0	766
15:00	1	623	101	4	5	1	**2**	2	0	0	0	0	0	739
16:00	0	701	103	1	4	0	0	1	0	0	0	0	0	810
17:00	1	**729**	**122**	0	0	0	0	0	0	0	0	0	0	**852**
18:00	**4**	648	92	1	1	0	0	0	0	0	0	0	0	746
19:00	0	493	48	1	0	**6**	0	0	1	0	0	0	0	549
20:00	0	534	29	0	1	0	0	0	0	0	0	0	0	564
21:00	0	450	14	1	0	0	0	0	0	0	0	0	0	465
22:00	0	244	12	0	0	0	0	0	0	0	0	0	0	256
23:00	0	148	10	0	0	0	0	0	0	0	0	0	0	158
Total	12	8742	1222	35	61	23	13	13	21	1	0	0	0	10143
Percent	0.1%	86.2%	12.0%	0.3%	0.6%	0.2%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	11:00	06:00	07:00	09:00	08:00	11:00	06:00	06:00				07:00
Vol.	1	448	79	4	7	4	5	2	4	1				521
PM Peak	18:00	17:00	17:00	13:00	13:00	19:00	15:00	13:00	12:00					17:00
Vol.	4	729	122	6	9	6	2	3	4					852
Grand Total	12	8742	1222	35	61	23	13	13	21	1	0	0	0	10143
Percent	0.1%	86.2%	12.0%	0.3%	0.6%	0.2%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unimited, Inc.

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City of Moreno Valley
Alessandro Boulevard
B/ Perris Boulevard - Kitching Street
24 Hour Directional Classification Count

MRV001
Site Code: 999-24451

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	47	4	0	1	0	0	0	0	0	0	0	0	52
01:00	0	39	4	0	0	0	0	0	0	0	0	0	0	43
02:00	1	25	4	0	0	0	0	0	1	0	0	0	0	31
03:00	0	74	13	0	0	1	0	0	0	0	0	0	0	88
04:00	0	133	30	1	0	1	0	0	0	0	0	0	0	165
05:00	1	216	77	1	0	1	0	0	**3**	0	0	0	0	299
06:00	0	333	94	1	5	0	0	0	1	1	0	0	0	435
07:00	2	**690**	**104**	**6**	**6**	3	**3**	**1**	1	**2**	0	0	0	**818**
08:00	**4**	594	85	4	5	2	3	0	2	0	0	0	0	699
09:00	0	402	85	1	5	2	2	0	2	0	0	0	0	499
10:00	4	414	77	1	6	**6**	1	1	2	0	0	0	0	512
11:00	1	399	83	1	1	2	3	0	2	0	0	0	0	492
12 PM	0	495	67	2	4	1	0	0	1	**1**	0	0	0	571
13:00	1	444	62	1	3	**3**	1	0	**3**	0	0	0	0	518
14:00	**3**	553	**107**	**3**	2	2	2	0	1	0	0	0	0	673
15:00	0	**571**	106	3	7	2	0	**2**	0	0	0	0	0	**691**
16:00	0	541	101	2	**8**	0	**3**	0	0	0	0	0	0	655
17:00	2	503	69	1	2	0	2	0	0	0	0	0	0	579
18:00	0	415	53	0	0	0	0	0	0	0	0	0	0	468
19:00	0	323	64	2	2	0	0	0	0	0	0	0	0	391
20:00	1	319	41	1	1	0	0	0	0	0	0	0	0	363
21:00	2	213	28	1	0	0	0	0	0	0	0	0	0	244
22:00	0	131	12	0	0	1	0	0	0	0	0	0	0	144
23:00	1	99	8	0	1	0	0	0	2	0	0	0	0	111
Total	23	7973	1378	32	59	27	20	4	21	4	0	0	0	9541
Percent	0.2%	83.6%	14.4%	0.3%	0.6%	0.3%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	10:00	07:00	07:00	05:00	07:00				07:00
Vol.	4	690	104	6	6	6	3	1	3	2				818
PM Peak	14:00	15:00	14:00	14:00	16:00	13:00	16:00	15:00	13:00	12:00				15:00
Vol.	3	571	107	3	8	3	3	2	3	1				691
Grand Total	23	7973	1378	32	59	27	20	4	21	4	0	0	0	9541
Percent	0.2%	83.6%	14.4%	0.3%	0.6%	0.3%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

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24 Hour Directional Classification Count

MRV001
Site Code: 999-24451

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/15/24	0	132	10	0	1	0	0	0	0	0	0	0	0	143
01:00	0	86	4	0	0	0	0	0	0	0	0	0	0	90
02:00	1	64	6	0	0	0	0	0	1	0	0	0	0	72
03:00	0	100	15	0	0	1	0	0	0	0	0	0	0	116
04:00	0	191	32	1	1	1	0	0	0	0	0	0	0	226
05:00	1	345	97	2	2	2	0	0	3	0	0	0	0	452
06:00	1	505	142	5	8	2	2	0	**5**	**2**	0	0	0	672
07:00	3	**1138**	**163**	**9**	**13**	5	3	1	2	2	0	0	0	**1339**
08:00	**5**	1002	159	6	8	2	**8**	1	5	0	0	0	0	1196
09:00	0	737	146	2	11	6	2	0	5	0	0	0	0	909
10:00	4	784	150	2	12	**9**	3	1	5	0	0	0	0	970
11:00	1	800	162	2	5	4	4	**2**	3	0	0	0	0	983
12 PM	0	986	143	5	8	2	1	2	**5**	**1**	0	0	0	1153
13:00	2	960	148	7	**12**	3	1	3	3	0	0	0	0	1139
14:00	**5**	1200	**210**	**8**	7	3	2	2	2	0	0	0	0	1439
15:00	1	1194	207	7	12	3	2	**4**	0	0	0	0	0	1430
16:00	0	**1242**	204	3	12	0	**3**	1	0	0	0	0	0	**1465**
17:00	3	1232	191	1	2	0	2	0	0	0	0	0	0	1431
18:00	4	1063	145	1	1	0	0	0	0	0	0	0	0	1214
19:00	0	816	112	3	2	**6**	0	0	1	0	0	0	0	940
20:00	1	853	70	1	2	0	0	0	0	0	0	0	0	927
21:00	2	663	42	2	0	0	0	0	0	0	0	0	0	709
22:00	0	375	24	0	0	1	0	0	0	0	0	0	0	400
23:00	1	247	18	0	1	0	0	0	2	0	0	0	0	269
Total	35	16715	2600	67	120	50	33	17	42	5	0	0	0	19684
Percent	0.2%	84.9%	13.2%	0.3%	0.6%	0.3%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	10:00	08:00	11:00	06:00	06:00				07:00
Vol.	5	1138	163	9	13	9	8	2	5	2				1339
PM Peak	14:00	16:00	14:00	14:00	13:00	19:00	16:00	15:00	12:00	12:00				16:00
Vol.	5	1242	210	8	12	6	3	4	5	1				1465
Grand Total	35	16715	2600	67	120	50	33	17	42	5	0	0	0	19684
Percent	0.2%	84.9%	13.2%	0.3%	0.6%	0.3%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

APPENDIX C:
VOLUME DEVELOPMENT WORKSHEETS

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . Perris Blvd & Alessandro Blvd												
NBL	204	3	0	1	8	212	226	1	0	0	2	228
NBT	560	21	1	14	76	636	682	11	2	13	60	742
NBR	127	0	0	3	9	136	143	0	0	0	0	143
SBL	161	1	1	3	13	174	121	3	0	0	5	126
SBT	570	19	1	9	58	628	739	10	2	13	58	797
SBR	191	1	1	1	7	198	98	1	0	2	8	106
EBL	136	4	0	0	6	142	351	3	0	0	5	356
EBT	283	7	0	1	14	297	722	5	0	0	8	730
EBR	73	1	0	2	8	81	260	1	0	2	8	268
WBL	103	1	0	1	5	108	169	2	0	2	9	178
WBT	632	8	2	0	16	648	398	3	0	0	5	403
WBR	55	0	0	2	6	61	73	0	0	0	0	73
North Leg												
Approach	922	21	3	13	78	1,000	958	14	2	15	71	1,029
Departure	751	25	1	16	88	839	1,106	14	2	13	65	1,171
Total	1,673	46	4	29	166	1,839	2,064	28	4	28	136	2,200
South Leg												
Approach	891	24	1	18	93	984	1,051	12	2	13	62	1,113
Departure	746	21	1	12	71	817	1,168	13	2	17	75	1,243
Total	1,637	45	2	30	164	1,801	2,219	25	4	30	137	2,356
East Leg												
Approach	790	9	2	3	27	817	640	5	0	2	14	654
Departure	571	8	1	7	36	607	986	8	0	0	13	999
Total	1,361	17	3	10	63	1,424	1,626	13	0	2	27	1,653
West Leg												
Approach	492	12	0	3	28	520	1,333	9	0	2	21	1,354
Departure	1,027	12	3	2	31	1,058	722	5	0	2	15	737
Total	1,519	24	3	5	59	1,578	2,055	14	0	4	36	2,091
Total Approaches												
Approach	3,095	66	6	37	226	3,321	3,982	40	4	32	168	4,150
Departure	3,095	66	6	37	226	3,321	3,982	40	4	32	168	4,150
Total	6,190	132	12	74	452	6,642	7,964	80	8	64	336	8,300

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2 . Kitching St & Alessandro Blvd												
NBL	152	1	0	1	5	157	104	1	0	0	2	106
NBT	266	4	2	0	10	276	202	0	0	0	0	202
NBR	21	0	0	0	0	21	12	0	0	0	0	12
SBL	40	0	0	0	0	40	22	0	0	0	0	22
SBT	178	2	0	1	6	184	210	1	0	0	2	212
SBR	109	2	1	0	5	114	76	0	0	0	0	76
EBL	133	0	0	0	0	133	130	0	0	0	0	130
EBT	379	15	0	4	35	414	608	5	0	1	11	619
EBR	113	2	0	0	3	116	184	0	0	0	0	184
WBL	41	0	0	0	0	41	17	0	0	0	0	17
WBT	581	11	3	8	47	628	453	3	0	0	5	458
WBR	106	0	0	0	0	106	49	1	0	0	2	51
North Leg												
Approach	327	4	1	1	11	338	308	1	0	0	2	310
Departure	505	4	2	0	10	515	381	1	0	0	2	383
Total	832	8	3	1	21	853	689	2	0	0	4	693
South Leg												
Approach	439	5	2	1	15	454	318	1	0	0	2	320
Departure	332	4	0	1	9	341	411	1	0	0	2	413
Total	771	9	2	2	24	795	729	2	0	0	4	733
East Leg												
Approach	728	11	3	8	47	775	519	4	0	0	7	526
Departure	440	15	0	4	35	475	642	5	0	1	11	653
Total	1,168	26	3	12	82	1,250	1,161	9	0	1	18	1,179
West Leg												
Approach	625	17	0	4	38	663	922	5	0	1	11	933
Departure	842	14	4	9	57	899	633	4	0	0	7	640
Total	1,467	31	4	13	95	1,562	1,555	9	0	1	18	1,573
Total Approaches												
Approach	2,119	37	6	14	111	2,230	2,067	11	0	1	22	2,089
Departure	2,119	37	6	14	111	2,230	2,067	11	0	1	22	2,089
Total	4,238	74	12	28	222	4,460	4,134	22	0	2	44	4,178

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
3 . Lasselle St & Alessandro Blvd												
NBL	246	2	1	1	8	254	163	2	1	0	5	168
NBT	338	4	0	0	6	344	332	0	0	0	0	332
NBR	132	3	0	0	5	137	116	2	0	0	3	119
SBL	9	0	0	0	0	9	8	0	0	0	0	8
SBT	262	5	0	1	11	273	295	1	0	1	5	300
SBR	42	0	1	0	2	44	16	0	0	0	0	16
EBL	24	3	0	0	5	29	68	0	0	0	0	68
EBT	185	9	0	4	26	211	353	2	1	0	5	358
EBR	160	2	0	0	3	163	169	2	0	0	3	172
WBL	83	2	0	0	3	86	80	0	1	0	2	82
WBT	352	5	0	7	29	381	253	4	0	0	6	259
WBR	9	3	0	0	5	14	10	0	0	0	0	10
North Leg												
Approach	313	5	1	1	13	326	319	1	0	1	5	324
Departure	371	10	0	0	16	387	410	0	0	0	0	410
Total	684	15	1	1	29	713	729	1	0	1	5	734
South Leg												
Approach	716	9	1	1	19	735	611	4	1	0	8	619
Departure	505	9	0	1	17	522	544	3	1	1	10	554
Total	1,221	18	1	2	36	1,257	1,155	7	2	1	18	1,173
East Leg												
Approach	444	10	0	7	37	481	343	4	1	0	8	351
Departure	326	12	0	4	31	357	477	4	1	0	8	485
Total	770	22	0	11	68	838	820	8	2	0	16	836
West Leg												
Approach	369	14	0	4	34	403	590	4	1	0	8	598
Departure	640	7	2	8	39	679	432	6	1	0	11	443
Total	1,009	21	2	12	73	1,082	1,022	10	2	0	19	1,041
Total Approaches												
Approach	1,842	38	2	13	103	1,945	1,863	13	3	1	29	1,892
Departure	1,842	38	2	13	103	1,945	1,863	13	3	1	29	1,892
Total	3,684	76	4	26	206	3,890	3,726	26	6	2	58	3,784

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
4 . Lasselle St & Brodiaea Ave												
NBL	29	1	0	0	2	31	12	0	0	0	0	12
NBT	642	5	0	0	8	650	550	2	0	0	3	553
NBR	2	0	0	0	0	2	0	0	0	0	0	0
SBL	13	4	0	0	6	19	3	0	0	0	0	3
SBT	503	10	2	3	28	531	522	1	1	1	7	529
SBR	25	0	0	0	0	25	6	0	0	0	0	6
EBL	16	0	0	0	0	16	12	0	0	0	0	12
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	35	1	0	0	2	37	12	0	0	0	0	12
WBL	1	0	0	0	0	1	6	0	0	0	0	6
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	6	5	2	1	15	21	20	1	1	0	4	24
North Leg												
Approach	541	14	2	3	34	575	531	1	1	1	7	538
Departure	664	10	2	1	23	687	582	3	1	0	7	589
Total	1,205	24	4	4	57	1,262	1,113	4	2	1	14	1,127
South Leg												
Approach	673	6	0	0	10	683	562	2	0	0	3	565
Departure	539	11	2	3	30	569	540	1	1	1	7	547
Total	1,212	17	2	3	40	1,252	1,102	3	1	1	10	1,112
East Leg												
Approach	7	5	2	1	15	22	26	1	1	0	4	30
Departure	15	4	0	0	6	21	3	0	0	0	0	3
Total	22	9	2	1	21	43	29	1	1	0	4	33
West Leg												
Approach	51	1	0	0	2	53	24	0	0	0	0	24
Departure	54	1	0	0	2	56	18	0	0	0	0	18
Total	105	2	0	0	4	109	42	0	0	0	0	42
Total Approaches												
Approach	1,272	26	4	4	61	1,333	1,143	4	2	1	14	1,157
Departure	1,272	26	4	4	61	1,333	1,143	4	2	1	14	1,157
Total	2,544	52	8	8	122	2,666	2,286	8	4	2	28	2,314

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
5 . Darwin Dr & Alessandro Blvd												
NBL	1	2	0	0	3	4	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	1	0	0	0	0	1	0	0	0	0	0	0
SBL	0	0	0	0	0	0	3	0	0	0	0	3
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	20	4	0	2	12	32	14	1	0	0	2	16
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	362	14	2	4	37	399	480	4	1	0	8	488
EBR	0	2	0	0	3	3	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	432	9	1	5	31	463	324	3	1	0	7	331
WBR	6	2	0	1	6	12	7	0	0	0	0	7
North Leg												
Approach	20	4	0	2	12	32	17	1	0	0	2	19
Departure	6	2	0	1	6	12	7	0	0	0	0	7
Total	26	6	0	3	18	44	24	1	0	0	2	26
South Leg												
Approach	2	2	0	0	3	5	0	0	0	0	0	0
Departure	0	2	0	0	3	3	0	0	0	0	0	0
Total	2	4	0	0	6	8	0	0	0	0	0	0
East Leg												
Approach	438	11	1	6	37	475	331	3	1	0	7	338
Departure	363	14	2	4	37	400	483	4	1	0	8	491
Total	801	25	3	10	74	875	814	7	2	0	15	829
West Leg												
Approach	362	16	2	4	40	402	480	4	1	0	8	488
Departure	453	15	1	7	46	499	338	4	1	0	9	347
Total	815	31	3	11	86	901	818	8	2	0	17	835
Total Approaches												
Approach	822	33	3	12	92	914	828	8	2	0	17	845
Departure	822	33	3	12	92	914	828	8	2	0	17	845
Total	1,644	66	6	24	184	1,828	1,656	16	4	0	34	1,690

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
9 . Morrison St & Alessandro Blvd												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	127	1	1	1	7	134	46	0	0	0	0	46
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	104	1	0	1	5	109	61	0	0	0	0	61
EBL	115	1	0	2	8	123	105	1	0	0	2	107
EBT	233	13	0	2	26	259	380	3	1	0	7	387
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	329	6	0	5	24	353	270	3	1	0	7	277
WBR	88	1	0	0	2	90	42	1	0	0	2	44
North Leg												
Approach	231	2	1	2	12	243	107	0	0	0	0	107
Departure	203	2	0	2	10	213	147	2	0	0	4	151
Total	434	4	1	4	22	456	254	2	0	0	4	258
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	417	7	0	5	26	443	312	4	1	0	9	321
Departure	360	14	1	3	33	393	426	3	1	0	7	433
Total	777	21	1	8	59	836	738	7	2	0	16	754
West Leg												
Approach	348	14	0	4	34	382	485	4	1	0	9	494
Departure	433	7	0	6	29	462	331	3	1	0	7	338
Total	781	21	0	10	63	844	816	7	2	0	16	832
Total Approaches												
Approach	996	23	1	11	72	1,068	904	8	2	0	18	922
Departure	996	23	1	11	72	1,068	904	8	2	0	18	922
Total	1,992	46	2	22	144	2,136	1,808	16	4	0	36	1,844

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
10 . Nason St & SR-60 WB Ramps												
NBL	112	1	0	0	2	114	128	0	0	0	0	128
NBT	308	1	0	2	8	316	284	4	0	1	9	293
NBR	409	9	0	4	26	435	585	6	0	1	12	597
SBL	22	0	0	0	0	22	34	0	1	0	2	36
SBT	363	6	0	1	12	375	240	3	0	0	5	245
SBR	5	1	0	0	2	7	4	1	0	0	2	6
EBL	9	0	0	0	0	9	6	0	0	0	0	6
EBT	13	1	0	0	2	15	16	0	0	0	0	16
EBR	176	2	1	0	5	181	106	0	0	0	0	106
WBL	112	4	0	1	9	121	121	2	1	3	14	135
WBT	10	0	0	0	0	10	29	0	0	0	0	29
WBR	19	0	0	0	0	19	19	1	0	0	2	21
North Leg												
Approach	390	7	0	1	14	404	278	4	1	0	9	287
Departure	336	1	0	2	8	344	309	5	0	1	11	320
Total	726	8	0	3	22	748	587	9	1	1	20	607
South Leg												
Approach	829	11	0	6	36	865	997	10	0	2	21	1,018
Departure	651	12	1	2	26	677	467	5	1	3	19	486
Total	1,480	23	1	8	62	1,542	1,464	15	1	5	40	1,504
East Leg												
Approach	141	4	0	1	9	150	169	3	1	3	16	185
Departure	444	10	0	4	28	472	635	6	1	1	14	649
Total	585	14	0	5	37	622	804	9	2	4	30	834
West Leg												
Approach	198	3	1	0	7	205	128	0	0	0	0	128
Departure	127	2	0	0	4	131	161	1	0	0	2	163
Total	325	5	1	0	11	336	289	1	0	0	2	291
Total Approaches												
Approach	1,558	25	1	8	66	1,624	1,572	17	2	5	46	1,618
Departure	1,558	25	1	8	66	1,624	1,572	17	2	5	46	1,618
Total	3,116	50	2	16	132	3,248	3,144	34	4	10	92	3,236

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
11 . Nason St & SR-60 EB Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	783	8	0	4	24	807	877	5	1	1	13	890
NBR	151	6	0	1	12	163	120	0	0	0	0	120
SBL	39	5	0	1	11	50	37	0	0	0	0	37
SBT	621	7	0	1	14	635	449	3	1	2	13	462
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	38	4	0	2	12	50	81	0	0	0	0	81
EBT	3	0	0	0	0	3	1	0	0	0	0	1
EBR	607	14	3	3	36	643	661	3	0	0	5	666
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	660	12	0	2	25	685	486	3	1	2	13	499
Departure	821	12	0	6	36	857	958	5	1	1	13	971
Total	1,481	24	0	8	61	1,542	1,444	8	2	3	26	1,470
South Leg												
Approach	934	14	0	5	36	970	997	5	1	1	13	1,010
Departure	1,228	21	3	4	50	1,278	1,110	6	1	2	18	1,128
Total	2,162	35	3	9	86	2,248	2,107	11	2	3	31	2,138
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	193	11	0	2	23	216	158	0	0	0	0	158
Total	193	11	0	2	23	216	158	0	0	0	0	158
West Leg												
Approach	648	18	3	5	48	696	743	3	0	0	5	748
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	648	18	3	5	48	696	743	3	0	0	5	748
Total Approaches												
Approach	2,242	44	3	12	109	2,351	2,226	11	2	3	31	2,257
Departure	2,242	44	3	12	109	2,351	2,226	11	2	3	31	2,257
Total	4,484	88	6	24	218	4,702	4,452	22	4	6	62	4,514

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
12 . Nason St & Fir Ave												
NBL	45	0	0	0	0	45	16	0	0	0	0	16
NBT	665	6	0	2	15	680	697	3	1	1	10	707
NBR	62	0	0	0	0	62	102	0	0	0	0	102
SBL	140	6	0	0	9	149	266	2	0	0	3	269
SBT	910	11	2	2	27	937	605	8	2	2	22	627
SBR	179	2	1	1	8	187	169	2	0	0	3	172
EBL	142	0	0	0	0	142	96	0	0	0	0	96
EBT	91	0	0	0	0	91	118	0	0	0	0	118
EBR	34	1	0	1	5	39	14	0	0	1	3	17
WBL	80	2	0	0	3	83	154	1	0	0	2	156
WBT	77	0	0	0	0	77	187	0	0	0	0	187
WBR	98	4	0	2	12	110	120	2	0	1	6	126
North Leg												
Approach	1,229	19	3	3	44	1,273	1,040	12	2	2	28	1,068
Departure	905	10	0	4	27	932	913	5	1	2	16	929
Total	2,134	29	3	7	71	2,205	1,953	17	3	4	44	1,997
South Leg												
Approach	772	6	0	2	15	787	815	3	1	1	10	825
Departure	1,024	14	2	3	35	1,059	773	9	2	3	27	800
Total	1,796	20	2	5	50	1,846	1,588	12	3	4	37	1,625
East Leg												
Approach	255	6	0	2	15	270	461	3	0	1	8	469
Departure	293	6	0	0	9	302	486	2	0	0	3	489
Total	548	12	0	2	24	572	947	5	0	1	11	958
West Leg												
Approach	267	1	0	1	5	272	228	0	0	1	3	231
Departure	301	2	1	1	8	309	372	2	0	0	3	375
Total	568	3	1	2	13	581	600	2	0	1	6	606
Total Approaches												
Approach	2,523	32	3	8	79	2,602	2,544	18	3	5	49	2,593
Departure	2,523	32	3	8	79	2,602	2,544	18	3	5	49	2,593
Total	5,046	64	6	16	158	5,204	5,088	36	6	10	98	5,186

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
13 . Nason St & Eucalyptus Ave												
NBL	74	1	0	0	2	76	52	1	0	0	2	54
NBT	594	5	0	2	14	608	745	3	1	0	7	752
NBR	196	1	0	0	2	198	227	1	0	0	2	229
SBL	20	1	0	0	2	22	21	0	0	0	0	21
SBT	956	12	2	3	31	987	681	10	2	3	28	709
SBR	68	1	0	0	2	70	69	0	0	0	0	69
EBL	161	0	0	0	0	161	53	0	0	0	0	53
EBT	209	2	0	0	3	212	154	0	0	1	3	157
EBR	187	4	0	0	6	193	63	1	0	0	2	65
WBL	128	3	0	0	5	133	167	1	0	0	2	169
WBT	115	2	0	0	3	118	163	1	0	0	2	165
WBR	17	0	0	0	0	17	16	0	0	1	3	19
North Leg												
Approach	1,044	14	2	3	35	1,079	771	10	2	3	28	799
Departure	772	5	0	2	14	786	814	3	1	1	10	824
Total	1,816	19	2	5	49	1,865	1,585	13	3	4	38	1,623
South Leg												
Approach	864	7	0	2	18	882	1,024	5	1	0	11	1,035
Departure	1,271	19	2	3	42	1,313	911	12	2	3	32	943
Total	2,135	26	2	5	60	2,195	1,935	17	3	3	43	1,978
East Leg												
Approach	260	5	0	0	8	268	346	2	0	1	7	353
Departure	425	4	0	0	7	432	402	1	0	1	5	407
Total	685	9	0	0	15	700	748	3	0	2	12	760
West Leg												
Approach	557	6	0	0	9	566	270	1	0	1	5	275
Departure	257	4	0	0	7	264	284	2	0	0	4	288
Total	814	10	0	0	16	830	554	3	0	1	9	563
Total Approaches												
Approach	2,725	32	2	5	70	2,795	2,411	18	3	5	51	2,462
Departure	2,725	32	2	5	70	2,795	2,411	18	3	5	51	2,462
Total	5,450	64	4	10	140	5,590	4,822	36	6	10	102	4,924

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
14 . Nason St & Dracaea Ave												
NBL	262	0	0	0	0	262	48	0	0	0	0	48
NBT	606	11	0	2	23	629	909	7	1	1	16	925
NBR	25	0	0	0	0	25	16	1	0	0	2	18
SBL	161	0	0	0	0	161	23	0	0	0	0	23
SBT	837	17	1	4	40	877	735	9	1	2	22	757
SBR	287	3	1	0	7	294	145	0	0	0	0	145
EBL	118	1	0	0	2	120	117	0	0	0	0	117
EBT	5	0	0	0	0	5	7	0	0	0	0	7
EBR	80	1	0	0	2	82	34	0	0	0	0	34
WBL	25	1	0	0	2	27	15	0	0	0	0	15
WBT	43	1	0	0	2	45	8	0	0	0	0	8
WBR	5	0	0	0	0	5	6	0	0	0	0	6
North Leg												
Approach	1,285	20	2	4	47	1,332	903	9	1	2	22	925
Departure	729	12	0	2	25	754	1,032	7	1	1	16	1,048
Total	2,014	32	2	6	72	2,086	1,935	16	2	3	38	1,973
South Leg												
Approach	893	11	0	2	23	916	973	8	1	1	18	991
Departure	942	19	1	4	44	986	784	9	1	2	22	806
Total	1,835	30	1	6	67	1,902	1,757	17	2	3	40	1,797
East Leg												
Approach	73	2	0	0	4	77	29	0	0	0	0	29
Departure	191	0	0	0	0	191	46	1	0	0	2	48
Total	264	2	0	0	4	268	75	1	0	0	2	77
West Leg												
Approach	203	2	0	0	4	207	158	0	0	0	0	158
Departure	592	4	1	0	9	601	201	0	0	0	0	201
Total	795	6	1	0	13	808	359	0	0	0	0	359
Total Approaches												
Approach	2,454	35	2	6	78	2,532	2,063	17	2	3	40	2,103
Departure	2,454	35	2	6	78	2,532	2,063	17	2	3	40	2,103
Total	4,908	70	4	12	156	5,064	4,126	34	4	6	80	4,206
15 . Nason St & Cottonwood Ave												
NBL	203	2	2	0	7	210	44	1	0	0	2	46

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
NBT	755	10	10	2	41	796	880	6	1	0	11	891
NBR	51	0	0	0	0	51	14	2	0	0	3	17
SBL	38	1	1	0	4	42	17	1	0	0	2	19
SBT	830	10	10	4	47	877	669	10	2	3	28	697
SBR	83	4	4	0	14	97	109	0	0	0	0	109
EBL	86	2	2	0	7	93	76	0	0	0	0	76
EBT	56	0	0	0	0	56	36	1	0	0	2	38
EBR	147	1	1	0	4	151	44	0	0	0	0	44
WBL	19	0	0	1	3	22	4	1	0	0	2	6
WBT	76	5	5	0	18	94	45	0	0	0	0	45
WBR	76	1	1	0	4	80	14	0	0	0	0	14
North Leg												
Approach	951	15	15	4	65	1,016	795	11	2	3	30	825
Departure	917	13	13	2	52	969	970	6	1	0	11	981
Total	1,868	28	28	6	117	1,985	1,765	17	3	3	41	1,806
South Leg												
Approach	1,009	12	12	2	48	1,057	938	9	1	0	16	954
Departure	996	11	11	5	54	1,050	717	11	2	3	30	747
Total	2,005	23	23	7	102	2,107	1,655	20	3	3	46	1,701
East Leg												
Approach	171	6	6	1	25	196	63	1	0	0	2	65
Departure	145	1	1	0	4	149	67	4	0	0	7	74
Total	316	7	7	1	29	345	130	5	0	0	9	139
West Leg												
Approach	289	3	3	0	11	300	156	1	0	0	2	158
Departure	362	11	11	0	39	401	198	1	0	0	2	200
Total	651	14	14	0	50	701	354	2	0	0	4	358
Total Approaches												
Approach	2,420	36	36	7	149	2,569	1,952	22	3	3	50	2,002
Departure	2,420	36	36	7	149	2,569	1,952	22	3	3	50	2,002
Total	4,840	72	72	14	298	5,138	3,904	44	6	6	100	4,004

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
16 . Nason St & Bay Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	648	9	0	1	17	665	917	9	1	0	16	933
NBR	102	0	0	0	0	102	0	0	0	0	0	0
SBL	276	1	0	0	2	278	20	0	0	0	0	20
SBT	796	11	0	6	35	831	704	9	2	3	27	731
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	11	0	0	0	0	11	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	10	0	0	0	0	10	0	0	0	0	0	0
North Leg												
Approach	1,072	12	0	6	37	1,109	724	9	2	3	27	751
Departure	658	9	0	1	17	675	917	9	1	0	16	933
Total	1,730	21	0	7	54	1,784	1,641	18	3	3	43	1,684
South Leg												
Approach	750	9	0	1	17	767	917	9	1	0	16	933
Departure	807	11	0	6	35	842	704	9	2	3	27	731
Total	1,557	20	0	7	52	1,609	1,621	18	3	3	43	1,664
East Leg												
Approach	21	0	0	0	0	21	0	0	0	0	0	0
Departure	378	1	0	0	2	380	20	0	0	0	0	20
Total	399	1	0	0	2	401	20	0	0	0	0	20
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	1,843	21	0	7	54	1,897	1,641	18	3	3	43	1,684
Departure	1,843	21	0	7	54	1,897	1,641	18	3	3	43	1,684
Total	3,686	42	0	14	108	3,794	3,282	36	6	6	86	3,368

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

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
17 . Nason St & Alessandro Blvd												
NBL	83	2	0	0	3	86	54	2	0	0	3	57
NBT	507	6	0	1	12	519	742	6	0	0	9	751
NBR	28	2	0	0	3	31	83	1	0	0	2	85
SBL	53	2	0	2	9	62	66	0	0	0	0	66
SBT	670	10	0	1	18	688	549	10	0	2	21	570
SBR	63	0	0	2	6	69	65	0	1	0	2	67
EBL	119	2	0	0	3	122	86	1	1	0	4	90
EBT	159	8	1	3	23	182	260	0	0	0	0	260
EBR	103	3	0	1	8	111	61	2	0	0	3	64
WBL	128	1	0	0	2	130	24	1	0	0	2	26
WBT	292	5	0	3	17	309	198	1	0	0	2	200
WBR	157	0	0	1	3	160	89	3	0	0	5	94
North Leg												
Approach	786	12	0	5	33	819	680	10	1	2	23	703
Departure	783	8	0	2	18	801	917	10	1	0	18	935
Total	1,569	20	0	7	51	1,620	1,597	20	2	2	41	1,638
South Leg												
Approach	618	10	0	1	18	636	879	9	0	0	14	893
Departure	901	14	0	2	28	929	634	13	0	2	26	660
Total	1,519	24	0	3	46	1,565	1,513	22	0	2	40	1,553
East Leg												
Approach	577	6	0	4	22	599	311	5	0	0	9	320
Departure	240	12	1	5	35	275	409	1	0	0	2	411
Total	817	18	1	9	57	874	720	6	0	0	11	731
West Leg												
Approach	381	13	1	4	34	415	407	3	1	0	7	414
Departure	438	7	0	5	26	464	317	3	1	0	7	324
Total	819	20	1	9	60	879	724	6	2	0	14	738
Total Approaches												
Approach	2,362	41	1	14	107	2,469	2,277	27	2	2	53	2,330
Departure	2,362	41	1	14	107	2,469	2,277	27	2	2	53	2,330
Total	4,724	82	2	28	214	4,938	4,554	54	4	4	106	4,660

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Perris Blvd & Alessandro Blvd								
NBL	204	4	208	1.92%	226	1	227	0.44%
NBT	560	36	596	6.04%	682	26	708	3.67%
NBR	127	3	130	2.31%	143	0	143	0.00%
SBL	161	5	166	3.01%	121	3	124	2.42%
SBT	570	29	599	4.84%	739	25	764	3.27%
SBR	191	3	194	1.55%	98	3	101	2.97%
EBL	136	4	140	2.86%	351	3	354	0.85%
EBT	283	8	291	2.75%	722	5	727	0.69%
EBR	73	3	76	3.95%	260	3	263	1.14%
WBL	103	2	105	1.90%	169	4	173	2.31%
WBT	632	10	642	1.56%	398	3	401	0.75%
WBR	55	2	57	3.51%	73	0	73	0.00%
North Leg								
Approach	922	37	959	3.9%	958	31	989	3.1%
Departure	751	42	793	5.3%	1,106	29	1,135	2.6%
Total	1,673	79	1,752	4.5%	2,064	60	2,124	2.8%
South Leg								
Approach	891	43	934	4.6%	1,051	27	1,078	2.5%
Departure	746	34	780	4.4%	1,168	32	1,200	2.7%
Total	1,637	77	1,714	4.5%	2,219	59	2,278	2.6%
East Leg								
Approach	790	14	804	1.7%	640	7	647	1.1%
Departure	571	16	587	2.7%	986	8	994	0.8%
Total	1,361	30	1,391	2.2%	1,626	15	1,641	0.9%
West Leg								
Approach	492	15	507	3.0%	1,333	11	1,344	0.8%
Departure	1,027	17	1,044	1.6%	722	7	729	1.0%
Total	1,519	32	1,551	2.1%	2,055	18	2,073	0.9%
Total Approaches								
Approach	3,095	109	3,204		3,982	76	4,058	
Departure	3,095	109	3,204		3,982	76	4,058	
Total	6,190	218	6,408	3.4%	7,964	152	8,116	1.9%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Kitching St & Alessandro Blvd								
NBL	152	2	154	1.30%	104	1	105	0.95%
NBT	266	6	272	2.21%	202	0	202	0.00%
NBR	21	0	21	0.00%	12	0	12	0.00%
SBL	40	0	40	0.00%	22	0	22	0.00%
SBT	178	3	181	1.66%	210	1	211	0.47%
SBR	109	3	112	2.68%	76	0	76	0.00%
EBL	133	0	133	0.00%	130	0	130	0.00%
EBT	379	19	398	4.77%	608	6	614	0.98%
EBR	113	2	115	1.74%	184	0	184	0.00%
WBL	41	0	41	0.00%	17	0	17	0.00%
WBT	581	22	603	3.65%	453	3	456	0.66%
WBR	106	0	106	0.00%	49	1	50	2.00%
North Leg								
Approach	327	6	333	1.8%	308	1	309	0.3%
Departure	505	6	511	1.2%	381	1	382	0.3%
Total	832	12	844	1.4%	689	2	691	0.3%
South Leg								
Approach	439	8	447	1.8%	318	1	319	0.3%
Departure	332	5	337	1.5%	411	1	412	0.2%
Total	771	13	784	1.7%	729	2	731	0.3%
East Leg								
Approach	728	22	750	2.9%	519	4	523	0.8%
Departure	440	19	459	4.1%	642	6	648	0.9%
Total	1,168	41	1,209	3.4%	1,161	10	1,171	0.9%
West Leg								
Approach	625	21	646	3.3%	922	6	928	0.6%
Departure	842	27	869	3.1%	633	4	637	0.6%
Total	1,467	48	1,515	3.2%	1,555	10	1,565	0.6%
Total Approaches								
Approach	2,119	57	2,176		2,067	12	2,079	
Departure	2,119	57	2,176		2,067	12	2,079	
Total	4,238	114	4,352	2.6%	4,134	24	4,158	0.6%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Lasselle St & Alessandro Blvd								
NBL	246	4	250	1.60%	163	3	166	1.81%
NBT	338	4	342	1.17%	332	0	332	0.00%
NBR	132	3	135	2.22%	116	2	118	1.69%
SBL	9	0	9	0.00%	8	0	8	0.00%
SBT	262	6	268	2.24%	295	2	297	0.67%
SBR	42	1	43	2.33%	16	0	16	0.00%
EBL	24	3	27	11.11%	68	0	68	0.00%
EBT	185	13	198	6.57%	353	3	356	0.84%
EBR	160	2	162	1.23%	169	2	171	1.17%
WBL	83	2	85	2.35%	80	1	81	1.23%
WBT	352	12	364	3.30%	253	4	257	1.56%
WBR	9	3	12	25.00%	10	0	10	0.00%
North Leg								
Approach	313	7	320	2.2%	319	2	321	0.6%
Departure	371	10	381	2.6%	410	0	410	0.0%
Total	684	17	701	2.4%	729	2	731	0.3%
South Leg								
Approach	716	11	727	1.5%	611	5	616	0.8%
Departure	505	10	515	1.9%	544	5	549	0.9%
Total	1,221	21	1,242	1.7%	1,155	10	1,165	0.9%
East Leg								
Approach	444	17	461	3.7%	343	5	348	1.4%
Departure	326	16	342	4.7%	477	5	482	1.0%
Total	770	33	803	4.1%	820	10	830	1.2%
West Leg								
Approach	369	18	387	4.7%	590	5	595	0.8%
Departure	640	17	657	2.6%	432	7	439	1.6%
Total	1,009	35	1,044	3.4%	1,022	12	1,034	1.2%
Total Approaches								
Approach	1,842	53	1,895		1,863	17	1,880	
Departure	1,842	53	1,895		1,863	17	1,880	
Total	3,684	106	3,790	2.8%	3,726	34	3,760	0.9%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . Lasselle St & Brodiaea Ave								
NBL	29	1	30	3.33%	12	0	12	0.00%
NBT	642	5	647	0.77%	550	2	552	0.36%
NBR	2	0	2	0.00%	0	0	0	0.00%
SBL	13	4	17	23.53%	3	0	3	0.00%
SBT	503	15	518	2.90%	522	3	525	0.57%
SBR	25	0	25	0.00%	6	0	6	0.00%
EBL	16	0	16	0.00%	12	0	12	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	35	1	36	2.78%	12	0	12	0.00%
WBL	1	0	1	0.00%	6	0	6	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	6	8	14	57.14%	20	2	22	9.09%
North Leg								
Approach	541	19	560	3.4%	531	3	534	0.6%
Departure	664	13	677	1.9%	582	4	586	0.7%
Total	1,205	32	1,237	2.6%	1,113	7	1,120	0.6%
South Leg								
Approach	673	6	679	0.9%	562	2	564	0.4%
Departure	539	16	555	2.9%	540	3	543	0.6%
Total	1,212	22	1,234	1.8%	1,102	5	1,107	0.5%
East Leg								
Approach	7	8	15	53.3%	26	2	28	7.1%
Departure	15	4	19	21.1%	3	0	3	0.0%
Total	22	12	34	35.3%	29	2	31	6.5%
West Leg								
Approach	51	1	52	1.9%	24	0	24	0.0%
Departure	54	1	55	1.8%	18	0	18	0.0%
Total	105	2	107	1.9%	42	0	42	0.0%
Total Approaches								
Approach	1,272	34	1,306		1,143	7	1,150	
Departure	1,272	34	1,306		1,143	7	1,150	
Total	2,544	68	2,612	2.6%	2,286	14	2,300	0.6%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
5 . Darwin Dr & Alessandro Blvd								
NBL	1	2	3	66.67%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	1	0	1	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	3	0	3	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	20	6	26	23.08%	14	1	15	6.67%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	362	20	382	5.24%	480	5	485	1.03%
EBR	0	2	2	100.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	432	15	447	3.36%	324	4	328	1.22%
WBR	6	3	9	33.33%	7	0	7	0.00%
North Leg								
Approach	20	6	26	23.1%	17	1	18	5.6%
Departure	6	3	9	33.3%	7	0	7	0.0%
Total	26	9	35	25.7%	24	1	25	4.0%
South Leg								
Approach	2	2	4	50.0%	0	0	0	0.0%
Departure	0	2	2	100.0%	0	0	0	0.0%
Total	2	4	6	66.7%	0	0	0	0.0%
East Leg								
Approach	438	18	456	3.9%	331	4	335	1.2%
Departure	363	20	383	5.2%	483	5	488	1.0%
Total	801	38	839	4.5%	814	9	823	1.1%
West Leg								
Approach	362	22	384	5.7%	480	5	485	1.0%
Departure	453	23	476	4.8%	338	5	343	1.5%
Total	815	45	860	5.2%	818	10	828	1.2%
Total Approaches								
Approach	822	48	870		828	10	838	
Departure	822	48	870		828	10	838	
Total	1,644	96	1,740	5.5%	1,656	20	1,676	1.2%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
9 . Morrison St & Alessandro Blvd								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	127	3	130	2.31%	46	0	46	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	104	2	106	1.89%	61	0	61	0.00%
EBL	115	3	118	2.54%	105	1	106	0.94%
EBT	233	15	248	6.05%	380	4	384	1.04%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	329	11	340	3.24%	270	4	274	1.46%
WBR	88	1	89	1.12%	42	1	43	2.33%
North Leg								
Approach	231	5	236	2.1%	107	0	107	0.0%
Departure	203	4	207	1.9%	147	2	149	1.3%
Total	434	9	443	2.0%	254	2	256	0.8%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	417	12	429	2.8%	312	5	317	1.6%
Departure	360	18	378	4.8%	426	4	430	0.9%
Total	777	30	807	3.7%	738	9	747	1.2%
West Leg								
Approach	348	18	366	4.9%	485	5	490	1.0%
Departure	433	13	446	2.9%	331	4	335	1.2%
Total	781	31	812	3.8%	816	9	825	1.1%
Total Approaches								
Approach	996	35	1,031		904	10	914	
Departure	996	35	1,031		904	10	914	
Total	1,992	70	2,062	3.4%	1,808	20	1,828	1.1%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
10 . Nason St & SR-60 WB Ramps								
NBL	112	1	113	0.88%	128	0	128	0.00%
NBT	308	3	311	0.96%	284	5	289	1.73%
NBR	409	13	422	3.08%	585	7	592	1.18%
SBL	22	0	22	0.00%	34	1	35	2.86%
SBT	363	7	370	1.89%	240	3	243	1.23%
SBR	5	1	6	16.67%	4	1	5	20.00%
EBL	9	0	9	0.00%	6	0	6	0.00%
EBT	13	1	14	7.14%	16	0	16	0.00%
EBR	176	3	179	1.68%	106	0	106	0.00%
WBL	112	5	117	4.27%	121	6	127	4.72%
WBT	10	0	10	0.00%	29	0	29	0.00%
WBR	19	0	19	0.00%	19	1	20	5.00%
North Leg								
Approach	390	8	398	2.0%	278	5	283	1.8%
Departure	336	3	339	0.9%	309	6	315	1.9%
Total	726	11	737	1.5%	587	11	598	1.8%
South Leg								
Approach	829	17	846	2.0%	997	12	1,009	1.2%
Departure	651	15	666	2.3%	467	9	476	1.9%
Total	1,480	32	1,512	2.1%	1,464	21	1,485	1.4%
East Leg								
Approach	141	5	146	3.4%	169	7	176	4.0%
Departure	444	14	458	3.1%	635	8	643	1.2%
Total	585	19	604	3.1%	804	15	819	1.8%
West Leg								
Approach	198	4	202	2.0%	128	0	128	0.0%
Departure	127	2	129	1.6%	161	1	162	0.6%
Total	325	6	331	1.8%	289	1	290	0.3%
Total Approaches								
Approach	1,558	34	1,592		1,572	24	1,596	
Departure	1,558	34	1,592		1,572	24	1,596	
Total	3,116	68	3,184	2.1%	3,144	48	3,192	1.5%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
11 . Nason St & SR-60 EB Ramps								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	783	12	795	1.51%	877	7	884	0.79%
NBR	151	7	158	4.43%	120	0	120	0.00%
SBL	39	6	45	13.33%	37	0	37	0.00%
SBT	621	8	629	1.27%	449	6	455	1.32%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	38	6	44	13.64%	81	0	81	0.00%
EBT	3	0	3	0.00%	1	0	1	0.00%
EBR	607	20	627	3.19%	661	3	664	0.45%
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	660	14	674	2.1%	486	6	492	1.2%
Departure	821	18	839	2.1%	958	7	965	0.7%
Total	1,481	32	1,513	2.1%	1,444	13	1,457	0.9%
South Leg								
Approach	934	19	953	2.0%	997	7	1,004	0.7%
Departure	1,228	28	1,256	2.2%	1,110	9	1,119	0.8%
Total	2,162	47	2,209	2.1%	2,107	16	2,123	0.8%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	193	13	206	6.3%	158	0	158	0.0%
Total	193	13	206	6.3%	158	0	158	0.0%
West Leg								
Approach	648	26	674	3.9%	743	3	746	0.4%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	648	26	674	3.9%	743	3	746	0.4%
Total Approaches								
Approach	2,242	59	2,301		2,226	16	2,242	
Departure	2,242	59	2,301		2,226	16	2,242	
Total	4,484	118	4,602	2.6%	4,452	32	4,484	0.7%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
12 . Nason St & Fir Ave								
NBL	45	0	45	0.00%	16	0	16	0.00%
NBT	665	8	673	1.19%	697	5	702	0.71%
NBR	62	0	62	0.00%	102	0	102	0.00%
SBL	140	6	146	4.11%	266	2	268	0.75%
SBT	910	15	925	1.62%	605	12	617	1.94%
SBR	179	4	183	2.19%	169	2	171	1.17%
EBL	142	0	142	0.00%	96	0	96	0.00%
EBT	91	0	91	0.00%	118	0	118	0.00%
EBR	34	2	36	5.56%	14	1	15	6.67%
WBL	80	2	82	2.44%	154	1	155	0.65%
WBT	77	0	77	0.00%	187	0	187	0.00%
WBR	98	6	104	5.77%	120	3	123	2.44%
North Leg								
Approach	1,229	25	1,254	2.0%	1,040	16	1,056	1.5%
Departure	905	14	919	1.5%	913	8	921	0.9%
Total	2,134	39	2,173	1.8%	1,953	24	1,977	1.2%
South Leg								
Approach	772	8	780	1.0%	815	5	820	0.6%
Departure	1,024	19	1,043	1.8%	773	14	787	1.8%
Total	1,796	27	1,823	1.5%	1,588	19	1,607	1.2%
East Leg								
Approach	255	8	263	3.0%	461	4	465	0.9%
Departure	293	6	299	2.0%	486	2	488	0.4%
Total	548	14	562	2.5%	947	6	953	0.6%
West Leg								
Approach	267	2	269	0.7%	228	1	229	0.4%
Departure	301	4	305	1.3%	372	2	374	0.5%
Total	568	6	574	1.0%	600	3	603	0.5%
Total Approaches								
Approach	2,523	43	2,566		2,544	26	2,570	
Departure	2,523	43	2,566		2,544	26	2,570	
Total	5,046	86	5,132	1.7%	5,088	52	5,140	1.0%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
13 . Nason St & Eucalyptus Ave								
NBL	74	1	75	1.33%	52	1	53	1.89%
NBT	594	7	601	1.16%	745	4	749	0.53%
NBR	196	1	197	0.51%	227	1	228	0.44%
SBL	20	1	21	4.76%	21	0	21	0.00%
SBT	956	17	973	1.75%	681	15	696	2.16%
SBR	68	1	69	1.45%	69	0	69	0.00%
EBL	161	0	161	0.00%	53	0	53	0.00%
EBT	209	2	211	0.95%	154	1	155	0.65%
EBR	187	4	191	2.09%	63	1	64	1.56%
WBL	128	3	131	2.29%	167	1	168	0.60%
WBT	115	2	117	1.71%	163	1	164	0.61%
WBR	17	0	17	0.00%	16	1	17	5.88%
North Leg								
Approach	1,044	19	1,063	1.8%	771	15	786	1.9%
Departure	772	7	779	0.9%	814	5	819	0.6%
Total	1,816	26	1,842	1.4%	1,585	20	1,605	1.2%
South Leg								
Approach	864	9	873	1.0%	1,024	6	1,030	0.6%
Departure	1,271	24	1,295	1.9%	911	17	928	1.8%
Total	2,135	33	2,168	1.5%	1,935	23	1,958	1.2%
East Leg								
Approach	260	5	265	1.9%	346	3	349	0.9%
Departure	425	4	429	0.9%	402	2	404	0.5%
Total	685	9	694	1.3%	748	5	753	0.7%
West Leg								
Approach	557	6	563	1.1%	270	2	272	0.7%
Departure	257	4	261	1.5%	284	2	286	0.7%
Total	814	10	824	1.2%	554	4	558	0.7%
Total Approaches								
Approach	2,725	39	2,764		2,411	26	2,437	
Departure	2,725	39	2,764		2,411	26	2,437	
Total	5,450	78	5,528	1.4%	4,822	52	4,874	1.1%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
14 . Nason St & Dracaea Ave								
NBL	262	0	262	0.00%	48	0	48	0.00%
NBT	606	13	619	2.10%	909	9	918	0.98%
NBR	25	0	25	0.00%	16	1	17	5.88%
SBL	161	0	161	0.00%	23	0	23	0.00%
SBT	837	22	859	2.56%	735	12	747	1.61%
SBR	287	4	291	1.37%	145	0	145	0.00%
EBL	118	1	119	0.84%	117	0	117	0.00%
EBT	5	0	5	0.00%	7	0	7	0.00%
EBR	80	1	81	1.23%	34	0	34	0.00%
WBL	25	1	26	3.85%	15	0	15	0.00%
WBT	43	1	44	2.27%	8	0	8	0.00%
WBR	5	0	5	0.00%	6	0	6	0.00%
North Leg								
Approach	1,285	26	1,311	2.0%	903	12	915	1.3%
Departure	729	14	743	1.9%	1,032	9	1,041	0.9%
Total	2,014	40	2,054	1.9%	1,935	21	1,956	1.1%
South Leg								
Approach	893	13	906	1.4%	973	10	983	1.0%
Departure	942	24	966	2.5%	784	12	796	1.5%
Total	1,835	37	1,872	2.0%	1,757	22	1,779	1.2%
East Leg								
Approach	73	2	75	2.7%	29	0	29	0.0%
Departure	191	0	191	0.0%	46	1	47	2.1%
Total	264	2	266	0.8%	75	1	76	1.3%
West Leg								
Approach	203	2	205	1.0%	158	0	158	0.0%
Departure	592	5	597	0.8%	201	0	201	0.0%
Total	795	7	802	0.9%	359	0	359	0.0%
Total Approaches								
Approach	2,454	43	2,497		2,063	22	2,085	
Departure	2,454	43	2,497		2,063	22	2,085	
Total	4,908	86	4,994	1.7%	4,126	44	4,170	1.1%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
15 . Nason St & Cottonwood Ave								
NBL	203	4	207	1.93%	44	1	45	2.22%
NBT	755	22	777	2.83%	880	7	887	0.79%
NBR	51	0	51	0.00%	14	2	16	12.50%
SBL	38	2	40	5.00%	17	1	18	5.56%
SBT	830	24	854	2.81%	669	15	684	2.19%
SBR	83	8	91	8.79%	109	0	109	0.00%
EBL	86	4	90	4.44%	76	0	76	0.00%
EBT	56	0	56	0.00%	36	1	37	2.70%
EBR	147	2	149	1.34%	44	0	44	0.00%
WBL	19	1	20	5.00%	4	1	5	20.00%
WBT	76	10	86	11.63%	45	0	45	0.00%
WBR	76	2	78	2.56%	14	0	14	0.00%
North Leg								
Approach	951	34	985	3.5%	795	16	811	2.0%
Departure	917	28	945	3.0%	970	7	977	0.7%
Total	1,868	62	1,930	3.2%	1,765	23	1,788	1.3%
South Leg								
Approach	1,009	26	1,035	2.5%	938	10	948	1.1%
Departure	996	27	1,023	2.6%	717	16	733	2.2%
Total	2,005	53	2,058	2.6%	1,655	26	1,681	1.5%
East Leg								
Approach	171	13	184	7.1%	63	1	64	1.6%
Departure	145	2	147	1.4%	67	4	71	5.6%
Total	316	15	331	4.5%	130	5	135	3.7%
West Leg								
Approach	289	6	295	2.0%	156	1	157	0.6%
Departure	362	22	384	5.7%	198	1	199	0.5%
Total	651	28	679	4.1%	354	2	356	0.6%
Total Approaches								
Approach	2,420	79	2,499		1,952	28	1,980	
Departure	2,420	79	2,499		1,952	28	1,980	
Total	4,840	158	4,998	3.2%	3,904	56	3,960	1.4%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
16 . Nason St & Bay Ave								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	648	10	658	1.52%	917	10	927	1.08%
NBR	102	0	102	0.00%	0	0	0	0.00%
SBL	276	1	277	0.36%	20	0	20	0.00%
SBT	796	17	813	2.09%	704	14	718	1.95%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	11	0	11	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	10	0	10	0.00%	0	0	0	0.00%
North Leg								
Approach	1,072	18	1,090	1.7%	724	14	738	1.9%
Departure	658	10	668	1.5%	917	10	927	1.1%
Total	1,730	28	1,758	1.6%	1,641	24	1,665	1.4%
South Leg								
Approach	750	10	760	1.3%	917	10	927	1.1%
Departure	807	17	824	2.1%	704	14	718	1.9%
Total	1,557	27	1,584	1.7%	1,621	24	1,645	1.5%
East Leg								
Approach	21	0	21	0.0%	0	0	0	0.0%
Departure	378	1	379	0.3%	20	0	20	0.0%
Total	399	1	400	0.3%	20	0	20	0.0%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	1,843	28	1,871		1,641	24	1,665	
Departure	1,843	28	1,871		1,641	24	1,665	
Total	3,686	56	3,742	1.5%	3,282	48	3,330	1.4%

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Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
17 . Nason St & Alessandro Blvd								
NBL	83	2	85	2.35%	54	2	56	3.57%
NBT	507	7	514	1.36%	742	6	748	0.80%
NBR	28	2	30	6.67%	83	1	84	1.19%
SBL	53	4	57	7.02%	66	0	66	0.00%
SBT	670	11	681	1.62%	549	12	561	2.14%
SBR	63	2	65	3.08%	65	1	66	1.52%
EBL	119	2	121	1.65%	86	2	88	2.27%
EBT	159	12	171	7.02%	260	0	260	0.00%
EBR	103	4	107	3.74%	61	2	63	3.17%
WBL	128	1	129	0.78%	24	1	25	4.00%
WBT	292	8	300	2.67%	198	1	199	0.50%
WBR	157	1	158	0.63%	89	3	92	3.26%
North Leg								
Approach	786	17	803	2.1%	680	13	693	1.9%
Departure	783	10	793	1.3%	917	11	928	1.2%
Total	1,569	27	1,596	1.7%	1,597	24	1,621	1.5%
South Leg								
Approach	618	11	629	1.7%	879	9	888	1.0%
Departure	901	16	917	1.7%	634	15	649	2.3%
Total	1,519	27	1,546	1.7%	1,513	24	1,537	1.6%
East Leg								
Approach	577	10	587	1.7%	311	5	316	1.6%
Departure	240	18	258	7.0%	409	1	410	0.2%
Total	817	28	845	3.3%	720	6	726	0.8%
West Leg								
Approach	381	18	399	4.5%	407	4	411	1.0%
Departure	438	12	450	2.7%	317	4	321	1.2%
Total	819	30	849	3.5%	724	8	732	1.1%
Total Approaches								
Approach	2,362	56	2,418		2,277	31	2,308	
Departure	2,362	56	2,418		2,277	31	2,308	
Total	4,724	112	4,836	2.3%	4,554	62	4,616	1.3%

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Table C-3
Volume Balancing For Existing Conditions

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjustment	Balanced Volume
3 Lasselle St & Alessandro Blvd						
NBL	254		254	168		168
NBT	344		344	332		332
NBR	137	17	154	119	1	120
SBL	9	1	10	8		8
SBT	273		273	300		300
SBR	44		44	16		16
EBL	29		29	68		68
EBT	211	27	238	358	2	360
EBR	163		163	172		172
WBL	86	3	89	82	-1	81
WBT	381	14	395	259	-3	256
WBR	14	1	15	10		10
North Leg						
Approach	326	1	327	324	0	324
Departure	387	1	388	410	0	410
Total	713	2	715	734	0	734
South Leg						
Approach	735	17	752	619	1	620
Departure	522	3	525	554	-1	553
Total	1,257	20	1,277	1,173	0	1,173
East Leg						
Approach	481	18	499	351	-4	347
Departure	357	45	402	485	3	488
Total	838	63	901	836	-1	835
West Leg						
Approach	403	27	430	598	2	600
Departure	679	14	693	443	-3	440
Total	1,082	41	1,123	1,041	-1	1,040
Total Approaches						
Approach	1,945	63	2,008	1,892	-1	1,891
Departure	1,945	63	2,008	1,892	-1	1,891
Total	3,890	126	4,016	3,784	-2	3,782

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Table C-3
Volume Balancing For Existing Conditions

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjustment	Balanced Volume
9 Morrison St & Alessandro Blvd						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	134		134	46		46
SBT	0		0	0		0
SBR	109	3	112	61		61
EBL	123	6	129	107	-1	106
EBT	259	12	271	387	-2	385
EBR	0		0	0		0
WBL	0		0	0		0
WBT	353	10	363	277		277
WBR	90		90	44		44
North Leg						
Approach	243	3	246	107	0	107
Departure	213	6	219	151	-1	150
Total	456	9	465	258	-1	257
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	443	10	453	321	0	321
Departure	393	12	405	433	-2	431
Total	836	22	858	754	-2	752
West Leg						
Approach	382	18	400	494	-3	491
Departure	462	13	475	338	0	338
Total	844	31	875	832	-3	829
Total Approaches						
Approach	1,068	31	1,099	922	-3	919
Departure	1,068	31	1,099	922	-3	919
Total	2,136	62	2,198	1,844	-6	1,838

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Table C-3
Volume Balancing For Existing Conditions

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
11 Nason St & SR-60 EB Ramps						
NBL	0		0	0		0
NBT	807	8	815	890	43	933
NBR	163		163	120		120
SBL	50	-1	49	37	-1	36
SBT	635	-7	628	462	-12	450
SBR	0		0	0		0
EBL	50		50	81	4	85
EBT	3		3	1		1
EBR	643		643	666		666
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	685	-8	677	499	-13	486
Departure	857	8	865	971	47	1,018
Total	1,542	0	1,542	1,470	34	1,504
South Leg						
Approach	970	8	978	1,010	43	1,053
Departure	1,278	-7	1,271	1,128	-12	1,116
Total	2,248	1	2,249	2,138	31	2,169
East Leg						
Approach	0	0	0	0	0	0
Departure	216	-1	215	158	-1	157
Total	216	-1	215	158	-1	157
West Leg						
Approach	696	0	696	748	4	752
Departure	0	0	0	0	0	0
Total	696	0	696	748	4	752
Total Approaches						
Approach	2,351	0	2,351	2,257	34	2,291
Departure	2,351	0	2,351	2,257	34	2,291
Total	4,702	0	4,702	4,514	68	4,582

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Table C-3
Volume Balancing For Existing Conditions

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
12 Nason St & Fir Ave						
NBL	45		45	16		16
NBT	680	-1	679	707	-1	706
NBR	62		62	102		102
SBL	149		149	269		269
SBT	937	18	955	627	-1	626
SBR	187		187	172		172
EBL	142		142	96		96
EBT	91		91	118		118
EBR	39	1	40	17		17
WBL	83	2	85	156		156
WBT	77		77	187		187
WBR	110		110	126		126
North Leg						
Approach	1,273	18	1,291	1,068	-1	1,067
Departure	932	-1	931	929	-1	928
Total	2,205	17	2,222	1,997	-2	1,995
South Leg						
Approach	787	-1	786	825	-1	824
Departure	1,059	21	1,080	800	-1	799
Total	1,846	20	1,866	1,625	-2	1,623
East Leg						
Approach	270	2	272	469	0	469
Departure	302	0	302	489	0	489
Total	572	2	574	958	0	958
West Leg						
Approach	272	1	273	231	0	231
Departure	309	0	309	375	0	375
Total	581	1	582	606	0	606
Total Approaches						
Approach	2,602	20	2,622	2,593	-2	2,591
Departure	2,602	20	2,622	2,593	-2	2,591
Total	5,204	40	5,244	5,186	-4	5,182

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
1 . Perris Blvd & Alessandro Blvd		
NBL	212	228
NBT	636	742
NBR	136	143
SBL	174	126
SBT	628	797
SBR	198	106
EBL	142	356
EBT	297	730
EBR	81	268
WBL	108	178
WBT	648	403
WBR	61	73
North Leg		
Approach	1,000	1,029
Departure	839	1,171
Total	1,839	2,200
South Leg		
Approach	984	1,113
Departure	817	1,243
Total	1,801	2,356
East Leg		
Approach	817	654
Departure	607	999
Total	1,424	1,653
West Leg		
Approach	520	1,354
Departure	1,058	737
Total	1,578	2,091
Total Approaches		
Approach	3,321	4,150
Departure	3,321	4,150
Total	6,642	8,300

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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 . Kitching St & Alessandro Blvd		
NBL	157	106
NBT	276	202
NBR	21	12
SBL	40	22
SBT	184	212
SBR	114	76
EBL	133	130
EBT	414	619
EBR	116	184
WBL	41	17
WBT	628	458
WBR	106	51
North Leg		
Approach	338	310
Departure	515	383
Total	853	693
South Leg		
Approach	454	320
Departure	341	413
Total	795	733
East Leg		
Approach	775	526
Departure	475	653
Total	1,250	1,179
West Leg		
Approach	663	933
Departure	899	640
Total	1,562	1,573
Total Approaches		
Approach	2,230	2,089
Departure	2,230	2,089
Total	4,460	4,178

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
3 . Lasselle St & Alessandro Blvd		
NBL	254	168
NBT	344	332
NBR	154	120
SBL	10	8
SBT	273	300
SBR	44	16
EBL	29	68
EBT	238	360
EBR	163	172
WBL	89	81
WBT	395	256
WBR	15	10
North Leg		
Approach	327	324
Departure	388	410
Total	715	734
South Leg		
Approach	752	620
Departure	525	553
Total	1,277	1,173
East Leg		
Approach	499	347
Departure	402	488
Total	901	835
West Leg		
Approach	430	600
Departure	693	440
Total	1,123	1,040
Total Approaches		
Approach	2,008	1,891
Departure	2,008	1,891
Total	4,016	3,782

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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 . Lasselle St & Brodiaea Ave		
NBL	31	12
NBT	650	553
NBR	2	0
SBL	19	3
SBT	531	529
SBR	25	6
EBL	16	12
EBT	0	0
EBR	37	12
WBL	1	6
WBT	0	0
WBR	21	24
North Leg		
Approach	575	538
Departure	687	589
Total	1,262	1,127
South Leg		
Approach	683	565
Departure	569	547
Total	1,252	1,112
East Leg		
Approach	22	30
Departure	21	3
Total	43	33
West Leg		
Approach	53	24
Departure	56	18
Total	109	42
Total Approaches		
Approach	1,333	1,157
Departure	1,333	1,157
Total	2,666	2,314

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
5 . Darwin Dr & Alessandro Blvd		
NBL	4	0
NBT	0	0
NBR	1	0
SBL	0	3
SBT	0	0
SBR	32	16
EBL	0	0
EBT	399	488
EBR	3	0
WBL	0	0
WBT	463	331
WBR	12	7
North Leg		
Approach	32	19
Departure	12	7
Total	44	26
South Leg		
Approach	5	0
Departure	3	0
Total	8	0
East Leg		
Approach	475	338
Departure	400	491
Total	875	829
West Leg		
Approach	402	488
Departure	499	347
Total	901	835
Total Approaches		
Approach	914	845
Departure	914	845
Total	1,828	1,690

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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 . Morrison St & Alessandro Blvd		
NBL	0	0
NBT	0	0
NBR	0	0
SBL	134	46
SBT	0	0
SBR	112	61
EBL	129	107
EBT	271	387
EBR	0	0
WBL	0	0
WBT	363	277
WBR	90	44
North Leg		
Approach	246	107
Departure	219	151
Total	465	258
South Leg		
Approach	0	0
Departure	0	0
Total	0	0
East Leg		
Approach	453	321
Departure	405	433
Total	858	754
West Leg		
Approach	400	494
Departure	475	338
Total	875	832
Total Approaches		
Approach	1,099	922
Departure	1,099	922
Total	2,198	1,844

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
10 . Nason St & SR-60 WB Ramps		
NBL	114	128
NBT	316	293
NBR	435	597
SBL	22	36
SBT	375	245
SBR	7	6
EBL	9	6
EBT	15	16
EBR	181	106
WBL	121	135
WBT	10	29
WBR	19	21
North Leg		
Approach	404	287
Departure	344	320
Total	748	607
South Leg		
Approach	865	1,018
Departure	677	486
Total	1,542	1,504
East Leg		
Approach	150	185
Departure	472	649
Total	622	834
West Leg		
Approach	205	128
Departure	131	163
Total	336	291
Total Approaches		
Approach	1,624	1,618
Departure	1,624	1,618
Total	3,248	3,236

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
11 . Nason St & SR-60 EB Ramps		
NBL	0	0
NBT	815	933
NBR	163	120
SBL	49	36
SBT	628	450
SBR	0	0
EBL	50	85
EBT	3	1
EBR	643	666
WBL	0	0
WBT	0	0
WBR	0	0
North Leg		
Approach	677	486
Departure	865	1,018
Total	1,542	1,504
South Leg		
Approach	978	1,053
Departure	1,271	1,116
Total	2,249	2,169
East Leg		
Approach	0	0
Departure	215	157
Total	215	157
West Leg		
Approach	696	752
Departure	0	0
Total	696	752
Total Approaches		
Approach	2,351	2,291
Departure	2,351	2,291
Total	4,702	4,582

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
12 . Nason St & Fir Ave		
NBL	45	16
NBT	679	707
NBR	62	102
SBL	149	269
SBT	955	627
SBR	187	172
EBL	142	96
EBT	91	118
EBR	40	17
WBL	85	156
WBT	77	187
WBR	110	126
North Leg		
Approach	1,291	1,068
Departure	931	929
Total	2,222	1,997
South Leg		
Approach	786	825
Departure	1,080	800
Total	1,866	1,625
East Leg		
Approach	272	469
Departure	302	489
Total	574	958
West Leg		
Approach	273	231
Departure	309	375
Total	582	606
Total Approaches		
Approach	2,622	2,593
Departure	2,622	2,593
Total	5,244	5,186

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
13 . Nason St & Eucalyptus Ave		
NBL	76	54
NBT	608	752
NBR	198	229
SBL	22	21
SBT	987	709
SBR	70	69
EBL	161	53
EBT	212	157
EBR	193	65
WBL	133	169
WBT	118	165
WBR	17	19
North Leg		
Approach	1,079	799
Departure	786	824
Total	1,865	1,623
South Leg		
Approach	882	1,035
Departure	1,313	943
Total	2,195	1,978
East Leg		
Approach	268	353
Departure	432	407
Total	700	760
West Leg		
Approach	566	275
Departure	264	288
Total	830	563
Total Approaches		
Approach	2,795	2,462
Departure	2,795	2,462
Total	5,590	4,924

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
14 . Nason St & Dracaea Ave		
NBL	262	48
NBT	629	925
NBR	25	18
SBL	161	23
SBT	877	757
SBR	294	145
EBL	120	117
EBT	5	7
EBR	82	34
WBL	27	15
WBT	45	8
WBR	5	6
North Leg		
Approach	1,332	925
Departure	754	1,048
Total	2,086	1,973
South Leg		
Approach	916	991
Departure	986	806
Total	1,902	1,797
East Leg		
Approach	77	29
Departure	191	48
Total	268	77
West Leg		
Approach	207	158
Departure	601	201
Total	808	359
Total Approaches		
Approach	2,532	2,103
Departure	2,532	2,103
Total	5,064	4,206

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
15 . Nason St & Cottonwood Ave		
NBL	210	46
NBT	796	891
NBR	51	17
SBL	42	19
SBT	877	697
SBR	97	109
EBL	93	76
EBT	56	38
EBR	151	44
WBL	22	6
WBT	94	45
WBR	80	14
North Leg		
Approach	1,016	825
Departure	969	981
Total	1,985	1,806
South Leg		
Approach	1,057	954
Departure	1,050	747
Total	2,107	1,701
East Leg		
Approach	196	65
Departure	149	74
Total	345	139
West Leg		
Approach	300	158
Departure	401	200
Total	701	358
Total Approaches		
Approach	2,569	2,002
Departure	2,569	2,002
Total	5,138	4,004

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
16 . Nason St & Bay Ave		
NBL	0	0
NBT	665	933
NBR	102	0
SBL	278	20
SBT	831	731
SBR	0	0
EBL	0	0
EBT	0	0
EBR	0	0
WBL	11	0
WBT	0	0
WBR	10	0
North Leg		
Approach	1,109	751
Departure	675	933
Total	1,784	1,684
South Leg		
Approach	767	933
Departure	842	731
Total	1,609	1,664
East Leg		
Approach	21	0
Departure	380	20
Total	401	20
West Leg		
Approach	0	0
Departure	0	0
Total	0	0
Total Approaches		
Approach	1,897	1,684
Departure	1,897	1,684
Total	3,794	3,368

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Table C-4: Existing Peak Hour Volume Summary

	AM Peak Hour Without Project Volumes	PM Peak Hour Without Project Volumes
17 . Nason St & Alessandro Blvd		
NBL	86	57
NBT	519	751
NBR	31	85
SBL	62	66
SBT	688	570
SBR	69	67
EBL	122	90
EBT	182	260
EBR	111	64
WBL	130	26
WBT	309	200
WBR	160	94
North Leg		
Approach	819	703
Departure	801	935
Total	1,620	1,638
South Leg		
Approach	636	893
Departure	929	660
Total	1,565	1,553
East Leg		
Approach	599	320
Departure	275	411
Total	874	731
West Leg		
Approach	415	414
Departure	464	324
Total	879	738
Total Approaches		
Approach	2,469	2,330
Departure	2,469	2,330
Total	4,938	4,660

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Table C-5: Cumulative Projects Trip Generation

Project Number	Location	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1	Nason Market Place	Gas Station/Retail/Hotel/Coffee Shop	-	-							
		Trip Generation Rates[1]			-	-	-	-	-	-	-
		Trip Generation			269	225	494	218	220	438	7,432
2	Moreno Valley Town Center Specific Plan	SFR/Park/Hotel/Office/Library/Restaurant[2]	-	-							
		Residential			138	340	478	420	221	641	6,434
		Non-Residential			286	198	484	273	315	589	5,882
		Hotel			27	15	42	11	17	28	378
3	Village at Moreno Valley	Gas Station/Retail/Restaurant	-	-							
		Trip Generation Rates[3]			-	-	-	-	-	-	-
		Trip Generation			324	250	574	197	184	381	6,191
4	Rocas Grandes	Multi-Family Dwelling Units (MFDU)	426	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			41	129	170	137	81	218	2,871
5	TR31590 - Del Sol	Single Family Residential	96	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			17	50	67	57	34	91	905
6	TR32408 - Moothart	Single Family Residential	80	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			15	41	56	47	29	76	754
7	Arco Gas Station	Gas Station with Convenience Market	16.0	VFP							
		Trip Generation Rates[6]			8.03	8.03	16.06	9.21	9.21	18.42	265.12
		Trip Generation			128	129	257	147	148	295	4,242
		Pass-by[6]			-80	-80	-160	-83	-83	-166	-1061
		Net New Project Trips			48	49	97	64	65	129	226
8	PEN21-0273 - Northwest Commercial	Shopping Center/Office									
	Commercial and Office Plaza	Trip Generation Rates[7]			-	-	-	-	-	-	-
	NWC of Alessandro Blvd. and Lasselle St.	Trip Generation			204	184	388	210	201	411	4,482

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Table C-5: Cumulative Projects Trip Generation

Project Number	Location	Land Use	Quantity	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
9	TR38265 - Alessandro Walk	Single Family Residential	227	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			41	118	159	134	80	214	2,141
		Office	3.2	TSF							
		Trip Generation Rates[8]			1.34	0.18	1.52	0.24	1.20	1.44	10.84
		Trip Generation			4	1	5	1	4	5	34
		Total Project Trips			45	119	164	135	84	219	2,175
10	Moreno Valley Elementary School	Elementary School	950	Students							
		Trip Generation Rates[9]			-	-	-	-	-	-	-
		Trip Generation			344	293	637	78	84	162	1,796
11	Rancho Vista Specific Plan	Multifamily, Single Family, Senior Housing/Recreational Center/Soccer Complex									
		Trip Generation Rates[10]			-	-	-	-	-	-	-
		Trip Generation			100	282	382	312	192	504	5,651
12	PPA21-0038	Shopping Center	122.5	TSF							
		Trip Generation Rates[11]			1.07	0.66	1.73	2.54	2.65	5.19	67.52
		Trip Generation			131	81	212	312	324	636	8,271
		Pass-By Trips[12]						(127)	(127)	(254)	(254)
		Net Trip Generation			131	81	212	185	197	382	8,017
		Fast-Food Restaurant	7.0	TSF							
		Trip Generation Rates[13]			22.75	21.86	44.61	17.18	15.85	33.03	467.48
		Trip Generation			159	153	312	120	112	232	3,272
		Pass-By Trips[14]			(78)	(78)	(156)	(64)	(64)	(128)	(284)
		Net Trip Generation			81	75	156	56	48	104	2,988
13	Darco Tract 38123	Single Family Residential	195	DU							
		Trip Generation Rates[15]			-	-	-	-	-	-	-
		Trip Generation			37	107	144	122	71	193	1,841
14	PA05-0052 Winchester Associate	Single Family Residential	105	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			19	55	74	62	37	99	990
15	PEN016-0162-Curtis Development	Single Family Residential	23	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			4	12	16	14	8	22	217
16	PA05-0114-Sussex Capital Group	Single Family Residential	11	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			2	6	8	7	4	11	104
17	PA05-0115-Sussex Capital Group	Single Family Residential	57	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			10	30	40	34	20	54	538
18	PA04-0146-Beazer Homes	Single Family Residential	274	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			50	142	192	162	96	258	2,584
19	World Logistics	Warehouse[16]									
		Passenger Vehicles			763	691	1,454	608	1,349	1,958	23,532
		Trucks			174	207	380	121	148	269	6,143
		Total			1,037	1,008	2,046	846	1,638	2,484	34,031
20	PEN21-0075-Lansing Companies	Single Family Residential	315	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			57	164	221	187	110	297	2,970
21	PEN21-0075-Lansing Companies	Multi-Family Dwelling Units (MFDU)	430	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			41	131	172	138	82	220	2,898
22	Moreno Valley Trade Center	Warehouse[17]	1,263	TSF							

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Table C-5: Cumulative Projects Trip Generation

Project Number	Location	Land Use	Quantity	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
		Passenger Vehicles			373	79	452	533	497	1,030	5,750
		Truck PCEs			40	43	83	34	53	88	2,153
		Total Trip Generation			413	122	535	567	550	1,118	7,903
23	PEN18-0065-MacJones Holdings	Single Family Residential	31	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			6	16	22	18	12	30	292
24	PEN21-0184-DR Horton	Single Family Residential	204	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			37	106	143	121	71	192	1,924
25	PEN21-0199-DR Horton	Single Family Residential	67	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			12	35	47	40	23	63	632
26	PEN20-0144-Mike McKnight Planning	Single Family Residential	96	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			17	50	67	57	34	91	905
27	PEN18-0080-Hakan Buvan	Single Family Residential	8	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			1	5	6	5	3	8	75
28	PEN18-0154-Michael De La Tome	Single Family Residential	6	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			1	3	4	4	2	6	57
29	PEN18-0053- Cantebury	Single Family Residential	45	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			8	24	32	27	16	43	424
30	PEN21-0145-Passco Pacifica	Single Family Residential	322	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			59	166	225	191	112	303	3,036
31	PA06-0052-Perris Pacific Company	Multi-Family Dwelling Units (MFDU)	49	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			5	15	20	16	9	25	330
32	PA13-0062-Creative Design Assoc.	Multi-Family Dwelling Units (MFDU)	58	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			6	17	23	19	11	30	391
33	PEN16-0123- Villa Annette	Multi-Family Dwelling Units (MFDU)	220	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			21	67	88	71	42	113	1,483
34	PEN20-0175-RC Hobbs	Multi-Family Dwelling Units (MFDU)	38	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			4	11	15	12	8	20	256
35	PEN16-0130-ROCIII CA Belago	Multi-Family Dwelling Units (MFDU)	358	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			34	109	143	115	68	183	2,413
36	PA08-0054-Granite Capital	Multi-Family Dwelling Units (MFDU)	135	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			13	41	54	43	26	69	910
37	Moreno Valley Medical Plaza	Medical-Dental Office Building	217.0	TSF							
		Trip Generation Rates[8]			2.45	0.65	3.10	1.18	2.75	3.93	36
		Trip Generation			531	142	673	256	597	853	7,812
38	Renaissance Village	Medical-Dental Office Building	98.4	TSF							
		Trip Generation Rates[8]			2.45	0.65	3.10	1.18	2.75	3.93	36
		Trip Generation			241	64	305	116	271	387	3,542

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Table C-5: Cumulative Projects Trip Generation

Project Number	Location	Land Use	Quantity	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
39	Integrated Care Communities	Medical-Dental Office Building	44.0	TSF							
		Trip Generation Rates[18]			2.45	0.65	3.10	1.18	2.75	3.93	36
		Trip Generation			108	28	136	52	121	173	1,584
40	University of Riverside Health System Expansion	Medical-Dental Office Building	1,200.0	TSF							
		Trip Generation Rates[18]			2.45	0.65	3.10	1.18	2.75	3.93	36
		Trip Generation			2,939	781	3,720	1,415	3,301	4,716	43,200
41	TTM 38443	Single Family Residential	133	DU							
		Trip Generation Rates[19]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			24	69	93	79	47	126	1,254
42	TTM 38442	Single Family Residential	108	DU							
		Trip Generation Rates[20]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			20	56	76	64	38	102	1,018
43	Pacific Astoria	Single-Family Residential	531	DU							
		Trip Generation Rates[21]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			97	275	372	314	186	500	5,007
		Aquatic Center	6	TSF							
		Trip Generation Rates[21]			1.26	0.65	1.91	1.18	1.33	2.50	28.82
		Trip Generation			8	3	11	7	8	15	173
44	PEN22-0187	Single Family Residential	37	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			7	19	26	22	13	35	349
45	PEN22-0014	Single Family Residential	76	DU							
		Trip Generation Rates[5]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
		Trip Generation			14	39	53	45	27	72	717
46	PEN21-0127	Multi-Family Dwelling Units (MFDU)	92	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			9	28	37	30	17	47	620
47	PEN22-0029	Multi-Family Dwelling Units (MFDU)	88	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			8	27	35	28	17	45	593
48	PEN22-0022	Multi-Family Dwelling Units (MFDU)	200	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			19	61	80	64	38	102	1,348
49		Multi-Family Dwelling Units (MFDU)	93	DU							
		Trip Generation Rates[4]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
		Trip Generation			9	28	37	30	18	48	627
50	AquaBella Specific Plan Amendment	Mixed-Use	-								
		Trip Generation Rates[22]			-	-	-	-	-	-	-
		Trip Generation			1,966	4,470	6,436	3,787	2,328	6,115	76,414
	Total Net Cumulative Project Trip Generation				**9,964**	**10,863**	**20,828**	**11,587**	**12,052**	**23,641**	**267,644**

Notes: VFP = Vehicle Fueling Positions, DU = Dwelling Units, TSF = Thousand Square Feet

[1] Trip generation was extracted from the approved Traffic Impact Analysis of the "Nason Market Place" project, dated August 6, 2021.

[2] Trip generation was extracted from the approved Traffic Impact Analysis for the "Moreno Valley Town Center Specific Plan," dated March 3, 2022.

[3] Trip generation was extracted from the approved Traffic Impact Analysis for the "Village at Moreno Valley" project, dated September 2021.

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

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

[6] Trip generation based on rates for Land Use 945 - "Convenience Store/Gas Station" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition). For the a.m. and p.m. peak hours pass-by rates are based on the Trip Generation Handbook, 3rd Edition. A 62% pass-by deduction was applied to the a.m. peak hour and 56% pass-by deduction was applied to the p.m. peak hour. The a.m. and p.m. pass-by deductions were applied to daily trip generation.

[7] Trip generation was extracted from the approved focused Traffic Impact Analysis of the "New Commercial and Office Plaza at NWC ofF Alessandro Blvd. and Lasselle St." project, dated April 6, 2021.

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

[9] Trip generation was extracted from the approved Traffic Impact Analysis for the "Moreno Valley Elementary School" project, dated May 27, 2020.

[10] Trip generation was extracted from the approved Traffic Impact Analysis for the "Rancho Bell Vista Specific Plan," dated January 6, 2022.

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Table C-5: Cumulative Projects Trip Generation

Project Number	Location	Land Use	Quantity	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

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

[12] A 40% pass-by rate was applied for the PM Peak Hour. Rates based on Land Use 821 - "Shopping Plaza (40-150k)" from Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition. 'No pass-by rate was applicable for the AM Peak Hour.

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

[14] A 50% pass-by rate was applied for the AM Peak Hour and a 55% pass-by rate was applied for the PM Peak Hour. Rates based on Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition.

[15] Trip generation was extracted from the approved Traffic Impact Analysis of the "Draco Tract 38123 " project, dated September 22, 2021.

[16] Trip generation was extracted from the Traffic Impact Analysis of the "World Logistics Center" project, dated July, 2018.

[17] Trip generation was extracted from the Traffic Impact Analysis of the "Moreno Valley Trade Center" project, dated May, 2020.

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

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
1 . Perris Blvd & Alessandro Blvd												
NBL	212	13	16	241	0	241	228	14	13	255	0	255
NBT	636	39	6	681	0	681	742	45	8	795	0	795
NBR	136	8	64	208	4	212	143	9	119	271	15	286
SBL	174	11	244	429	7	436	126	8	214	348	22	370
SBT	628	38	15	681	0	681	797	0	29	826	0	826
SBR	198	12	10	220	0	220	106	6	18	130	0	130
EBL	142	9	3	154	0	154	356	22	9	387	0	387
EBT	297	18	450	765	4	769	730	45	562	1,337	15	1,352
EBR	81	5	17	103	0	103	268	16	7	291	0	291
WBL	108	7	94	209	14	223	178	11	89	278	9	287
WBT	648	40	512	1,200	14	1,214	403	25	546	974	9	983
WBR	61	4	149	214	21	235	73	4	289	366	13	379
North Leg												
Approach	1,000	61	269	1,330	7	1,337	1,029	14	261	1,304	22	1,326
Departure	839	52	158	1,049	21	1,070	1,171	71	306	1,548	13	1,561
Total	1,839	113	427	2,379	28	2,407	2,200	85	567	2,852	35	2,887
South Leg												
Approach	984	60	86	1,130	4	1,134	1,113	68	140	1,321	15	1,336
Departure	817	50	126	993	14	1,007	1,243	27	125	1,395	9	1,404
Total	1,801	110	212	2,123	18	2,141	2,356	95	265	2,716	24	2,740
East Leg												
Approach	817	51	755	1,623	49	1,672	654	40	924	1,618	31	1,649
Departure	607	37	758	1,402	15	1,417	999	62	895	1,956	52	2,008
Total	1,424	88	1,513	3,025	64	3,089	1,653	102	1,819	3,574	83	3,657
West Leg												
Approach	520	32	470	1,022	4	1,026	1,354	83	578	2,015	15	2,030
Departure	1,058	65	538	1,661	14	1,675	737	45	577	1,359	9	1,368
Total	1,578	97	1,008	2,683	18	2,701	2,091	128	1,155	3,374	24	3,398
Total Approaches												
Approach	3,321	204	1,580	5,105	64	5,169	4,150	205	1,903	6,258	83	6,341
Departure	3,321	204	1,580	5,105	64	5,169	4,150	205	1,903	6,258	83	6,341
Total	6,642	408	3,160	10,210	128	10,338	8,300	410	3,806	12,516	166	12,682

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
2 . Kitching St & Alessandro Blvd												
NBL	157	10	4	171	0	171	106	6	7	119	0	119
NBT	276	17	50	343	0	343	202	12	29	243	0	243
NBR	21	1	26	48	0	48	12	1	37	50	0	50
SBL	40	2	29	71	0	71	22	1	51	74	0	74
SBT	184	11	20	215	0	215	212	0	51	263	0	263
SBR	114	7	9	130	0	130	76	5	9	90	0	90
EBL	133	8	5	146	0	146	130	8	10	148	0	148
EBT	414	25	752	1,191	15	1,206	619	38	864	1,521	52	1,573
EBR	116	7	7	130	0	130	184	11	7	202	0	202
WBL	41	3	35	79	0	79	17	1	31	49	0	49
WBT	628	38	747	1,413	49	1,462	458	28	887	1,373	30	1,403
WBR	106	6	43	155	0	155	51	3	40	94	0	94
North Leg												
Approach	338	20	58	416	0	416	310	6	111	427	0	427
Departure	515	31	98	644	0	644	383	23	79	485	0	485
Total	853	51	156	1,060	0	1,060	693	29	190	912	0	912
South Leg												
Approach	454	28	80	562	0	562	320	19	73	412	0	412
Departure	341	21	62	424	0	424	413	12	89	514	0	514
Total	795	49	142	986	0	986	733	31	162	926	0	926
East Leg												
Approach	775	47	825	1,647	49	1,696	526	32	958	1,516	30	1,546
Departure	475	28	807	1,310	15	1,325	653	40	952	1,645	52	1,697
Total	1,250	75	1,632	2,957	64	3,021	1,179	72	1,910	3,161	82	3,243
West Leg												
Approach	663	40	764	1,467	15	1,482	933	57	881	1,871	52	1,923
Departure	899	55	760	1,714	49	1,763	640	39	903	1,582	30	1,612
Total	1,562	95	1,524	3,181	64	3,245	1,573	96	1,784	3,453	82	3,535
Total Approaches												
Approach	2,230	135	1,727	4,092	64	4,156	2,089	114	2,023	4,226	82	4,308
Departure	2,230	135	1,727	4,092	64	4,156	2,089	114	2,023	4,226	82	4,308
Total	4,460	270	3,454	8,184	128	8,312	4,178	228	4,046	8,452	164	8,616

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
3 . Lasselle St & Alessandro Blvd												
NBL	254	16	92	362	21	383	168	10	67	245	13	258
NBT	344	21	267	632	0	632	332	20	143	495	0	495
NBR	154	9	72	235	0	235	120	7	88	215	0	215
SBL	10	1	60	71	0	71	8	0	75	83	0	83
SBT	273	17	146	436	0	436	300	0	250	550	0	550
SBR	44	3	25	72	0	72	16	1	37	54	0	54
EBL	29	2	97	128	0	128	68	4	106	178	0	178
EBT	238	15	714	967	9	976	360	22	775	1,157	30	1,187
EBR	163	10	38	211	7	218	172	11	69	252	22	274
WBL	89	5	71	165	0	165	81	5	79	165	0	165
WBT	395	24	684	1,103	28	1,131	256	16	873	1,145	17	1,162
WBR	15	1	35	51	0	51	10	1	36	47	0	47
North Leg												
Approach	327	21	231	579	0	579	324	1	362	687	0	687
Departure	388	24	399	811	0	811	410	25	285	720	0	720
Total	715	45	630	1,390	0	1,390	734	26	647	1,407	0	1,407
South Leg												
Approach	752	46	431	1,229	21	1,250	620	37	298	955	13	968
Departure	525	32	255	812	7	819	553	16	398	967	22	989
Total	1,277	78	686	2,041	28	2,069	1,173	53	696	1,922	35	1,957
East Leg												
Approach	499	30	790	1,319	28	1,347	347	22	988	1,357	17	1,374
Departure	402	25	846	1,273	9	1,282	488	29	938	1,455	30	1,485
Total	901	55	1,636	2,592	37	2,629	835	51	1,926	2,812	47	2,859
West Leg												
Approach	430	27	849	1,306	16	1,322	600	37	950	1,587	52	1,639
Departure	693	43	801	1,537	49	1,586	440	27	977	1,444	30	1,474
Total	1,123	70	1,650	2,843	65	2,908	1,040	64	1,927	3,031	82	3,113
Total Approaches												
Approach	2,008	124	2,301	4,433	65	4,498	1,891	97	2,598	4,586	82	4,668
Departure	2,008	124	2,301	4,433	65	4,498	1,891	97	2,598	4,586	82	4,668
Total	4,016	248	4,602	8,866	130	8,996	3,782	194	5,196	9,172	164	9,336

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
4 . Lasselle St & Brodiaea Ave												
NBL	31	2	0	33	0	33	12	1	15	28	0	28
NBT	650	40	335	1,025	0	1,025	553	34	188	775	0	775
NBR	2	0	4	6	4	10	0	0	14	14	15	29
SBL	19	1	9	29	7	36	3	0	21	24	22	46
SBT	531	33	172	736	0	736	529	0	258	787	0	787
SBR	25	2	9	36	0	36	6	0	10	16	0	16
EBL	16	1	10	27	0	27	12	1	11	24	0	24
EBT	0	0	3	3	0	3	0	0	164	164	0	164
EBR	37	2	0	39	0	39	12	1	25	38	0	38
WBL	1	0	13	14	14	28	6	0	18	24	9	33
WBT	0	0	17	17	0	17	0	0	98	98	0	98
WBR	21	1	36	58	21	79	24	1	12	37	13	50
North Leg												
Approach	575	36	190	801	7	808	538	0	289	827	22	849
Departure	687	42	381	1,110	21	1,131	589	36	211	836	13	849
Total	1,262	78	571	1,911	28	1,939	1,127	36	500	1,663	35	1,698
South Leg												
Approach	683	42	339	1,064	4	1,068	565	35	217	817	15	832
Departure	569	35	185	789	14	803	547	1	301	849	9	858
Total	1,252	77	524	1,853	18	1,871	1,112	36	518	1,666	24	1,690
East Leg												
Approach	22	1	66	89	35	124	30	1	128	159	22	181
Departure	21	1	16	38	11	49	3	0	199	202	37	239
Total	43	2	82	127	46	173	33	1	327	361	59	420
West Leg												
Approach	53	3	13	69	0	69	24	2	200	226	0	226
Departure	56	4	26	86	0	86	18	1	123	142	0	142
Total	109	7	39	155	0	155	42	3	323	368	0	368
Total Approaches												
Approach	1,333	82	608	2,023	46	2,069	1,157	38	834	2,029	59	2,088
Departure	1,333	82	608	2,023	46	2,069	1,157	38	834	2,029	59	2,088
Total	2,666	164	1,216	4,046	92	4,138	2,314	76	1,668	4,058	118	4,176

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
5 . Darwin Dr & Alessandro Blvd												
NBL	4	0	36	40	28	68	0	0	28	28	17	45
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	1	0	130	131	35	166	0	0	76	76	22	98
SBL	0	0	5	5	0	5	3	0	4	7	0	7
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	32	2	21	55	0	55	16	1	14	31	0	31
EBL	0	0	7	7	0	7	0	0	24	24	0	24
EBT	399	24	831	1,254	0	1,254	488	30	848	1,366	0	1,366
EBR	3	0	15	18	9	27	0	0	66	66	30	96
WBL	0	0	30	30	24	54	0	0	114	114	81	195
WBT	463	28	732	1,223	0	1,223	331	20	941	1,292	0	1,292
WBR	12	1	2	15	0	15	7	0	6	13	0	13
North Leg												
Approach	32	2	26	60	0	60	19	1	18	38	0	38
Departure	12	1	9	22	0	22	7	0	30	37	0	37
Total	44	3	35	82	0	82	26	1	48	75	0	75
South Leg												
Approach	5	0	166	171	63	234	0	0	104	104	39	143
Departure	3	0	45	48	33	81	0	0	180	180	111	291
Total	8	0	211	219	96	315	0	0	284	284	150	434
East Leg												
Approach	475	29	764	1,268	24	1,292	338	20	1,061	1,419	81	1,500
Departure	400	24	966	1,390	35	1,425	491	30	928	1,449	22	1,471
Total	875	53	1,730	2,658	59	2,717	829	50	1,989	2,868	103	2,971
West Leg												
Approach	402	24	853	1,279	9	1,288	488	30	938	1,456	30	1,486
Departure	499	30	789	1,318	28	1,346	347	21	983	1,351	17	1,368
Total	901	54	1,642	2,597	37	2,634	835	51	1,921	2,807	47	2,854
Total Approaches												
Approach	914	55	1,809	2,778	96	2,874	845	51	2,121	3,017	150	3,167
Departure	914	55	1,809	2,778	96	2,874	845	51	2,121	3,017	150	3,167
Total	1,828	110	3,618	5,556	192	5,748	1,690	102	4,242	6,034	300	6,334

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
6 . Darwin Dr & Dwy 1-Cumul Dwy												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	5	0	69	74	7	81	0	0	43	43	4	47
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	31	31	0	0	0	0	104	104
SBT	3	0	13	16	2	18	0	0	78	78	7	85
SBR	0	0	31	31	0	31	0	0	103	103	0	103
EBL	0	0	97	97	0	97	0	0	61	61	0	61
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	56	56	0	0	0	0	35	35
North Leg												
Approach	3	0	44	47	33	80	0	0	181	181	111	292
Departure	5	0	166	171	63	234	0	0	104	104	39	143
Total	8	0	210	218	96	314	0	0	285	285	150	435
South Leg												
Approach	5	0	69	74	7	81	0	0	43	43	4	47
Departure	3	0	13	16	2	18	0	0	78	78	7	85
Total	8	0	82	90	9	99	0	0	121	121	11	132
East Leg												
Approach	0	0	0	0	56	56	0	0	0	0	35	35
Departure	0	0	0	0	31	31	0	0	0	0	104	104
Total	0	0	0	0	87	87	0	0	0	0	139	139
West Leg												
Approach	0	0	97	97	0	97	0	0	61	61	0	61
Departure	0	0	31	31	0	31	0	0	103	103	0	103
Total	0	0	128	128	0	128	0	0	164	164	0	164
Total Approaches												
Approach	8	0	210	218	96	314	0	0	285	285	150	435
Departure	8	0	210	218	96	314	0	0	285	285	150	435
Total	16	0	420	436	192	628	0	0	570	570	300	870

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
7 . Darwin Dr & Brodiaea Ave												
NBL	0	0	33	33	0	33	0	0	21	21	0	21
NBT	0	0	69	69	0	69	0	0	43	43	0	43
NBR	0	0	36	36	0	36	0	0	22	22	0	22
SBL	0	0	0	0	2	2	0	0	0	0	7	7
SBT	0	0	13	13	0	13	0	0	78	78	0	78
SBR	22	1	0	23	0	23	30	2	0	32	0	32
EBL	21	1	0	22	0	22	3	0	0	3	0	3
EBT	0	0	0	0	11	11	0	0	0	0	37	37
EBR	0	0	6	6	0	6	0	0	37	37	0	37
WBL	0	0	7	7	0	7	0	0	40	40	0	40
WBT	0	0	0	0	35	35	0	0	0	0	22	22
WBR	0	0	0	0	7	7	0	0	0	0	4	4
North Leg												
Approach	22	1	13	36	2	38	30	2	78	110	7	117
Departure	21	1	69	91	7	98	3	0	43	46	4	50
Total	43	2	82	127	9	136	33	2	121	156	11	167
South Leg												
Approach	0	0	138	138	0	138	0	0	86	86	0	86
Departure	0	0	26	26	0	26	0	0	155	155	0	155
Total	0	0	164	164	0	164	0	0	241	241	0	241
East Leg												
Approach	0	0	7	7	42	49	0	0	40	40	26	66
Departure	0	0	36	36	13	49	0	0	22	22	44	66
Total	0	0	43	43	55	98	0	0	62	62	70	132
West Leg												
Approach	21	1	6	28	11	39	3	0	37	40	37	77
Departure	22	1	33	56	35	91	30	2	21	53	22	75
Total	43	2	39	84	46	130	33	2	58	93	59	152
Total Approaches												
Approach	43	2	164	209	55	264	33	2	241	276	70	346
Departure	43	2	164	209	55	264	33	2	241	276	70	346
Total	86	4	328	418	110	528	66	4	482	552	140	692

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
8 . Dwy 2 & Brodiaea Ave												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	42	42	0	0	0	0	26	26
EBL	0	0	0	0	13	13	0	0	0	0	44	44
EBT	0	0	0	36	0	36	0	0	0	22	0	22
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	7	0	7	0	0	0	40	0	40
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	42	42	0	0	0	0	26	26
Departure	0	0	0	0	13	13	0	0	0	0	44	44
Total	0	0	0	0	55	55	0	0	0	0	70	70
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	7	0	7	0	0	0	40	0	40
Departure	0	0	0	36	0	36	0	0	0	22	0	22
Total	0	0	0	43	0	43	0	0	0	62	0	62
West Leg												
Approach	0	0	0	36	13	49	0	0	0	22	44	66
Departure	0	0	0	7	42	49	0	0	0	40	26	66
Total	0	0	0	43	55	98	0	0	0	62	70	132
Total Approaches												
Approach	0	0	0	43	55	98	0	0	0	62	70	132
Departure	0	0	0	43	55	98	0	0	0	62	70	132
Total	0	0	0	86	110	196	0	0	0	124	140	264

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
9 . Morrison St & Alessandro Blvd												
NBL	0	0	31	31	0	31	0	0	10	10	0	10
NBT	0	0	98	98	0	98	0	0	63	63	0	63
NBR	0	0	0	0	0	0	0	0	5	5	0	5
SBL	134	8	52	194	0	194	46	3	47	96	0	96
SBT	0	0	36	36	0	36	0	0	110	110	0	110
SBR	112	7	38	157	0	157	61	4	14	79	0	79
EBL	129	8	49	186	0	186	107	7	53	167	0	167
EBT	271	17	860	1,148	77	1,225	387	24	898	1,309	48	1,357
EBR	0	0	15	15	0	15	0	0	15	15	0	15
WBL	0	0	0	0	0	0	0	0	10	10	0	10
WBT	363	22	718	1,103	24	1,127	277	17	1,031	1,325	81	1,406
WBR	90	6	38	134	0	134	44	3	38	85	0	85
North Leg												
Approach	246	15	126	387	0	387	107	7	171	285	0	285
Departure	219	14	185	418	0	418	151	10	154	315	0	315
Total	465	29	311	805	0	805	258	17	325	600	0	600
South Leg												
Approach	0	0	129	129	0	129	0	0	78	78	0	78
Departure	0	0	51	51	0	51	0	0	135	135	0	135
Total	0	0	180	180	0	180	0	0	213	213	0	213
East Leg												
Approach	453	28	756	1,237	24	1,261	321	20	1,079	1,420	81	1,501
Departure	405	25	912	1,342	77	1,419	433	27	950	1,410	48	1,458
Total	858	53	1,668	2,579	101	2,680	754	47	2,029	2,830	129	2,959
West Leg												
Approach	400	25	924	1,349	77	1,426	494	31	966	1,491	48	1,539
Departure	475	29	787	1,291	24	1,315	338	21	1,055	1,414	81	1,495
Total	875	54	1,711	2,640	101	2,741	832	52	2,021	2,905	129	3,034
Total Approaches												
Approach	1,099	68	1,935	3,102	101	3,203	922	58	2,294	3,274	129	3,403
Departure	1,099	68	1,935	3,102	101	3,203	922	58	2,294	3,274	129	3,403
Total	2,198	136	3,870	6,204	202	6,406	1,844	116	4,588	6,548	258	6,806

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
10 . Nason St & SR-60 WB Ramps												
NBL	114	7	11	132	0	132	128	8	8	144	0	144
NBT	316	19	115	450	0	450	293	18	83	394	0	394
NBR	435	27	963	1,425	35	1,460	597	37	1,680	2,314	22	2,336
SBL	22	1	0	23	0	23	36	2	0	38	0	38
SBT	375	23	81	479	0	479	245	0	110	355	0	355
SBR	7	0	0	7	0	7	6	0	0	6	0	6
EBL	9	1	0	10	0	10	6	0	0	6	0	6
EBT	15	1	0	16	0	16	16	1	0	17	0	17
EBR	181	11	13	205	0	205	106	6	9	121	0	121
WBL	121	7	756	884	3	887	135	8	599	742	10	752
WBT	10	1	0	11	0	11	29	2	0	31	0	31
WBR	19	1	0	20	0	20	21	1	0	22	0	22
North Leg												
Approach	404	24	81	509	0	509	287	2	110	399	0	399
Departure	344	21	115	480	0	480	320	19	83	422	0	422
Total	748	45	196	989	0	989	607	21	193	821	0	821
South Leg												
Approach	865	53	1,089	2,007	35	2,042	1,018	63	1,771	2,852	22	2,874
Departure	677	41	850	1,568	3	1,571	486	14	718	1,218	10	1,228
Total	1,542	94	1,939	3,575	38	3,613	1,504	77	2,489	4,070	32	4,102
East Leg												
Approach	150	9	756	915	3	918	185	11	599	795	10	805
Departure	472	29	963	1,464	35	1,499	649	40	1,680	2,369	22	2,391
Total	622	38	1,719	2,379	38	2,417	834	51	2,279	3,164	32	3,196
West Leg												
Approach	205	13	13	231	0	231	128	7	9	144	0	144
Departure	131	8	11	150	0	150	163	10	8	181	0	181
Total	336	21	24	381	0	381	291	17	17	325	0	325
Total Approaches												
Approach	1,624	99	1,939	3,662	38	3,700	1,618	83	2,489	4,190	32	4,222
Departure	1,624	99	1,939	3,662	38	3,700	1,618	83	2,489	4,190	32	4,222
Total	3,248	198	3,878	7,324	76	7,400	3,236	166	4,978	8,380	64	8,444

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
11 . Nason St & SR-60 EB Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	815	50	1,089	1,954	35	1,989	933	57	1,771	2,761	22	2,783
NBR	163	10	460	633	10	643	120	7	856	983	6	989
SBL	49	3	0	52	0	52	36	2	0	38	0	38
SBT	628	38	849	1,515	3	1,518	450	0	717	1,167	10	1,177
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	50	3	0	53	0	53	85	5	0	90	0	90
EBT	3	0	0	3	0	3	1	0	0	1	0	1
EBR	643	39	1,514	2,196	11	2,207	666	41	1,185	1,892	37	1,929
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	677	41	849	1,567	3	1,570	486	2	717	1,205	10	1,215
Departure	865	53	1,089	2,007	35	2,042	1,018	62	1,771	2,851	22	2,873
Total	1,542	94	1,938	3,574	38	3,612	1,504	64	2,488	4,056	32	4,088
South Leg												
Approach	978	60	1,549	2,587	45	2,632	1,053	64	2,627	3,744	28	3,772
Departure	1,271	77	2,363	3,711	14	3,725	1,116	41	1,902	3,059	47	3,106
Total	2,249	137	3,912	6,298	59	6,357	2,169	105	4,529	6,803	75	6,878
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	215	13	460	688	10	698	157	9	856	1,022	6	1,028
Total	215	13	460	688	10	698	157	9	856	1,022	6	1,028
West Leg												
Approach	696	42	1,514	2,252	11	2,263	752	46	1,185	1,983	37	2,020
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	696	42	1,514	2,252	11	2,263	752	46	1,185	1,983	37	2,020
Total Approaches												
Approach	2,351	143	3,912	6,406	59	6,465	2,291	112	4,529	6,932	75	7,007
Departure	2,351	143	3,912	6,406	59	6,465	2,291	112	4,529	6,932	75	7,007
Total	4,702	286	7,824	12,812	118	12,930	4,582	224	9,058	13,864	150	14,014

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
12 . Nason St & Fir Ave												
NBL	45	3	187	235	0	235	16	1	121	138	0	138
NBT	679	42	1,406	2,127	45	2,172	707	43	2,526	3,276	28	3,304
NBR	62	4	76	142	4	146	102	6	44	152	3	155
SBL	149	9	13	171	0	171	269	16	41	326	0	326
SBT	955	58	2,274	3,287	14	3,301	627	0	1,815	2,442	47	2,489
SBR	187	11	0	198	0	198	172	11	0	183	0	183
EBL	142	9	105	256	0	256	96	6	77	179	0	179
EBT	91	6	12	109	0	109	118	7	14	139	0	139
EBR	40	2	91	133	0	133	17	1	98	116	0	116
WBL	85	5	32	122	1	123	156	10	73	239	4	243
WBT	77	5	17	99	0	99	187	11	12	210	0	210
WBR	110	7	36	153	0	153	126	8	24	158	0	158
North Leg												
Approach	1,291	78	2,287	3,656	14	3,670	1,068	27	1,856	2,951	47	2,998
Departure	931	58	1,547	2,536	45	2,581	929	57	2,627	3,613	28	3,641
Total	2,222	136	3,834	6,192	59	6,251	1,997	84	4,483	6,564	75	6,639
South Leg												
Approach	786	49	1,669	2,504	49	2,553	825	50	2,691	3,566	31	3,597
Departure	1,080	65	2,397	3,542	15	3,557	800	11	1,986	2,797	51	2,848
Total	1,866	114	4,066	6,046	64	6,110	1,625	61	4,677	6,363	82	6,445
East Leg												
Approach	272	17	85	374	1	375	469	29	109	607	4	611
Departure	302	19	101	422	4	426	489	29	99	617	3	620
Total	574	36	186	796	5	801	958	58	208	1,224	7	1,231
West Leg												
Approach	273	17	208	498	0	498	231	14	189	434	0	434
Departure	309	19	204	532	0	532	375	23	133	531	0	531
Total	582	36	412	1,030	0	1,030	606	37	322	965	0	965
Total Approaches												
Approach	2,622	161	4,249	7,032	64	7,096	2,593	120	4,845	7,558	82	7,640
Departure	2,622	161	4,249	7,032	64	7,096	2,593	120	4,845	7,558	82	7,640
Total	5,244	322	8,498	14,064	128	14,192	5,186	240	9,690	15,116	164	15,280

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
13 . Nason St & Eucalyptus Ave												
NBL	76	5	35	116	0	116	54	3	31	88	0	88
NBT	608	37	1,613	2,258	49	2,307	752	46	2,672	3,470	30	3,500
NBR	198	12	108	318	4	322	229	14	292	535	3	538
SBL	22	1	16	39	0	39	21	1	24	46	0	46
SBT	987	60	2,362	3,409	15	3,424	709	0	1,948	2,657	52	2,709
SBR	70	4	29	103	0	103	69	4	44	117	0	117
EBL	161	10	45	216	0	216	53	3	23	79	0	79
EBT	212	13	62	287	0	287	157	10	104	271	0	271
EBR	193	12	33	238	0	238	65	4	34	103	0	103
WBL	133	8	251	392	1	393	169	10	171	350	4	354
WBT	118	7	71	196	0	196	165	10	79	254	0	254
WBR	17	1	27	45	0	45	19	1	19	39	0	39
North Leg												
Approach	1,079	65	2,407	3,551	15	3,566	799	5	2,016	2,820	52	2,872
Departure	786	48	1,685	2,519	49	2,568	824	50	2,714	3,588	30	3,618
Total	1,865	113	4,092	6,070	64	6,134	1,623	55	4,730	6,408	82	6,490
South Leg												
Approach	882	54	1,756	2,692	53	2,745	1,035	63	2,995	4,093	33	4,126
Departure	1,313	80	2,646	4,039	16	4,055	943	14	2,153	3,110	56	3,166
Total	2,195	134	4,402	6,731	69	6,800	1,978	77	5,148	7,203	89	7,292
East Leg												
Approach	268	16	349	633	1	634	353	21	269	643	4	647
Departure	432	26	186	644	4	648	407	25	420	852	3	855
Total	700	42	535	1,277	5	1,282	760	46	689	1,495	7	1,502
West Leg												
Approach	566	35	140	741	0	741	275	17	161	453	0	453
Departure	264	16	135	415	0	415	288	17	154	459	0	459
Total	830	51	275	1,156	0	1,156	563	34	315	912	0	912
Total Approaches												
Approach	2,795	170	4,652	7,617	69	7,686	2,462	106	5,441	8,009	89	8,098
Departure	2,795	170	4,652	7,617	69	7,686	2,462	106	5,441	8,009	89	8,098
Total	5,590	340	9,304	15,234	138	15,372	4,924	212	10,882	16,018	178	16,196

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
14 . Nason St & Dracaea Ave												
NBL	262	16	21	299	0	299	48	3	16	67	0	67
NBT	629	38	1,742	2,409	53	2,462	925	57	2,989	3,971	33	4,004
NBR	25	2	19	46	3	49	18	1	17	36	2	38
SBL	161	10	0	171	0	171	23	1	0	24	0	24
SBT	877	54	2,635	3,566	17	3,583	757	0	2,130	2,887	56	2,943
SBR	294	18	10	322	0	322	145	9	7	161	0	161
EBL	120	7	3	130	0	130	117	7	8	132	0	132
EBT	5	0	0	5	0	5	7	0	0	7	0	7
EBR	82	5	9	96	0	96	34	2	22	58	0	58
WBL	27	2	14	43	1	44	15	1	20	36	3	39
WBT	45	3	0	48	0	48	8	0	0	8	0	8
WBR	5	0	0	5	0	5	6	0	0	6	0	6
North Leg												
Approach	1,332	82	2,645	4,059	17	4,076	925	10	2,137	3,072	56	3,128
Departure	754	45	1,745	2,544	53	2,597	1,048	64	2,997	4,109	33	4,142
Total	2,086	127	4,390	6,603	70	6,673	1,973	74	5,134	7,181	89	7,270
South Leg												
Approach	916	56	1,782	2,754	56	2,810	991	61	3,022	4,074	35	4,109
Departure	986	61	2,658	3,705	18	3,723	806	3	2,172	2,981	59	3,040
Total	1,902	117	4,440	6,459	74	6,533	1,797	64	5,194	7,055	94	7,149
East Leg												
Approach	77	5	14	96	1	97	29	1	20	50	3	53
Departure	191	12	19	222	3	225	48	2	17	67	2	69
Total	268	17	33	318	4	322	77	3	37	117	5	122
West Leg												
Approach	207	12	12	231	0	231	158	9	30	197	0	197
Departure	601	37	31	669	0	669	201	12	23	236	0	236
Total	808	49	43	900	0	900	359	21	53	433	0	433
Total Approaches												
Approach	2,532	155	4,453	7,140	74	7,214	2,103	81	5,209	7,393	94	7,487
Departure	2,532	155	4,453	7,140	74	7,214	2,103	81	5,209	7,393	94	7,487
Total	5,064	310	8,906	14,280	148	14,428	4,206	162	10,418	14,786	188	14,974

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
15 . Nason St & Cottonwood Ave												
NBL	210	13	52	275	0	275	46	3	41	90	0	90
NBT	796	49	1,526	2,371	56	2,427	891	55	2,828	3,774	35	3,809
NBR	51	3	68	122	6	128	17	1	44	62	3	65
SBL	42	3	16	61	0	61	19	1	41	61	0	61
SBT	877	54	2,557	3,488	18	3,506	697	0	1,977	2,674	59	2,733
SBR	97	6	98	201	0	201	109	7	178	294	0	294
EBL	93	6	231	330	0	330	76	5	195	276	0	276
EBT	56	3	27	86	0	86	38	2	51	91	0	91
EBR	151	9	8	168	0	168	44	3	19	66	0	66
WBL	22	1	37	60	2	62	6	0	68	74	6	80
WBT	94	6	43	143	0	143	45	3	34	82	0	82
WBR	80	5	38	123	0	123	14	1	25	40	0	40
North Leg												
Approach	1,016	63	2,671	3,750	18	3,768	825	8	2,196	3,029	59	3,088
Departure	969	60	1,795	2,824	56	2,880	981	61	3,048	4,090	35	4,125
Total	1,985	123	4,466	6,574	74	6,648	1,806	69	5,244	7,119	94	7,213
South Leg												
Approach	1,057	65	1,646	2,768	62	2,830	954	59	2,913	3,926	38	3,964
Departure	1,050	64	2,602	3,716	20	3,736	747	3	2,064	2,814	65	2,879
Total	2,107	129	4,248	6,484	82	6,566	1,701	62	4,977	6,740	103	6,843
East Leg												
Approach	196	12	118	326	2	328	65	4	127	196	6	202
Departure	149	9	111	269	6	275	74	4	136	214	3	217
Total	345	21	229	595	8	603	139	8	263	410	9	419
West Leg												
Approach	300	18	266	584	0	584	158	10	265	433	0	433
Departure	401	25	193	619	0	619	200	13	253	466	0	466
Total	701	43	459	1,203	0	1,203	358	23	518	899	0	899
Total Approaches												
Approach	2,569	158	4,701	7,428	82	7,510	2,002	81	5,501	7,584	103	7,687
Departure	2,569	158	4,701	7,428	82	7,510	2,002	81	5,501	7,584	103	7,687
Total	5,138	316	9,402	14,856	164	15,020	4,004	162	11,002	15,168	206	15,374

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
16 . Nason St & Bay Ave												
NBL	0	0	11	11	0	11	0	0	23	23	0	23
NBT	665	41	1,485	2,191	62	2,253	933	57	2,771	3,761	38	3,799
NBR	102	6	19	127	1	128	0	0	59	59	1	60
SBL	278	17	11	306	0	306	20	1	34	55	0	55
SBT	831	51	2,429	3,311	19	3,330	731	0	1,830	2,561	65	2,626
SBR	0	0	109	109	0	109	0	0	163	163	0	163
EBL	0	0	134	134	0	134	0	0	126	126	0	126
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	19	19	0	19	0	0	14	14	0	14
WBL	11	1	50	62	0	62	0	0	36	36	1	37
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	10	1	29	40	0	40	0	0	19	19	0	19
North Leg												
Approach	1,109	68	2,549	3,726	19	3,745	751	1	2,027	2,779	65	2,844
Departure	675	42	1,648	2,365	62	2,427	933	57	2,916	3,906	38	3,944
Total	1,784	110	4,197	6,091	81	6,172	1,684	58	4,943	6,685	103	6,788
South Leg												
Approach	767	47	1,515	2,329	63	2,392	933	57	2,853	3,843	39	3,882
Departure	842	52	2,498	3,392	19	3,411	731	0	1,880	2,611	66	2,677
Total	1,609	99	4,013	5,721	82	5,803	1,664	57	4,733	6,454	105	6,559
East Leg												
Approach	21	2	79	102	0	102	0	0	55	55	1	56
Departure	380	23	30	433	1	434	20	1	93	114	1	115
Total	401	25	109	535	1	536	20	1	148	169	2	171
West Leg												
Approach	0	0	153	153	0	153	0	0	140	140	0	140
Departure	0	0	120	120	0	120	0	0	186	186	0	186
Total	0	0	273	273	0	273	0	0	326	326	0	326
Total Approaches												
Approach	1,897	117	4,296	6,310	82	6,392	1,684	58	5,075	6,817	105	6,922
Departure	1,897	117	4,296	6,310	82	6,392	1,684	58	5,075	6,817	105	6,922
Total	3,794	234	8,592	12,620	164	12,784	3,368	116	10,150	13,634	210	13,844

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

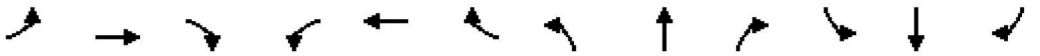
	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
17 . Nason St & Alessandro Blvd												
NBL	86	5	226	317	2	319	57	3	504	564	7	571
NBT	519	32	1,188	1,739	0	1,739	751	46	2,476	3,273	0	3,273
NBR	31	2	180	213	0	213	85	5	157	247	0	247
SBL	62	4	94	160	0	160	66	4	161	231	0	231
SBT	688	42	2,204	2,934	0	2,934	570	0	1,477	2,047	0	2,047
SBR	69	4	122	195	20	215	67	4	202	273	67	340
EBL	122	7	174	303	63	366	90	6	162	258	39	297
EBT	182	11	284	477	7	484	260	16	384	660	4	664
EBR	111	7	457	575	7	582	64	4	299	367	4	371
WBL	130	8	126	264	0	264	26	2	158	186	0	186
WBT	309	19	305	633	2	635	200	12	384	596	7	603
WBR	160	10	147	317	0	317	94	6	148	248	0	248
North Leg												
Approach	819	50	2,420	3,289	20	3,309	703	8	1,840	2,551	67	2,618
Departure	801	49	1,509	2,359	63	2,422	935	58	2,786	3,779	39	3,818
Total	1,620	99	3,929	5,648	83	5,731	1,638	66	4,626	6,330	106	6,436
South Leg												
Approach	636	39	1,594	2,269	2	2,271	893	54	3,137	4,084	7	4,091
Departure	929	57	2,787	3,773	7	3,780	660	6	1,934	2,600	4	2,604
Total	1,565	96	4,381	6,042	9	6,051	1,553	60	5,071	6,684	11	6,695
East Leg												
Approach	599	37	578	1,214	2	1,216	320	20	690	1,030	7	1,037
Departure	275	17	558	850	7	857	411	25	702	1,138	4	1,142
Total	874	54	1,136	2,064	9	2,073	731	45	1,392	2,168	11	2,179
West Leg												
Approach	415	25	915	1,355	77	1,432	414	26	845	1,285	47	1,332
Departure	464	28	653	1,145	24	1,169	324	19	1,090	1,433	81	1,514
Total	879	53	1,568	2,500	101	2,601	738	45	1,935	2,718	128	2,846
Total Approaches												
Approach	2,469	151	5,507	8,127	101	8,228	2,330	108	6,512	8,950	128	9,078
Departure	2,469	151	5,507	8,127	101	8,228	2,330	108	6,512	8,950	128	9,078
Total	4,938	302	11,014	16,254	202	16,456	4,660	216	13,024	17,900	256	18,156

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Table C-6: Project Completion Year (2027) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without	Project Trips	Project Completion Year (2027) With Project	Existing Without Project Volumes	Growth	Cumul. Pr.	Project Completion Year (2027) Without Project	Project Trips	Project Completion Year (2027) With Project
18 . Dwy 3 & Alessandro Blvd												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	42	42	0	0	0	0	26	26
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	400	24	894	1,318	35	1,353	491	30	805	1,326	22	1,348
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	475	29	666	1,170	24	1,194	338	21	970	1,329	81	1,410
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	42	42	0	0	0	0	26	26
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	42	42	0	0	0	0	26	26
East Leg												
Approach	475	29	666	1,170	24	1,194	338	21	970	1,329	81	1,410
Departure	400	24	894	1,318	77	1,395	491	30	805	1,326	48	1,374
Total	875	53	1,560	2,488	101	2,589	829	51	1,775	2,655	129	2,784
West Leg												
Approach	400	24	894	1,318	35	1,353	491	30	805	1,326	22	1,348
Departure	475	29	666	1,170	24	1,194	338	21	970	1,329	81	1,410
Total	875	53	1,560	2,488	59	2,547	829	51	1,775	2,655	103	2,758
Total Approaches												
Approach	875	53	1,560	2,488	101	2,589	829	51	1,775	2,655	129	2,784
Departure	875	53	1,560	2,488	101	2,589	829	51	1,775	2,655	129	2,784
Total	1,750	106	3,120	4,976	202	5,178	1,658	102	3,550	5,310	258	5,568

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)	142	297	81	108	648	61	212	636	136	174	628	198
Future Volume (veh/h)	142	297	81	108	648	61	212	636	136	174	628	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		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	323	88	117	704	66	230	691	148	189	683	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	433	193	464	937	87	260	854	381	683	1846	572
Arrive On Green	0.06	0.12	0.12	0.13	0.19	0.19	0.14	0.24	0.24	0.38	0.47	0.47
Sat Flow, veh/h	3510	3610	1610	3510	4828	450	1810	3610	1610	1810	3923	1216
Grp Volume(v), veh/h	154	323	88	117	503	267	230	691	148	189	601	297
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1819	1810	1805	1610	1810	1729	1681
Q Serve(g_s), s	5.2	10.4	4.6	3.6	16.5	16.6	15.0	21.7	9.3	8.7	13.4	13.6
Cycle Q Clear(g_c), s	5.2	10.4	4.6	3.6	16.5	16.6	15.0	21.7	9.3	8.7	13.4	13.6
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	205	433	193	464	671	353	260	854	381	683	1627	791
V/C Ratio(X)	0.75	0.75	0.46	0.25	0.75	0.76	0.88	0.81	0.39	0.28	0.37	0.38
Avail Cap(c_a), veh/h	205	1053	470	464	1009	531	332	1173	523	683	1627	791
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	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	51.0	28.5	46.7	45.6	45.7	50.4	43.2	38.5	25.9	20.4	20.4
Incr Delay (d2), s/veh	14.4	2.6	1.7	0.2	1.0	2.0	19.9	8.2	3.0	0.2	0.6	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.7	2.5	1.6	7.2	7.7	8.2	10.6	4.0	3.8	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.1	53.6	30.1	46.9	46.6	47.7	70.3	51.4	41.5	26.2	21.0	21.8
LnGrp LOS	E	D	C	D	D	D	E	D	D	C	C	C
Approach Vol, veh/h		565			887			1069			1087	
Approach Delay, s/veh		54.4			47.0			54.1			22.1	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.3	32.4	19.9	18.4	21.2	60.5	11.0	27.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	39.0	7.0	35.0	22.0	40.0	7.0	35.0
Max Q Clear Time (g_c+I1), s	10.7	23.7	5.6	12.4	17.0	15.6	7.2	18.6
Green Ext Time (p_c), s	0.4	4.7	0.0	2.0	0.3	6.6	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	414	116	41	628	106	157	276	21	40	184	114
Future Volume (veh/h)	133	414	116	41	628	106	157	276	21	40	184	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		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	156	487	136	48	739	125	185	325	25	47	216	134
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	624	372	268	888	617	205	711	55	249	1061	631
Arrive On Green	0.08	0.17	0.17	0.20	0.33	0.33	0.06	0.41	0.41	0.14	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1742	134	1810	2177	1295
Grp Volume(v), veh/h	156	487	136	48	739	125	185	0	350	47	177	173
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	0	1876	1810	1805	1667
Q Serve(g_s), s	9.0	15.5	5.8	2.7	22.7	1.0	6.3	0.0	16.3	2.8	6.7	7.1
Cycle Q Clear(g_c), s	9.0	15.5	5.8	2.7	22.7	1.0	6.3	0.0	16.3	2.8	6.7	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.78
Lane Grp Cap(c), veh/h	136	624	372	268	888	617	205	0	766	249	880	813
V/C Ratio(X)	1.15	0.78	0.37	0.18	0.83	0.20	0.90	0.00	0.46	0.19	0.20	0.21
Avail Cap(c_a), veh/h	136	1233	644	268	1173	745	205	0	766	249	880	813
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.39	0.39	0.39	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	47.4	19.9	42.1	38.1	11.9	56.2	0.0	25.8	45.8	17.5	17.6
Incr Delay (d2), s/veh	116.2	1.8	0.5	0.1	1.6	0.1	37.5	0.0	2.0	0.4	0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	6.9	2.5	1.2	9.6	1.4	3.8	0.0	7.7	1.3	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	171.7	49.2	20.4	42.3	39.7	12.0	93.6	0.0	27.8	46.2	18.0	18.2
LnGrp LOS	F	D	C	D	D	B	F		C	D	B	B
Approach Vol, veh/h		779			912			535			397	
Approach Delay, s/veh		68.7			36.0			50.6			21.4	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	53.0	21.8	24.7	11.0	62.5	13.0	33.5
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	7.0	49.0	7.0	41.0	7.0	49.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	4.8	18.3	4.7	17.5	8.3	9.1	11.0	24.7
Green Ext Time (p_c), s	0.0	2.3	0.0	3.3	0.0	2.3	0.0	4.8

Intersection Summary	
HCM 7th Control Delay, s/veh	46.5
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	238	163	89	395	15	254	344	154	10	273	44
Future Volume (veh/h)	29	238	163	89	395	15	254	344	154	10	273	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	32	259	177	97	429	16	276	374	167	11	297	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	760	644	121	776	751	196	649	657	106	465	75
Arrive On Green	0.06	0.40	0.40	0.07	0.41	0.41	0.11	0.34	0.34	0.06	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1596	258
Grp Volume(v), veh/h	32	259	177	97	429	16	276	374	167	11	0	345
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1854
Q Serve(g_s), s	2.0	11.4	8.9	6.3	20.7	0.0	13.0	19.4	0.2	0.7	0.0	19.4
Cycle Q Clear(g_c), s	2.0	11.4	8.9	6.3	20.7	0.0	13.0	19.4	0.2	0.7	0.0	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	106	760	644	121	776	751	196	649	657	106	0	541
V/C Ratio(X)	0.30	0.34	0.27	0.80	0.55	0.02	1.41	0.58	0.25	0.10	0.00	0.64
Avail Cap(c_a), veh/h	106	760	644	121	776	751	196	649	657	106	0	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.2	25.0	24.3	55.2	27.1	17.2	53.5	32.4	23.4	53.5	0.0	37.0
Incr Delay (d2), s/veh	1.2	0.9	0.8	31.3	2.8	0.1	211.1	3.7	0.9	0.4	0.0	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.1	3.4	3.8	9.4	0.2	17.2	9.2	3.2	0.3	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	25.9	25.1	86.5	30.0	17.3	264.6	36.1	24.4	54.0	0.0	42.7
LnGrp LOS	E	C	C	F	C	B	F	D	C	D		D
Approach Vol, veh/h		468			542			817			356	
Approach Delay, s/veh		27.6			39.7			110.9			43.0	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.0	53.0	11.0	45.0
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	8.0	48.0	13.0	35.0	7.0	49.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	8.3	13.4	15.0	21.4	4.0	22.7	2.7	21.4
Green Ext Time (p_c), s	0.0	1.9	0.0	1.5	0.0	2.4	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	64.3
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	37	1	0	21	31	650	2	19	531	25
Future Vol, veh/h	16	0	37	1	0	21	31	650	2	19	531	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	0	40	1	0	23	34	707	2	21	577	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1053	1408	302	1105	1421	354	604	0	0	709	0	0
Stage 1	632	632	-	775	775	-	-	-	-	-	-	-
Stage 2	421	776	-	330	646	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	264	171	*943	*239	168	648	1169	-	-	900	-	-
Stage 1	629	602	-	*361	411	-	-	-	-	-	-	-
Stage 2	586	410	-	*889	593	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	242	162	*943	*217	159	648	1169	-	-	900	-	-
Mov Cap-2 Maneuver	369	279	-	*217	159	-	-	-	-	-	-	-
Stage 1	615	588	-	*351	399	-	-	-	-	-	-	-
Stage 2	549	399	-	*831	579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.17	11.31	0.37	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	641	594	900	-	-
HCM Lane V/C Ratio	0.029	-	-	0.09	0.04	0.023	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	11.2	11.3	9.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

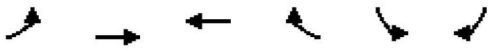
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	399	3	0	463	12	4	0	1	0	0	32
Future Vol, veh/h	0	399	3	0	463	12	4	0	1	0	0	32
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	90	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	411	3	0	477	12	4	0	1	0	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	490	0	0	414	0	0	890	903	413	889	892	477
Stage 1	-	-	-	-	-	-	413	413	-	477	477	-
Stage 2	-	-	-	-	-	-	477	490	-	411	414	-
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	1084	-	-	1155	-	-	266	279	644	266	283	592
Stage 1	-	-	-	-	-	-	620	597	-	573	559	-
Stage 2	-	-	-	-	-	-	573	552	-	622	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	1155	-	-	251	279	644	266	283	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	279	-	266	283	-
Stage 1	-	-	-	-	-	-	620	597	-	573	559	-
Stage 2	-	-	-	-	-	-	541	552	-	621	596	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	17.83	11.44
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1084	-	-	1155	-	-	592
HCM Lane V/C Ratio	0.018	-	-	-	-	-	-	0.056
HCM Ctrl Dly (s/v)	17.8	0	-	-	0	-	-	11.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	129	271	363	90	134	112
Future Volume (veh/h)	129	271	363	90	134	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	291	390	97	144	120
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	662	1582	1564	698	182	162
Arrive On Green	0.37	0.83	0.43	0.43	0.10	0.10
Sat Flow, veh/h	1810	1900	3705	1610	1810	1610
Grp Volume(v), veh/h	139	291	390	97	144	120
Grp Sat Flow(s),veh/h/ln	1810	1900	1805	1610	1810	1610
Q Serve(g_s), s	6.3	3.6	8.2	4.4	9.3	8.7
Cycle Q Clear(g_c), s	6.3	3.6	8.2	4.4	9.3	8.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	662	1582	1564	698	182	162
V/C Ratio(X)	0.21	0.18	0.25	0.14	0.79	0.74
Avail Cap(c_a), veh/h	662	1582	1564	698	588	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	2.0	21.6	20.5	52.7	52.4
Incr Delay (d2), s/veh	0.2	0.3	0.4	0.4	7.4	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.7	3.4	1.6	4.5	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.3	2.2	22.0	20.9	60.1	58.9
LnGrp LOS	C	A	C	C	E	E
Approach Vol, veh/h		430	487		264	
Approach Delay, s/veh		10.0	21.8		59.6	
Approach LOS		B	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.9		16.1	47.9	56.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		73.0		39.0	17.0	52.0
Max Q Clear Time (g_c+I1), s		5.6		11.3	8.3	10.2
Green Ext Time (p_c), s		1.6		0.8	0.2	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	25.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	15	181	121	10	19	114	316	435	22	375	7
Future Volume (veh/h)	9	15	181	121	10	19	114	316	435	22	375	7
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	10	17	210	141	12	22	133	367	506	26	436	8
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	121	662	178	187	214	628	2375	1217	63	1253	23
Arrive On Green	0.06	0.06	0.06	0.10	0.10	0.10	0.11	0.22	0.22	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3627	66
Grp Volume(v), veh/h	10	17	210	141	12	22	133	367	506	26	217	227
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1888
Q Serve(g_s), s	0.6	0.9	0.0	8.4	0.6	1.3	7.3	9.1	21.5	1.5	9.8	9.8
Cycle Q Clear(g_c), s	0.6	0.9	0.0	8.4	0.6	1.3	7.3	9.1	21.5	1.5	9.8	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	115	121	662	178	187	214	628	2375	1217	63	624	652
V/C Ratio(X)	0.09	0.14	0.32	0.79	0.06	0.10	0.21	0.15	0.42	0.41	0.35	0.35
Avail Cap(c_a), veh/h	296	311	823	510	535	510	628	2375	1217	115	624	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	48.7	22.0	48.5	45.0	41.9	35.0	18.3	13.5	52.0	26.8	26.8
Incr Delay (d2), s/veh	0.3	0.5	0.3	7.8	0.1	0.2	0.1	0.1	0.9	4.2	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	0.3	0.5	3.7	4.2	0.3	0.5	3.4	4.2	13.3	0.8	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.8	49.2	22.2	56.3	45.2	42.1	35.2	18.4	14.4	56.2	28.3	28.3
LnGrp LOS	D	D	C	E	D	D	D	B	B	E	C	C
Approach Vol, veh/h		237			175			1006			470	
Approach Delay, s/veh		25.3			53.7			18.6			29.8	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	76.4		11.0	42.2	42.0		14.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	38.0		18.0	7.0	38.0		31.0				
Max Q Clear Time (g_c+I1), s	3.5	23.5		2.9	9.3	11.8		10.4				
Green Ext Time (p_c), s	0.0	3.9		0.7	0.0	2.3		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	3	643	0	0	0	0	815	163	49	628	0
Future Volume (veh/h)	50	3	643	0	0	0	0	815	163	49	628	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	60	0	778				0	982	196	59	757	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	504	0	897				0	1677	334	96	2342	0
Arrive On Green	0.28	0.00	0.28				0.00	0.18	0.18	0.11	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3095	598	1810	3705	0
Grp Volume(v), veh/h	60	0	778				0	590	588	59	757	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1792	1810	1805	0
Q Serve(g_s), s	2.7	0.0	25.3				0.0	32.9	33.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	25.3				0.0	32.9	33.0	3.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.33	1.00		0.00
Lane Grp Cap(c), veh/h	504	0	897				0	1009	1002	96	2342	0
V/C Ratio(X)	0.12	0.00	0.87				0.00	0.58	0.59	0.61	0.32	0.00
Avail Cap(c_a), veh/h	724	0	1288				0	1009	1002	115	2342	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.81	0.81	0.94	0.94	0.00
Uniform Delay (d), s/veh	29.6	0.0	37.7				0.0	33.2	33.2	48.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	4.6				0.0	2.0	2.0	6.3	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	1.2	0.0	10.4				0.0	16.4	16.4	1.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	0.0	42.3				0.0	35.2	35.3	54.4	0.3	0.0
LnGrp LOS	C		D					D	D	D	A	
Approach Vol, veh/h		838						1178			816	
Approach Delay, s/veh		41.4						35.2			4.3	
Approach LOS		D						D			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	9.8	65.5	34.7	75.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.8	47.0	44.0	58.0
Max Q Clear Time (g_c+I1), s	5.4	35.0	27.3	2.0
Green Ext Time (p_c), s	0.0	6.2	3.4	5.5

Intersection Summary	
HCM 7th Control Delay, s/veh	28.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	91	40	85	77	110	45	679	62	149	955	187
Future Volume (veh/h)	142	91	40	85	77	110	45	679	62	149	955	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	102	45	96	87	124	51	763	70	167	1073	210
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	131	58	121	188	262	561	2070	190	115	1346	600
Arrive On Green	0.07	0.11	0.11	0.07	0.10	0.10	0.31	0.62	0.62	0.02	0.12	0.12
Sat Flow, veh/h	1810	1250	551	1810	1900	1610	1810	3343	307	1810	3610	1610
Grp Volume(v), veh/h	160	0	147	96	87	124	51	412	421	167	1073	210
Grp Sat Flow(s),veh/h/ln	1810	0	1801	1810	1900	1610	1810	1805	1845	1810	1805	1610
Q Serve(g_s), s	8.0	0.0	8.8	5.8	4.8	7.7	2.2	12.4	12.4	7.0	31.8	10.1
Cycle Q Clear(g_c), s	8.0	0.0	8.8	5.8	4.8	7.7	2.2	12.4	12.4	7.0	31.8	10.1
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	132	0	189	121	188	262	561	1117	1142	115	1346	600
V/C Ratio(X)	1.22	0.00	0.78	0.79	0.46	0.47	0.09	0.37	0.37	1.45	0.80	0.35
Avail Cap(c_a), veh/h	132	0	606	132	639	644	561	1117	1142	115	1346	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	0.88	0.88	0.88
Uniform Delay (d), s/veh	51.0	0.0	48.0	50.6	46.8	41.8	26.9	10.3	10.3	53.8	44.2	21.3
Incr Delay (d2), s/veh	147.8	0.0	6.7	25.9	1.8	1.3	0.1	0.7	0.7	240.0	4.4	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	9.0	0.0	4.3	3.5	2.3	3.1	1.0	4.9	5.0	10.9	16.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	198.8	0.0	54.7	76.5	48.5	43.1	27.0	11.1	11.0	293.9	48.6	22.7
LnGrp LOS	F		D	E	D	D	C	B	B	F	D	C
Approach Vol, veh/h		307			307			884			1450	
Approach Delay, s/veh		129.8			55.1			12.0			73.1	
Approach LOS		F			E			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	72.1	11.3	15.6	38.1	45.0	12.0	14.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	42.0	8.0	37.0	8.0	41.0	8.0	37.0
Max Q Clear Time (g_c+I1), s	10.0	14.4	7.8	10.8	4.2	33.8	10.0	9.7
Green Ext Time (p_c), s	0.0	5.9	0.0	0.8	0.0	4.2	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	58.8
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	212	193	133	118	17	76	608	198	22	987	70
Future Volume (veh/h)	161	212	193	133	118	17	76	608	198	22	987	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	255	233	160	142	20	92	733	239	27	1189	84
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	375	167	166	410	57	445	2298	1025	63	1534	684
Arrive On Green	0.07	0.10	0.10	0.09	0.13	0.13	0.49	1.00	1.00	0.03	0.43	0.43
Sat Flow, veh/h	1810	3610	1610	1810	3184	441	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	194	255	233	160	79	83	92	733	239	27	1189	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1821	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.0	8.2	8.1	10.6	4.8	5.0	3.4	0.0	0.0	1.8	33.9	2.9
Cycle Q Clear(g_c), s	8.0	8.2	8.1	10.6	4.8	5.0	3.4	0.0	0.0	1.8	33.9	2.9
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	375	167	166	233	235	445	2298	1025	63	1534	684
V/C Ratio(X)	1.61	0.68	1.39	0.96	0.34	0.35	0.21	0.32	0.23	0.43	0.77	0.12
Avail Cap(c_a), veh/h	121	1053	470	166	572	577	445	2298	1025	106	1534	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.85	0.85	0.85
Uniform Delay (d), s/veh	56.0	51.8	22.8	54.3	47.6	47.7	23.8	0.0	0.0	56.8	29.6	12.3
Incr Delay (d2), s/veh	308.7	2.2	184.6	59.2	0.9	0.9	0.2	0.3	0.5	3.9	3.3	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	18.9	3.8	11.6	7.5	2.2	2.3	1.4	0.1	0.1	0.9	14.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	364.7	54.0	207.4	113.5	48.5	48.6	24.1	0.3	0.5	60.7	32.9	12.7
LnGrp LOS	F	D	F	F	D	D	C	A	A	E	C	B
Approach Vol, veh/h		682			322			1064			1300	
Approach Delay, s/veh		194.8			80.8			2.4			32.2	
Approach LOS		F			F			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	80.4	15.0	16.5	33.5	55.0	12.0	19.5
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	7.0	51.0	11.0	35.0	7.0	51.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	3.8	2.0	12.6	10.2	5.4	35.9	10.0	7.0
Green Ext Time (p_c), s	0.0	6.3	0.0	2.3	0.0	7.2	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	60.4
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	5	82	27	45	5	262	629	25	161	877	294
Future Volume (veh/h)	120	5	82	27	45	5	262	629	25	161	877	294
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	133	6	91	30	50	6	291	699	28	179	974	327
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	10	146	100	92	11	889	796	32	889	598	200
Arrive On Green	0.10	0.10	0.10	0.06	0.06	0.06	0.98	0.45	0.45	0.98	0.45	0.45
Sat Flow, veh/h	1810	101	1525	1810	1664	200	1810	3538	142	1810	2659	887
Grp Volume(v), veh/h	133	0	97	30	0	56	291	356	371	179	659	642
Grp Sat Flow(s),veh/h/ln	1810	0	1626	1810	0	1864	1810	1805	1875	1810	1805	1740
Q Serve(g_s), s	8.6	0.0	6.9	1.9	0.0	3.5	0.5	21.5	21.6	0.3	27.0	27.0
Cycle Q Clear(g_c), s	8.6	0.0	6.9	1.9	0.0	3.5	0.5	21.5	21.6	0.3	27.0	27.0
Prop In Lane	1.00		0.94	1.00		0.11	1.00		0.08	1.00		0.51
Lane Grp Cap(c), veh/h	173	0	155	100	0	103	889	406	422	889	406	392
V/C Ratio(X)	0.77	0.00	0.62	0.30	0.00	0.55	0.33	0.88	0.88	0.20	1.62	1.64
Avail Cap(c_a), veh/h	528	0	474	528	0	544	889	406	422	889	406	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.75	0.75	0.75
Uniform Delay (d), s/veh	53.0	0.0	52.2	54.5	0.0	55.2	0.5	31.5	31.5	0.5	33.0	33.0
Incr Delay (d2), s/veh	7.0	0.0	4.1	1.7	0.0	4.5	0.2	21.0	20.4	0.1	288.9	296.1
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	4.2	0.0	2.9	0.9	0.0	1.8	0.2	9.0	9.3	0.1	40.9	40.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.0	0.0	56.3	56.2	0.0	59.7	0.7	52.5	51.9	0.6	321.9	329.1
LnGrp LOS	E		E	E		E	A	D	D	A	F	F
Approach Vol, veh/h		230			86			1018			1480	
Approach Delay, s/veh		58.4			58.5			37.5			286.1	
Approach LOS		E			E			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	62.9	31.0		15.5	62.9	31.0		10.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	27.0		35.0	7.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	2.3	23.6		10.6	2.5	29.0		5.5
Green Ext Time (p_c), s	0.2	1.3		0.9	0.3	0.0		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	170.6
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	56	151	22	94	80	210	796	51	42	877	97
Future Volume (veh/h)	93	56	151	22	94	80	210	796	51	42	877	97
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	102	62	166	24	103	88	231	875	56	46	964	107
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	235	199	58	166	129	532	1493	96	502	1504	671
Arrive On Green	0.07	0.12	0.12	0.03	0.09	0.09	0.59	0.87	0.87	0.55	0.83	0.83
Sat Flow, veh/h	1810	1900	1610	1810	1928	1506	1810	3445	220	1810	3610	1610
Grp Volume(v), veh/h	102	62	166	24	96	95	231	458	473	46	964	107
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1629	1810	1805	1860	1810	1805	1610
Q Serve(g_s), s	6.7	3.5	12.1	1.6	6.1	6.8	8.5	8.3	8.3	1.4	11.5	1.2
Cycle Q Clear(g_c), s	6.7	3.5	12.1	1.6	6.1	6.8	8.5	8.3	8.3	1.4	11.5	1.2
Prop In Lane	1.00		1.00	1.00		0.92	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	127	235	199	58	155	140	532	782	806	502	1504	671
V/C Ratio(X)	0.81	0.26	0.83	0.41	0.62	0.68	0.43	0.59	0.59	0.09	0.64	0.16
Avail Cap(c_a), veh/h	151	554	470	151	526	475	532	782	806	502	1504	671
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	0.96	0.96	0.96	0.79	0.79	0.79
Uniform Delay (d), s/veh	55.0	47.6	51.4	57.0	52.9	53.2	19.2	5.1	5.1	19.6	6.8	3.5
Incr Delay (d2), s/veh	22.9	0.6	8.7	4.6	4.0	5.7	0.5	3.1	3.0	0.1	1.7	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	3.8	1.7	5.2	0.8	2.9	2.9	3.0	2.4	2.5	0.6	2.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.9	48.2	60.1	61.6	56.9	58.9	19.7	8.2	8.1	19.7	8.5	3.9
LnGrp LOS	E	D	E	E	E	E	B	A	A	B	A	A
Approach Vol, veh/h		330			215			1162			1117	
Approach Delay, s/veh		63.4			58.3			10.4			8.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	56.0	7.9	18.9	39.3	54.0	12.4	14.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	52.0	10.0	35.0	9.0	50.0	10.0	35.0
Max Q Clear Time (g_c+I1), s	3.4	10.3	3.6	14.1	10.5	13.5	8.7	8.8
Green Ext Time (p_c), s	0.0	6.2	0.0	0.8	0.0	7.8	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	11	0	10	0	665	102	278	831	0
Future Volume (veh/h)	0	0	0	11	0	10	0	665	102	278	831	0
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	0	0	0	13	0	12	0	773	119	323	966	0
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	2	0	60	0	53	2	1150	177	905	3250	0
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.37	0.37	1.00	1.00	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3136	483	1810	3705	0
Grp Volume(v), veh/h	0	0	0	13	0	12	0	445	447	323	966	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1813	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.9	0.0	24.9	24.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.8	0.0	0.9	0.0	24.9	24.9	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	2	2	0	60	0	53	2	662	665	905	3250	0
V/C Ratio(X)	0.00	0.00	0.00	0.22	0.00	0.23	0.00	0.67	0.67	0.36	0.30	0.00
Avail Cap(c_a), veh/h	271	285	0	483	0	429	106	662	665	905	3250	0
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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	56.5	0.0	56.5	0.0	31.9	31.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	2.1	0.0	5.4	5.4	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.4	0.0	0.4	0.0	11.7	11.8	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	58.3	0.0	58.7	0.0	37.3	37.3	0.2	0.2	0.0
LnGrp LOS				E		E		D	D	A	A	
Approach Vol, veh/h		0			25			892			1289	
Approach Delay, s/veh		0.0			58.5			37.3			0.2	
Approach LOS					E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.0	48.0	8.0	0.0	0.0	112.0	0.0	8.0
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	44.0	32.0	18.0	7.0	47.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	2.0	26.9	2.8	0.0	0.0	2.0	0.0	2.9
Green Ext Time (p_c), s	0.6	5.5	0.0	0.0	0.0	8.8	0.0	0.0

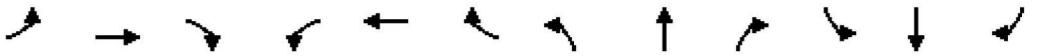
Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	182	111	130	309	160	86	519	31	62	688	69
Future Volume (veh/h)	122	182	111	130	309	160	86	519	31	62	688	69
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	139	207	126	148	351	182	98	590	35	70	782	78
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	405	343	203	406	344	399	1959	874	95	1945	604
Arrive On Green	0.06	0.21	0.21	0.06	0.21	0.21	0.22	0.54	0.54	0.05	0.38	0.38
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	139	207	126	148	351	182	98	590	35	70	782	78
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	4.7	11.5	5.1	5.0	21.4	12.0	5.4	10.7	1.2	4.6	13.3	3.1
Cycle Q Clear(g_c), s	4.7	11.5	5.1	5.0	21.4	12.0	5.4	10.7	1.2	4.6	13.3	3.1
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	203	405	343	203	406	344	399	1959	874	95	1945	604
V/C Ratio(X)	0.69	0.51	0.37	0.73	0.87	0.53	0.25	0.30	0.04	0.73	0.40	0.13
Avail Cap(c_a), veh/h	234	665	564	205	649	550	399	1959	874	106	1945	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	41.7	16.2	55.6	45.5	41.9	38.5	15.0	12.8	56.0	27.6	15.8
Incr Delay (d2), s/veh	6.7	1.0	0.7	12.2	7.2	1.3	0.3	0.4	0.1	21.0	0.6	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	2.2	5.3	3.0	2.5	10.5	4.7	2.4	4.2	0.4	2.6	5.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.2	42.7	16.9	67.8	52.7	43.1	38.9	15.4	12.9	77.0	28.2	16.2
LnGrp LOS	E	D	B	E	D	D	D	B	B	E	C	B
Approach Vol, veh/h		472			681			723			930	
Approach Delay, s/veh		41.5			53.4			18.5			30.9	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	69.1	10.9	29.6	30.5	49.0	10.9	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	48.0	7.0	42.0	10.0	45.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	6.7	12.7	7.0	13.5	7.4	15.3	6.7	23.4
Green Ext Time (p_c), s	0.0	4.0	0.0	1.4	0.0	5.7	0.0	2.2

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)	356	730	268	178	403	73	228	742	143	126	797	106
Future Volume (veh/h)	356	730	268	178	403	73	228	742	143	126	797	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	367	753	276	184	415	75	235	765	147	130	822	109
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	647	911	406	234	598	105	196	1662	741	158	2038	269
Arrive On Green	0.18	0.25	0.25	0.07	0.13	0.13	0.11	0.46	0.46	0.09	0.44	0.44
Sat Flow, veh/h	3510	3610	1610	3510	4436	781	1810	3610	1610	1810	4637	611
Grp Volume(v), veh/h	367	753	276	184	321	169	235	765	147	130	612	319
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1759	1810	1805	1610	1810	1729	1790
Q Serve(g_s), s	11.4	23.7	18.6	6.2	10.6	11.0	13.0	17.4	6.5	8.5	14.5	14.6
Cycle Q Clear(g_c), s	11.4	23.7	18.6	6.2	10.6	11.0	13.0	17.4	6.5	8.5	14.5	14.6
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	647	911	406	234	466	237	196	1662	741	158	1520	787
V/C Ratio(X)	0.57	0.83	0.68	0.79	0.69	0.71	1.20	0.46	0.20	0.82	0.40	0.41
Avail Cap(c_a), veh/h	647	1173	523	234	1009	513	196	1662	741	241	1520	787
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	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	42.4	40.5	55.2	49.5	49.7	53.5	22.2	19.2	53.9	22.9	22.9
Incr Delay (d2), s/veh	1.2	3.9	2.4	11.3	1.2	2.7	128.1	0.9	0.6	12.7	0.8	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	10.5	7.6	3.1	4.7	5.0	12.9	7.5	2.6	4.4	6.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	46.3	42.9	66.4	50.8	52.4	181.6	23.1	19.8	66.5	23.7	24.5
LnGrp LOS	D	D	D	E	D	D	F	C	B	E	C	C
Approach Vol, veh/h		1396			674			1147			1061	
Approach Delay, s/veh		45.5			55.4			55.1			29.2	
Approach LOS		D			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	59.3	12.0	34.3	17.0	56.7	26.1	20.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	41.0	8.0	39.0	13.0	44.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	10.5	19.4	8.2	25.7	15.0	16.6	13.4	13.0
Green Ext Time (p_c), s	0.1	6.0	0.0	4.6	0.0	7.0	0.0	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	45.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	619	184	17	458	51	106	202	12	22	212	76
Future Volume (veh/h)	130	619	184	17	458	51	106	202	12	22	212	76
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	134	638	190	18	472	53	109	208	12	23	219	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	795	709	48	627	634	773	712	41	398	1052	364
Arrive On Green	0.07	0.22	0.22	0.01	0.06	0.06	0.22	0.40	0.40	0.22	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1779	103	1810	2631	910
Grp Volume(v), veh/h	134	638	190	18	472	53	109	0	220	23	148	149
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	0	1882	1810	1805	1736
Q Serve(g_s), s	8.7	20.1	1.0	1.2	15.5	0.0	3.0	0.0	9.5	1.2	6.4	6.7
Cycle Q Clear(g_c), s	8.7	20.1	1.0	1.2	15.5	0.0	3.0	0.0	9.5	1.2	6.4	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.52
Lane Grp Cap(c), veh/h	132	795	709	48	627	634	773	0	753	398	722	694
V/C Ratio(X)	1.02	0.80	0.27	0.38	0.75	0.08	0.14	0.00	0.29	0.06	0.21	0.21
Avail Cap(c_a), veh/h	132	1264	918	106	1233	905	773	0	753	398	722	694
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.76	0.76	0.76	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	44.3	13.0	58.5	54.0	26.1	37.7	0.0	24.5	37.0	23.5	23.6
Incr Delay (d2), s/veh	69.5	1.4	0.1	3.7	1.4	0.0	0.1	0.0	1.0	0.1	0.6	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	6.4	8.8	2.5	0.6	7.6	1.1	1.3	0.0	4.5	0.5	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	125.1	45.7	13.2	62.2	55.4	26.2	37.7	0.0	25.4	37.0	24.2	24.3
LnGrp LOS	F	D	B	E	E	C	D		C	D	C	C
Approach Vol, veh/h		962			543			329			320	
Approach Delay, s/veh		50.3			52.8			29.5			25.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.4	52.0	7.2	30.4	30.4	52.0	12.7	24.8
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	7.6	48.0	7.0	42.0	7.0	48.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	13.2	11.5	3.2	22.1	5.0	8.7	10.7	17.5
Green Ext Time (p_c), s	0.0	1.4	0.0	4.3	0.0	1.9	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	44.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	360	172	81	256	10	168	332	120	8	300	16
Future Volume (veh/h)	68	360	172	81	256	10	168	332	120	8	300	16
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	71	375	179	84	267	10	175	346	125	8	312	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	792	671	121	792	778	166	602	617	121	521	28
Arrive On Green	0.07	0.42	0.42	0.07	0.42	0.42	0.09	0.32	0.32	0.07	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1785	97
Grp Volume(v), veh/h	71	375	179	84	267	10	175	346	125	8	0	329
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1882
Q Serve(g_s), s	4.6	17.2	6.4	5.5	11.4	0.0	11.0	18.3	0.0	0.5	0.0	18.0
Cycle Q Clear(g_c), s	4.6	17.2	6.4	5.5	11.4	0.0	11.0	18.3	0.0	0.5	0.0	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	121	792	671	121	792	778	166	602	617	121	0	549
V/C Ratio(X)	0.59	0.47	0.27	0.70	0.34	0.01	1.06	0.58	0.20	0.07	0.00	0.60
Avail Cap(c_a), veh/h	121	792	671	121	792	778	166	602	617	121	0	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.4	25.4	12.2	54.8	23.8	16.1	54.5	34.3	24.7	52.5	0.0	36.5
Incr Delay (d2), s/veh	6.1	1.7	0.8	16.0	1.2	0.0	85.2	4.0	0.7	0.2	0.0	4.8
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	2.2	7.7	3.2	2.9	5.1	0.1	8.8	8.8	2.4	0.2	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	27.1	13.0	70.9	24.9	16.1	139.7	38.2	25.5	52.7	0.0	41.3
LnGrp LOS	E	C	B	E	C	B	F	D	C	D		D
Approach Vol, veh/h		625			361			646			337	
Approach Delay, s/veh		26.9			35.4			63.2			41.5	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	54.0	15.0	39.0	12.0	54.0	12.0	42.0
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	8.0	50.0	11.0	35.0	8.0	50.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	7.5	19.2	13.0	20.0	6.6	13.4	2.5	20.3
Green Ext Time (p_c), s	0.0	2.6	0.0	1.4	0.0	1.4	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	42.9
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	12	6	0	24	12	553	0	3	529	6
Future Vol, veh/h	12	0	12	6	0	24	12	553	0	3	529	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	0	12	6	0	24	12	564	0	3	540	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	856	1138	273	865	1141	282	546	0	0	564	0	0
Stage 1	549	549	-	589	589	-	-	-	-	-	-	-
Stage 2	307	589	-	276	552	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	384	261	*943	*378	260	721	1237	-	-	1017	-	-
Stage 1	716	663	-	*467	499	-	-	-	-	-	-	-
Stage 2	684	499	-	*889	660	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	367	257	*943	*368	256	721	1237	-	-	1017	-	-
Mov Cap-2 Maneuver	477	370	-	*368	256	-	-	-	-	-	-	-
Stage 1	714	661	-	*462	494	-	-	-	-	-	-	-
Stage 2	654	494	-	*875	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.91	11.27	0.17	0.05
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1237	-	-	634	605	1017	-	-
HCM Lane V/C Ratio	0.01	-	-	0.039	0.051	0.003	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	10.9	11.3	8.5	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

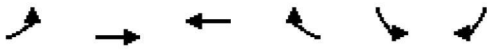
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	488	0	0	331	7	0	0	0	3	0	16
Future Vol, veh/h	0	488	0	0	331	7	0	0	0	3	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	514	0	0	348	7	0	0	0	3	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	356	0	0	514	0	0	862	869	514	862	862	348
Stage 1	-	-	-	-	-	-	514	514	-	348	348	-
Stage 2	-	-	-	-	-	-	348	356	-	514	514	-
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	1214	-	-	1062	-	-	277	292	565	277	295	699
Stage 1	-	-	-	-	-	-	547	539	-	672	637	-
Stage 2	-	-	-	-	-	-	672	633	-	547	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1062	-	-	271	292	565	277	295	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	292	-	277	295	-
Stage 1	-	-	-	-	-	-	547	539	-	672	637	-
Stage 2	-	-	-	-	-	-	656	633	-	547	539	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	11.62
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1214	-	-	1062	-	-	564
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.035
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	11.6
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	387	277	44	46	61
Future Volume (veh/h)	107	387	277	44	46	61
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	395	283	45	47	62
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	709	1663	1625	725	106	94
Arrive On Green	0.39	0.88	0.45	0.45	0.06	0.06
Sat Flow, veh/h	1810	1900	3705	1610	1810	1610
Grp Volume(v), veh/h	109	395	283	45	47	62
Grp Sat Flow(s),veh/h/ln	1810	1900	1805	1610	1810	1610
Q Serve(g_s), s	4.7	3.9	5.6	1.9	3.0	4.5
Cycle Q Clear(g_c), s	4.7	3.9	5.6	1.9	3.0	4.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	709	1663	1625	725	106	94
V/C Ratio(X)	0.15	0.24	0.17	0.06	0.45	0.66
Avail Cap(c_a), veh/h	709	1663	1625	725	588	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	1.2	19.7	18.7	54.6	55.3
Incr Delay (d2), s/veh	0.1	0.3	0.2	0.2	2.9	7.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.3	2.3	0.7	1.4	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.7	1.5	19.9	18.8	57.5	63.0
LnGrp LOS	C	A	B	B	E	E
Approach Vol, veh/h		504	328		109	
Approach Delay, s/veh		6.3	19.8		60.6	
Approach LOS		A	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.0		11.0	51.0	58.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		73.0		39.0	15.0	54.0
Max Q Clear Time (g_c+I1), s		5.9		6.5	6.7	7.6
Green Ext Time (p_c), s		2.2		0.3	0.1	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	16	106	135	29	21	128	293	597	36	245	6
Future Volume (veh/h)	6	16	106	135	29	21	128	293	597	36	245	6
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	6	17	112	142	31	22	135	308	628	38	258	6
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	104	110	727	178	187	779	713	1173	682	698	1142	27
Arrive On Green	0.06	0.06	0.06	0.10	0.10	0.10	0.13	0.11	0.11	0.39	0.32	0.32
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3606	84
Grp Volume(v), veh/h	6	17	112	142	31	22	135	308	628	38	129	135
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1885
Q Serve(g_s), s	0.4	1.0	0.0	9.2	1.8	0.0	8.0	9.4	39.0	1.6	6.3	6.3
Cycle Q Clear(g_c), s	0.4	1.0	0.0	9.2	1.8	0.0	8.0	9.4	39.0	1.6	6.3	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	104	110	727	178	187	779	713	1173	682	698	572	597
V/C Ratio(X)	0.06	0.16	0.15	0.80	0.17	0.03	0.19	0.26	0.92	0.05	0.23	0.23
Avail Cap(c_a), veh/h	271	285	876	603	633	1157	713	1173	682	698	572	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	53.8	19.4	52.9	49.6	16.2	35.1	40.4	41.2	23.1	30.2	30.2
Incr Delay (d2), s/veh	0.2	0.7	0.1	7.9	0.4	0.0	0.1	0.5	18.4	0.0	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	1.9	4.6	0.9	0.3	3.8	4.6	23.8	0.7	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.7	54.4	19.5	60.8	50.0	16.2	35.2	40.9	59.7	23.2	31.1	31.1
LnGrp LOS	D	D	B	E	D	B	D	D	E	C	C	C
Approach Vol, veh/h		135			195			1071			302	
Approach Delay, s/veh		25.4			54.0			51.2			30.1	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	50.3	43.0		10.9	51.3	42.0		15.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	39.0		18.0	8.0	38.0		40.0
Max Q Clear Time (g_c+I1), s	13.6	41.0		3.0	10.0	8.3		11.2
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	1.3		0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	45.7	
HCM 7th LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1	666	0	0	0	0	933	120	36	450	0
Future Volume (veh/h)	85	1	666	0	0	0	0	933	120	36	450	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	91	0	717				0	1003	129	39	484	0
Peak Hour Factor	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
Cap, veh/h	457	0	813				0	1689	217	222	2458	0
Arrive On Green	0.25	0.00	0.25				0.00	1.00	1.00	0.25	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3312	414	1810	3705	0
Grp Volume(v), veh/h	91	0	717				0	562	570	39	484	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1826	1810	1805	0
Q Serve(g_s), s	4.7	0.0	25.7				0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	25.7				0.0	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.23	1.00		0.00
Lane Grp Cap(c), veh/h	457	0	813				0	948	958	222	2458	0
V/C Ratio(X)	0.20	0.00	0.88				0.00	0.59	0.59	0.18	0.20	0.00
Avail Cap(c_a), veh/h	573	0	1020				0	948	958	222	2458	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	0.82	0.82	0.97	0.97	0.00
Uniform Delay (d), s/veh	35.3	0.0	43.1				0.0	0.0	0.0	40.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	7.7				0.0	2.2	2.2	0.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	11.0				0.0	0.6	0.6	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	0.0	50.8				0.0	2.2	2.2	40.9	0.2	0.0
LnGrp LOS	D		D					A	A	D	A	
Approach Vol, veh/h		808						1132			523	
Approach Delay, s/veh		49.1						2.2			3.2	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	18.7	67.0	34.3	85.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	63.0	38.0	74.0
Max Q Clear Time (g_c+I1), s	4.0	2.0	27.7	2.0
Green Ext Time (p_c), s	0.0	10.3	2.6	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	118	17	156	187	126	16	707	102	269	627	172
Future Volume (veh/h)	96	118	17	156	187	126	16	707	102	269	627	172
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	98	120	17	159	191	129	16	721	104	274	640	176
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	206	29	121	241	338	434	1868	269	151	1564	698
Arrive On Green	0.07	0.13	0.13	0.07	0.13	0.13	0.48	1.00	1.00	0.17	0.87	0.87
Sat Flow, veh/h	1810	1628	231	1810	1900	1610	1810	3166	456	1810	3610	1610
Grp Volume(v), veh/h	98	0	137	159	191	129	16	411	414	274	640	176
Grp Sat Flow(s),veh/h/ln	1810	0	1858	1810	1900	1610	1810	1805	1818	1810	1805	1610
Q Serve(g_s), s	6.4	0.0	8.3	8.0	11.7	8.3	0.6	0.0	0.0	10.0	4.4	1.7
Cycle Q Clear(g_c), s	6.4	0.0	8.3	8.0	11.7	8.3	0.6	0.0	0.0	10.0	4.4	1.7
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	121	0	235	121	241	338	434	1065	1073	151	1564	698
V/C Ratio(X)	0.81	0.00	0.58	1.32	0.79	0.38	0.04	0.39	0.39	1.82	0.41	0.25
Avail Cap(c_a), veh/h	121	0	573	121	586	631	434	1065	1073	151	1564	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.92	0.92	0.92
Uniform Delay (d), s/veh	55.3	0.0	49.4	56.0	50.9	40.7	23.9	0.0	0.0	50.0	4.8	2.7
Incr Delay (d2), s/veh	32.8	0.0	2.3	189.8	5.9	0.7	0.0	1.0	1.0	390.7	0.7	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	0.0	4.0	10.0	6.0	3.4	0.3	0.3	0.3	20.4	1.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.1	0.0	51.7	245.8	56.7	41.4	23.9	1.0	1.0	440.7	5.6	3.5
LnGrp LOS	F		D	F	E	D	C	A	A	F	A	A
Approach Vol, veh/h		235			479			841			1090	
Approach Delay, s/veh		66.9			115.4			1.4			114.6	
Approach LOS		E			F			A			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	74.8	12.0	19.2	32.8	56.0	12.0	19.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	49.0	8.0	37.0	7.0	52.0	8.0	37.0
Max Q Clear Time (g_c+I1), s	12.0	2.0	10.0	10.3	2.6	6.4	8.4	13.7
Green Ext Time (p_c), s	0.0	6.3	0.0	0.7	0.0	5.1	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	74.5
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	157	65	169	165	19	54	752	229	21	709	69
Future Volume (veh/h)	53	157	65	169	165	19	54	752	229	21	709	69
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	160	66	172	168	19	55	767	234	21	723	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	250	111	151	340	38	508	1564	698	508	1564	698
Arrive On Green	0.05	0.07	0.07	0.08	0.10	0.10	0.56	0.87	0.87	0.56	0.87	0.87
Sat Flow, veh/h	1810	3610	1610	1810	3274	366	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	54	160	66	172	92	95	55	767	234	21	723	70
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1834	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	3.5	5.2	3.0	10.0	5.8	5.9	1.7	5.9	2.4	0.6	5.3	0.6
Cycle Q Clear(g_c), s	3.5	5.2	3.0	10.0	5.8	5.9	1.7	5.9	2.4	0.6	5.3	0.6
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	250	111	151	187	190	508	1564	698	508	1564	698
V/C Ratio(X)	0.61	0.64	0.59	1.14	0.49	0.50	0.11	0.49	0.34	0.04	0.46	0.10
Avail Cap(c_a), veh/h	166	1053	470	151	511	520	508	1564	698	508	1564	698
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	0.91	0.91	0.91	0.87	0.87	0.87
Uniform Delay (d), s/veh	56.0	54.4	21.3	55.0	50.8	50.8	19.3	4.9	2.6	19.0	4.9	2.9
Incr Delay (d2), s/veh	6.7	2.7	5.0	116.1	2.0	2.0	0.1	1.0	1.2	0.0	0.9	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	1.7	2.4	2.0	9.3	2.7	2.8	0.7	1.7	1.1	0.3	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	57.1	26.2	171.1	52.7	52.9	19.4	5.9	3.7	19.1	5.7	3.2
LnGrp LOS	E	E	C	F	D	D	B	A	A	B	A	A
Approach Vol, veh/h		280			359			1056			814	
Approach Delay, s/veh		50.9			109.5			6.1			5.9	
Approach LOS		D			F			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.7	56.0	14.0	12.3	37.7	56.0	9.8	16.5
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	7.6	52.0	10.0	35.0	7.0	52.0	11.0	34.0
Max Q Clear Time (g_c+I1), s	12.6	7.9	12.0	7.2	3.7	7.3	5.5	7.9
Green Ext Time (p_c), s	0.0	6.5	0.0	1.1	0.0	5.4	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	7	34	15	8	6	48	925	18	23	757	145
Future Volume (veh/h)	117	7	34	15	8	6	48	925	18	23	757	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	124	7	36	16	9	6	51	984	19	24	805	154
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	159	24	121	68	40	27	934	815	16	934	680	130
Arrive On Green	0.09	0.09	0.09	0.04	0.04	0.04	1.00	0.45	0.45	1.00	0.45	0.45
Sat Flow, veh/h	1810	269	1382	1810	1063	709	1810	3622	70	1810	3023	578
Grp Volume(v), veh/h	124	0	43	16	0	15	51	490	513	24	481	478
Grp Sat Flow(s),veh/h/ln	1810	0	1651	1810	0	1772	1810	1805	1887	1810	1805	1796
Q Serve(g_s), s	8.1	0.0	2.9	1.0	0.0	1.0	0.0	27.0	27.0	0.0	27.0	27.0
Cycle Q Clear(g_c), s	8.1	0.0	2.9	1.0	0.0	1.0	0.0	27.0	27.0	0.0	27.0	27.0
Prop In Lane	1.00		0.84	1.00		0.40	1.00		0.04	1.00		0.32
Lane Grp Cap(c), veh/h	159	0	145	68	0	67	934	406	425	934	406	404
V/C Ratio(X)	0.78	0.00	0.30	0.24	0.00	0.23	0.05	1.21	1.21	0.03	1.18	1.18
Avail Cap(c_a), veh/h	528	0	482	528	0	517	934	406	425	934	406	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.6	0.0	51.3	56.1	0.0	56.0	0.0	33.0	33.0	0.0	33.0	33.0
Incr Delay (d2), s/veh	8.0	0.0	1.1	1.8	0.0	1.7	0.0	113.3	112.5	0.0	103.4	103.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	1.2	0.5	0.0	0.5	0.0	21.0	21.9	0.0	19.9	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.6	0.0	52.4	57.8	0.0	57.7	0.0	146.3	145.5	0.0	136.4	136.5
LnGrp LOS	E		D	E		E	A	F	F	A	F	F
Approach Vol, veh/h		167			31			1054			983	
Approach Delay, s/veh		59.3			57.8			138.8			133.1	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	66.0	31.0		14.5	66.0	31.0		8.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	27.0		35.0	7.0	27.0		35.0				
Max Q Clear Time (g_c+I1), s	12.0	29.0		10.1	2.0	29.0		3.0				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	0.0		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	129.2
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	38	44	6	45	14	46	891	17	19	697	109
Future Volume (veh/h)	76	38	44	6	45	14	46	891	17	19	697	109
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	81	40	47	6	48	15	49	948	18	20	741	116
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	103	199	168	19	159	47	651	1419	27	651	1414	631
Arrive On Green	0.06	0.10	0.10	0.01	0.06	0.06	0.72	0.78	0.78	0.72	0.78	0.78
Sat Flow, veh/h	1810	1900	1610	1810	2740	818	1810	3624	69	1810	3610	1610
Grp Volume(v), veh/h	81	40	47	6	31	32	49	472	494	20	741	116
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1753	1810	1805	1888	1810	1805	1610
Q Serve(g_s), s	5.3	2.3	1.7	0.4	2.0	2.1	1.0	14.3	14.3	0.4	9.1	1.7
Cycle Q Clear(g_c), s	5.3	2.3	1.7	0.4	2.0	2.1	1.0	14.3	14.3	0.4	9.1	1.7
Prop In Lane	1.00		1.00	1.00		0.47	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	103	199	168	19	105	102	651	707	739	651	1414	631
V/C Ratio(X)	0.78	0.20	0.28	0.31	0.29	0.32	0.08	0.67	0.67	0.03	0.52	0.18
Avail Cap(c_a), veh/h	166	602	510	151	557	540	651	707	739	651	1414	631
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	0.96	0.96	0.96	0.93	0.93	0.93
Uniform Delay (d), s/veh	55.8	49.1	13.6	58.9	54.2	54.2	10.9	9.5	9.5	10.8	8.9	5.2
Incr Delay (d2), s/veh	12.1	0.5	0.9	9.0	1.5	1.8	0.0	4.8	4.6	0.0	1.3	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	2.7	1.1	1.3	0.2	0.9	1.0	0.4	4.0	4.2	0.2	2.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	49.6	14.5	68.0	55.7	56.0	10.9	14.2	14.0	10.8	10.2	5.8
LnGrp LOS	E	D	B	E	E	E	B	B	B	B	B	A
Approach Vol, veh/h		168			69			1015			877	
Approach Delay, s/veh		48.6			56.9			14.0			9.6	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.2	51.0	5.3	16.5	47.2	51.0	10.9	11.0
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	9.6	47.0	10.0	38.0	9.0	47.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	12.4	16.3	2.4	4.3	3.0	11.1	7.3	4.1
Green Ext Time (p_c), s	0.0	6.3	0.0	0.3	0.0	5.6	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	933	0	20	731	0
Future Volume (veh/h)	0	0	0	0	0	0	0	933	0	20	731	0
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	0	0	0	0	0	0	0	1003	0	22	786	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	2	0	2	2	0	2	1414	0	980	3490	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	1.00	1.00	0.00
Sat Flow, veh/h	1810	1900	0	1810	1900	0	1810	3705	0	1810	3705	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	1003	0	22	786	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	1900	0	1810	1805	0	1810	1805	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	2	0	2	2	0	2	1414	0	980	3490	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.02	0.23	0.00
Avail Cap(c_a), veh/h	256	285	0	483	523	0	106	1414	0	980	3490	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.8	0.0	0.0	0.1	0.0
LnGrp LOS								C		A	A	
Approach Vol, veh/h		0			0			1003			808	
Approach Delay, s/veh		0.0			0.0			33.8			0.1	
Approach LOS								C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	69.0	51.0	0.0	0.0	0.0	120.0	0.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	47.0	32.0	18.0	7.0	47.0	17.0	33.0
Max Q Clear Time (g_c+I1), s	2.0	30.1	0.0	0.0	0.0	2.0	0.0	0.0
Green Ext Time (p_c), s	0.0	6.1	0.0	0.0	0.0	6.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	260	64	26	200	94	57	751	85	66	570	67
Future Volume (veh/h)	90	260	64	26	200	94	57	751	85	66	570	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		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	100	289	71	29	222	104	63	834	94	73	633	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	337	286	127	299	253	518	2165	966	96	1902	590
Arrive On Green	0.06	0.18	0.18	0.04	0.16	0.16	0.29	0.60	0.60	0.05	0.37	0.37
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	100	289	71	29	222	104	63	834	94	73	633	74
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	3.3	17.7	4.6	1.0	13.4	7.0	3.1	14.4	2.2	4.8	10.6	3.0
Cycle Q Clear(g_c), s	3.3	17.7	4.6	1.0	13.4	7.0	3.1	14.4	2.2	4.8	10.6	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	337	286	127	299	253	518	2165	966	96	1902	590
V/C Ratio(X)	0.51	0.86	0.25	0.23	0.74	0.41	0.12	0.39	0.10	0.76	0.33	0.13
Avail Cap(c_a), veh/h	205	649	550	205	649	550	518	2165	966	121	1902	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	47.9	42.5	56.2	48.2	45.5	31.7	12.5	5.6	56.0	27.4	16.4
Incr Delay (d2), s/veh	2.0	6.3	0.4	0.9	3.6	1.1	0.1	0.5	0.2	19.0	0.5	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	1.5	8.6	1.8	0.4	6.4	2.8	1.3	5.5	1.0	2.6	4.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.0	54.2	42.9	57.1	51.9	46.6	31.8	13.0	5.8	75.0	27.9	16.8
LnGrp LOS	E	D	D	E	D	D	C	B	A	E	C	B
Approach Vol, veh/h		460			355			991			780	
Approach Delay, s/veh		53.0			50.7			13.5			31.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	76.0	8.3	25.3	38.4	48.0	10.8	22.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	7.0	41.0	12.0	44.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	6.3	16.4	3.0	19.7	5.1	12.6	5.3	15.4
Green Ext Time (p_c), s	0.0	6.3	0.0	1.6	0.1	4.5	0.0	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	31.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	765	103	209	1200	214	241	681	208	429	681	220
Future Volume (veh/h)	154	765	103	209	1200	214	241	681	208	429	681	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	167	832	112	227	1304	233	262	740	226	466	740	239
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	945	422	310	1291	231	291	908	405	480	1386	442
Arrive On Green	0.06	0.26	0.26	0.09	0.29	0.29	0.16	0.25	0.25	0.27	0.36	0.36
Sat Flow, veh/h	3510	3610	1610	3510	4425	791	1810	3610	1610	1810	3892	1243
Grp Volume(v), veh/h	167	832	112	227	1019	518	262	740	226	466	657	322
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1758	1810	1805	1610	1810	1729	1676
Q Serve(g_s), s	5.6	26.5	4.6	7.6	35.0	35.0	17.1	23.2	14.7	30.6	18.1	18.4
Cycle Q Clear(g_c), s	5.6	26.5	4.6	7.6	35.0	35.0	17.1	23.2	14.7	30.6	18.1	18.4
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	205	945	422	310	1009	513	291	908	405	480	1231	597
V/C Ratio(X)	0.82	0.88	0.27	0.73	1.01	1.01	0.90	0.81	0.56	0.97	0.53	0.54
Avail Cap(c_a), veh/h	205	1053	470	310	1009	513	332	1173	523	480	1231	597
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	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	42.5	16.8	53.3	42.5	42.5	49.4	42.3	39.1	43.7	30.7	30.8
Incr Delay (d2), s/veh	21.9	8.2	0.3	0.8	11.2	14.6	24.5	7.9	5.5	33.8	1.7	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	12.3	2.6	3.4	16.3	17.1	9.7	11.3	6.4	18.0	7.8	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.7	50.7	17.2	54.2	53.7	57.1	73.9	50.2	44.5	77.4	32.4	34.3
LnGrp LOS	E	D	B	D	F	F	E	D	D	E	C	C
Approach Vol, veh/h		1111			1764			1228			1445	
Approach Delay, s/veh		51.3			54.7			54.2			47.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.8	34.2	14.6	35.4	23.3	46.7	11.0	39.0
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	23.0	39.0	7.0	35.0	22.0	40.0	7.0	35.0
Max Q Clear Time (g_c+I1), s	32.6	25.2	9.6	28.5	19.1	20.4	7.6	37.0
Green Ext Time (p_c), s	0.0	5.0	0.0	2.9	0.2	6.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.0
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1191	130	79	1413	155	171	343	48	71	215	130
Future Volume (veh/h)	146	1191	130	79	1413	155	171	343	48	71	215	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1401	153	93	1662	182	201	404	56	84	253	153
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	1233	644	106	1173	617	205	667	92	106	896	523
Arrive On Green	0.08	0.34	0.34	0.06	0.32	0.32	0.06	0.41	0.41	0.06	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1633	226	1810	2193	1281
Grp Volume(v), veh/h	172	1401	153	93	1662	182	201	0	460	84	207	199
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	0	1859	1810	1805	1669
Q Serve(g_s), s	9.0	41.0	5.6	6.1	39.0	1.7	6.9	0.0	23.3	5.5	9.2	9.6
Cycle Q Clear(g_c), s	9.0	41.0	5.6	6.1	39.0	1.7	6.9	0.0	23.3	5.5	9.2	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.77
Lane Grp Cap(c), veh/h	136	1233	644	106	1173	617	205	0	759	106	737	682
V/C Ratio(X)	1.27	1.14	0.24	0.88	1.42	0.29	0.98	0.00	0.61	0.80	0.28	0.29
Avail Cap(c_a), veh/h	136	1233	644	106	1173	617	205	0	759	106	737	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	39.5	13.5	56.1	40.5	14.0	56.4	0.0	27.9	55.8	23.7	23.9
Incr Delay (d2), s/veh	142.1	65.8	0.1	8.0	187.9	0.0	57.4	0.0	3.6	33.2	0.9	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	28.3	2.4	3.0	47.7	2.4	4.7	0.0	11.0	3.5	4.1	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	197.6	105.3	13.6	64.1	228.4	14.0	113.8	0.0	31.5	89.0	24.7	24.9
LnGrp LOS	F	F	B	E	F	B	F		C	F	C	C
Approach Vol, veh/h		1726			1937			661			490	
Approach Delay, s/veh		106.4			200.4			56.5			35.8	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	53.0	11.0	45.0	11.0	53.0	13.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	49.0	7.0	41.0	7.0	49.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	7.5	25.3	8.1	43.0	8.9	11.6	11.0	41.0
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.0	2.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	130.2
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	967	211	165	1103	51	362	632	235	71	436	72
Future Volume (veh/h)	128	967	211	165	1103	51	362	632	235	71	436	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	139	1051	229	179	1199	55	393	687	255	77	474	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	760	644	234	776	657	196	1233	657	106	464	76
Arrive On Green	0.06	0.40	0.40	0.07	0.41	0.41	0.11	0.34	0.34	0.06	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	1591	262
Grp Volume(v), veh/h	139	1051	229	179	1199	55	393	687	255	77	0	552
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	0	1853
Q Serve(g_s), s	4.7	48.0	11.9	6.0	49.0	2.5	13.0	18.6	5.4	5.0	0.0	35.0
Cycle Q Clear(g_c), s	4.7	48.0	11.9	6.0	49.0	2.5	13.0	18.6	5.4	5.0	0.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	205	760	644	234	776	657	196	1233	657	106	0	540
V/C Ratio(X)	0.68	1.38	0.36	0.76	1.55	0.08	2.00	0.56	0.39	0.73	0.00	1.02
Avail Cap(c_a), veh/h	205	760	644	234	776	657	196	1233	657	106	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.4	36.0	25.2	55.1	35.5	21.7	53.5	32.1	25.0	55.6	0.0	42.5
Incr Delay (d2), s/veh	0.8	173.1	0.1	14.0	251.9	0.2	469.8	1.8	1.7	22.4	0.0	44.2
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	2.0	57.1	4.4	3.0	75.2	1.0	31.3	8.1	5.2	2.9	0.0	21.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.2	209.1	25.3	69.0	287.4	22.0	523.3	33.9	26.7	77.9	0.0	86.7
LnGrp LOS	E	F	C	E	F	C	F	C	C	E		F
Approach Vol, veh/h		1419			1433			1335			629	
Approach Delay, s/veh		164.4			249.9			176.6			85.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.0	53.0	11.0	45.0
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	8.0	48.0	13.0	35.0	7.0	49.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	8.0	50.0	15.0	37.0	6.7	51.0	7.0	20.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1

Intersection Summary		
HCM 7th Control Delay, s/veh	183.0	
HCM 7th LOS	F	

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑↕		↰	↑↕	
Traffic Vol, veh/h	27	3	39	14	17	58	33	1025	6	29	736	36
Future Vol, veh/h	27	3	39	14	17	58	33	1025	6	29	736	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	3	42	15	18	63	36	1114	7	32	800	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1521	2075	420	1654	2091	560	839	0	0	1121	0	0
Stage 1	883	883	-	1189	1189	-	-	-	-	-	-	-
Stage 2	638	1192	-	465	902	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	120	60	*889	*91	58	477	996	-	-	631	-	-
Stage 1	490	492	-	*203	264	-	-	-	-	-	-	-
Stage 2	436	263	-	*838	480	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	64	55	*889	*78	53	477	996	-	-	631	-	-
Mov Cap-2 Maneuver	197	159	-	*78	53	-	-	-	-	-	-	-
Stage 1	466	468	-	*195	254	-	-	-	-	-	-	-
Stage 2	338	253	-	*753	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.32	70.82	0.27	0.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	996	-	-	345	143	631	-	-
HCM Lane V/C Ratio	0.036	-	-	0.218	0.675	0.05	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	18.3	70.8	11	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	3.8	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1254	18	30	1223	15	40	0	131	5	0	55
Future Volume (veh/h)	7	1254	18	30	1223	15	40	0	131	5	0	55
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	7	1293	19	31	1261	15	41	0	135	5	0	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	1179	1000	68	2333	1040	105	21	292	46	18	357
Arrive On Green	0.01	0.62	0.62	0.04	0.65	0.65	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	280	86	1207	57	73	1477
Grp Volume(v), veh/h	7	1293	19	31	1261	15	176	0	0	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1574	0	0	1606	0	0
Q Serve(g_s), s	0.5	74.5	0.5	2.0	22.8	0.4	4.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	74.5	0.5	2.0	22.8	0.4	11.1	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.77	0.08		0.92
Lane Grp Cap(c), veh/h	22	1179	1000	68	2333	1040	417	0	0	421	0	0
V/C Ratio(X)	0.32	1.10	0.02	0.46	0.54	0.01	0.42	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	106	1179	1000	166	2333	1040	417	0	0	421	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	22.8	8.7	56.5	11.5	7.6	38.6	0.0	0.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	8.1	56.6	0.0	4.7	0.3	0.0	3.1	0.0	0.0	0.7	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	0.3	49.0	0.2	1.0	7.8	0.1	4.8	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.8	79.4	8.8	61.2	11.8	7.6	41.7	0.0	0.0	36.6	0.0	0.0
LnGrp LOS	E	F	A	E	B	A	D			D		
Approach Vol, veh/h		1319			1307			176			62	
Approach Delay, s/veh		78.3			12.9			41.7			36.6	
Approach LOS		E			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	78.5		33.0	5.5	81.5		33.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	11.0	68.0		29.0	7.0	72.0		29.0				
Max Q Clear Time (g_c+I1), s	4.0	76.5		5.6	2.5	24.8		13.1				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	11.0		0.9				

Intersection Summary			
HCM 7th Control Delay, s/veh		45.3	
HCM 7th LOS		D	

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	97	0	0	0	0	0	0	74	0	0	16	31
Future Vol, veh/h	97	0	0	0	0	0	0	74	0	0	16	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	102	0	0	0	0	0	0	78	0	0	17	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	111	111	33	95	127	78	49	0	0	78	0	0
Stage 1	33	33	-	78	78	-	-	-	-	-	-	-
Stage 2	78	78	-	17	49	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	872	783	1046	893	767	988	1570	-	-	1533	-	-
Stage 1	988	871	-	936	834	-	-	-	-	-	-	-
Stage 2	936	834	-	1008	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	872	783	1046	893	767	988	1570	-	-	1533	-	-
Mov Cap-2 Maneuver	872	783	-	893	767	-	-	-	-	-	-	-
Stage 1	988	871	-	936	834	-	-	-	-	-	-	-
Stage 2	936	834	-	1008	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.68	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	872	-	1533	-	-
HCM Lane V/C Ratio	-	-	-	0.117	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.7	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	6	7	0	0	33	69	36	0	13	23
Future Vol, veh/h	22	0	6	7	0	0	33	69	36	0	13	23
Peak Hour Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.95	1.00	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	0	6	7	0	0	33	69	36	0	13	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.5	7.6	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	79%	100%	0%
Vol Thru, %	50%	0%	0%	36%
Vol Right, %	26%	21%	0%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	28	7	36
LT Vol	33	22	7	0
Through Vol	69	0	0	13
RT Vol	36	6	0	23
Lane Flow Rate	138	29	7	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.149	0.034	0.009	0.038
Departure Headway (Hd)	3.882	4.237	4.427	3.683
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	923	838	801	966
Service Time	1.908	2.3	2.495	1.727
HCM Lane V/C Ratio	0.15	0.035	0.009	0.038
HCM Control Delay, s/veh	7.6	7.5	7.5	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1148	15	0	1103	134	31	98	0	194	36	157
Future Volume (veh/h)	186	1148	15	0	1103	134	31	98	0	194	36	157
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	200	1234	15	0	1186	144	31	98	0	209	36	169
Peak Hour Factor	0.93	0.93	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	1.00	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	632	1344	1139	2	1173	523	68	211	0	243	295	250
Arrive On Green	0.35	0.71	0.71	0.00	0.32	0.32	0.04	0.06	0.00	0.13	0.16	0.16
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	3705	0	1810	1900	1610
Grp Volume(v), veh/h	200	1234	15	0	1186	144	31	98	0	209	36	169
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	0	1810	1900	1610
Q Serve(g_s), s	9.7	65.1	0.3	0.0	39.0	5.6	2.0	3.2	0.0	13.6	2.0	6.0
Cycle Q Clear(g_c), s	9.7	65.1	0.3	0.0	39.0	5.6	2.0	3.2	0.0	13.6	2.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	632	1344	1139	2	1173	523	68	211	0	243	295	250
V/C Ratio(X)	0.32	0.92	0.01	0.00	1.01	0.28	0.46	0.47	0.00	0.86	0.12	0.68
Avail Cap(c_a), veh/h	632	1344	1139	106	1173	523	106	542	0	588	792	671
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	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	14.7	5.2	0.0	40.5	14.8	56.5	54.7	0.0	50.8	43.7	12.4
Incr Delay (d2), s/veh	0.3	11.5	0.0	0.0	29.0	1.3	4.7	1.6	0.0	8.7	0.2	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	25.4	0.1	0.0	21.0	3.2	1.0	1.5	0.0	6.6	0.9	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	26.1	5.2	0.0	69.5	16.1	61.2	56.3	0.0	59.5	43.8	15.5
LnGrp LOS	C	C	A		F	B	E	E		E	D	B
Approach Vol, veh/h		1449			1330			129			414	
Approach Delay, s/veh		26.3			63.7			57.5			40.2	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	88.9	8.5	22.6	45.9	43.0	20.1	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	40.0	7.0	50.0	8.0	39.0	39.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	67.1	4.0	8.0	11.7	41.0	15.6	5.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.5	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	44.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	16	205	884	11	20	132	450	1425	23	479	7
Future Volume (veh/h)	10	16	205	884	11	20	132	450	1425	23	479	7
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	12	19	238	1028	13	23	153	523	1657	27	557	8
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	121	366	510	535	511	296	1709	1216	65	1259	18
Arrive On Green	0.06	0.06	0.06	0.28	0.28	0.28	0.05	0.16	0.16	0.04	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3643	52
Grp Volume(v), veh/h	12	19	238	1028	13	23	153	523	1657	27	276	289
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1891
Q Serve(g_s), s	0.7	1.0	0.0	31.0	0.5	1.1	9.1	14.1	43.4	1.6	13.0	13.0
Cycle Q Clear(g_c), s	0.7	1.0	0.0	31.0	0.5	1.1	9.1	14.1	43.4	1.6	13.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	115	121	366	510	535	511	296	1709	1216	65	624	653
V/C Ratio(X)	0.10	0.16	0.65	2.02	0.02	0.04	0.52	0.31	1.36	0.42	0.44	0.44
Avail Cap(c_a), veh/h	296	311	527	510	535	511	296	1709	1216	115	624	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	48.7	38.5	39.5	28.6	26.0	47.8	30.4	13.8	51.9	27.8	27.8
Incr Delay (d2), s/veh	0.4	0.6	2.0	464.0	0.0	0.0	0.1	0.0	163.7	4.2	2.3	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	0.3	0.5	6.0	79.3	0.3	0.4	4.3	6.8	91.3	0.8	5.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	49.3	40.5	503.5	28.6	26.0	47.9	30.4	177.5	56.2	30.1	30.0
LnGrp LOS	D	D	D	F	C	C	D	C	F	E	C	C
Approach Vol, veh/h		269			1064			2333			592	
Approach Delay, s/veh		41.5			487.4			136.0			31.2	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	56.1		11.0	22.0	42.0		35.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	38.0		18.0	7.0	38.0		31.0
Max Q Clear Time (g_c+I1), s	3.0	45.4		3.0	11.1	15.0		33.0
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	3.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	203.3
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	3	2196	0	0	0	0	1954	633	52	1515	0
Future Volume (veh/h)	53	3	2196	0	0	0	0	1954	633	52	1515	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	64	0	2649				0	2354	763	63	1825	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	724	0	1288				0	1187	365	98	1903	0
Arrive On Green	0.40	0.00	0.40				0.00	0.58	0.58	0.04	0.35	0.00
Sat Flow, veh/h	1810	0	3220				0	2814	835	1810	3705	0
Grp Volume(v), veh/h	64	0	2649				0	1519	1598	63	1825	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1750	1810	1805	0
Q Serve(g_s), s	2.4	0.0	44.0				0.0	48.0	48.0	3.8	54.4	0.0
Cycle Q Clear(g_c), s	2.4	0.0	44.0				0.0	48.0	48.0	3.8	54.4	0.0
Prop In Lane	1.00		1.00				0.00		0.48	1.00		0.00
Lane Grp Cap(c), veh/h	724	0	1288				0	788	764	98	1903	0
V/C Ratio(X)	0.09	0.00	2.06				0.00	1.93	2.09	0.64	0.96	0.00
Avail Cap(c_a), veh/h	724	0	1288				0	788	764	115	1903	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	20.5	0.0	33.0				0.0	23.1	23.1	51.9	34.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	478.1				0.0	417.6	492.1	0.8	1.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	102.1				0.0	108.3	120.8	1.7	24.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	0.0	511.1				0.0	440.7	515.2	52.8	36.2	0.0
LnGrp LOS	C		F					F	F	D	D	
Approach Vol, veh/h		2713						3117			1888	
Approach Delay, s/veh		499.5						478.9			36.8	
Approach LOS		F						F			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	52.0		48.0		62.0
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	7.0	47.0		44.0		58.0
Max Q Clear Time (g_c+I1), s	5.8	50.0		46.0		56.4
Green Ext Time (p_c), s	0.0	0.0		0.0		1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	378.0
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	109	133	122	99	153	235	2127	142	171	3287	198
Future Volume (veh/h)	256	109	133	122	99	153	235	2127	142	171	3287	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		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	288	122	149	137	111	172	264	2390	160	192	3693	222
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	143	175	132	349	398	408	1836	122	115	1346	600
Arrive On Green	0.07	0.18	0.18	0.07	0.18	0.18	0.23	0.53	0.53	0.06	0.37	0.37
Sat Flow, veh/h	1810	778	951	1810	1900	1610	1810	3437	227	1810	3610	1610
Grp Volume(v), veh/h	288	0	271	137	111	172	264	1242	1308	192	3693	222
Grp Sat Flow(s),veh/h/ln	1810	0	1729	1810	1900	1610	1810	1805	1859	1810	1805	1610
Q Serve(g_s), s	8.0	0.0	16.7	8.0	5.6	9.9	14.6	58.8	58.8	7.0	41.0	8.5
Cycle Q Clear(g_c), s	8.0	0.0	16.7	8.0	5.6	9.9	14.6	58.8	58.8	7.0	41.0	8.5
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	132	0	318	132	349	398	408	964	993	115	1346	600
V/C Ratio(X)	2.19	0.00	0.85	1.04	0.32	0.43	0.65	1.29	1.32	1.67	2.74	0.37
Avail Cap(c_a), veh/h	132	0	582	132	639	644	408	964	993	115	1346	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	51.0	0.0	43.4	51.0	38.9	34.9	38.7	25.6	25.6	51.5	34.5	14.8
Incr Delay (d2), s/veh	558.9	0.0	6.5	89.8	0.5	0.7	0.3	130.4	143.1	303.8	785.3	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	24.0	0.0	7.7	6.9	2.6	4.0	6.5	58.5	63.7	12.8	163.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	609.9	0.0	49.9	140.8	39.4	35.6	39.0	156.0	168.7	355.3	819.8	15.0
LnGrp LOS	F		D	F	D	D	D	F	F	F	F	B
Approach Vol, veh/h		559			420			2814			4107	
Approach Delay, s/veh		338.4			70.9			150.9			754.5	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	62.8	12.0	24.2	28.8	45.0	12.0	24.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	42.0	8.0	37.0	8.0	41.0	8.0	37.0
Max Q Clear Time (g_c+I1), s	10.0	60.8	10.0	18.7	16.6	43.0	10.0	11.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	473.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	287	238	392	196	45	116	2258	318	39	3409	103
Future Volume (veh/h)	216	287	238	392	196	45	116	2258	318	39	3409	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	346	287	472	236	54	140	2720	383	47	4107	124
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	483	216	166	465	104	391	2148	958	84	1534	684
Arrive On Green	0.07	0.13	0.13	0.09	0.16	0.16	0.22	0.59	0.59	0.05	0.43	0.43
Sat Flow, veh/h	1810	3610	1610	1810	2929	658	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	260	346	287	472	144	146	140	2720	383	47	4107	124
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1782	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.0	11.0	10.8	11.0	8.7	9.0	7.9	71.4	15.2	3.1	51.0	4.4
Cycle Q Clear(g_c), s	8.0	11.0	10.8	11.0	8.7	9.0	7.9	71.4	15.2	3.1	51.0	4.4
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	483	216	166	287	283	391	2148	958	84	1534	684
V/C Ratio(X)	2.16	0.72	1.33	2.85	0.50	0.52	0.36	1.27	0.40	0.56	2.68	0.18
Avail Cap(c_a), veh/h	121	1053	470	166	572	564	391	2148	958	106	1534	684
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	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	56.0	49.8	23.6	54.5	46.1	46.2	40.0	24.3	12.9	56.0	34.5	12.7
Incr Delay (d2), s/veh	546.4	2.0	161.2	846.9	1.4	1.5	0.0	120.2	0.1	0.5	754.8	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	21.9	5.0	13.7	43.9	4.0	4.0	3.4	62.3	5.1	1.4	181.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	602.4	51.8	184.8	901.4	47.5	47.7	40.0	144.5	13.0	56.6	789.3	12.7
LnGrp LOS	F	D	F	F	D	D	D	F	B	E	F	B
Approach Vol, veh/h		893			762			3243			4278	
Approach Delay, s/veh		254.8			576.5			124.5			758.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	75.4	15.0	20.1	29.9	55.0	12.0	23.1
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	7.0	51.0	11.0	35.0	7.0	51.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	5.1	73.4	13.0	13.0	9.9	53.0	10.0	11.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	470.4
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	5	96	43	48	5	299	2409	46	171	3566	322
Future Volume (veh/h)	130	5	96	43	48	5	299	2409	46	171	3566	322
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	144	6	107	48	53	6	332	2677	51	190	3962	358
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	9	158	103	95	11	873	815	15	873	754	67
Arrive On Green	0.10	0.10	0.10	0.06	0.06	0.06	0.96	0.45	0.45	0.64	0.30	0.30
Sat Flow, veh/h	1810	86	1537	1810	1676	190	1810	3624	69	1810	3353	298
Grp Volume(v), veh/h	144	0	113	48	0	59	332	1329	1399	190	2105	2215
Grp Sat Flow(s),veh/h/ln	1810	0	1623	1810	0	1866	1810	1805	1888	1810	1805	1846
Q Serve(g_s), s	9.3	0.0	8.1	3.1	0.0	3.7	1.2	27.0	27.0	5.2	27.0	27.0
Cycle Q Clear(g_c), s	9.3	0.0	8.1	3.1	0.0	3.7	1.2	27.0	27.0	5.2	27.0	27.0
Prop In Lane	1.00		0.95	1.00		0.10	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	185	0	166	103	0	106	873	406	425	873	406	415
V/C Ratio(X)	0.78	0.00	0.68	0.47	0.00	0.56	0.38	3.27	3.29	0.22	5.18	5.33
Avail Cap(c_a), veh/h	528	0	473	528	0	544	873	406	425	873	406	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.5	0.0	51.9	54.8	0.0	55.1	1.1	33.0	33.0	12.1	42.0	42.0
Incr Delay (d2), s/veh	6.8	0.0	4.8	3.3	0.0	4.5	0.0	1023.2	1032.8	0.0	1882.5	1950.3
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	4.5	0.0	3.4	1.5	0.0	1.8	0.3	123.7	130.5	1.9	223.2	236.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	0.0	56.7	58.1	0.0	59.7	1.1	1056.2	1065.8	12.1	1924.5	1992.3
LnGrp LOS	E		E	E		E	A	F	F	B	F	F
Approach Vol, veh/h		257			107			3060			4510	
Approach Delay, s/veh		58.2			59.0			946.1			1877.3	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.9	31.0		16.3	61.9	31.0		10.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	27.0		35.0	7.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	11.3	29.0		11.3	3.2	29.0		5.7
Green Ext Time (p_c), s	0.0	0.0		1.0	0.4	0.0		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	1434.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	86	168	60	143	123	275	2371	122	61	3488	201
Future Volume (veh/h)	330	86	168	60	143	123	275	2371	122	61	3488	201
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	363	95	185	66	157	135	302	2605	134	67	3833	221
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	260	220	111	219	176	455	1514	77	425	1504	671
Arrive On Green	0.08	0.14	0.14	0.06	0.12	0.12	0.50	0.87	0.87	0.23	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1903	1527	1810	3495	178	1810	3610	1610
Grp Volume(v), veh/h	363	95	185	66	148	144	302	1334	1405	67	3833	221
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1625	1810	1805	1868	1810	1805	1610
Q Serve(g_s), s	10.0	5.5	13.4	4.3	9.5	10.3	14.9	52.0	52.0	3.5	50.0	8.3
Cycle Q Clear(g_c), s	10.0	5.5	13.4	4.3	9.5	10.3	14.9	52.0	52.0	3.5	50.0	8.3
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	151	260	220	111	208	187	455	782	809	425	1504	671
V/C Ratio(X)	2.41	0.37	0.84	0.59	0.71	0.77	0.66	1.71	1.74	0.16	2.55	0.33
Avail Cap(c_a), veh/h	151	554	470	151	526	474	455	782	809	425	1504	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	47.0	50.5	54.9	51.2	51.5	26.0	8.0	8.0	36.5	35.0	13.1
Incr Delay (d2), s/veh	653.1	0.9	8.3	5.0	4.5	6.5	0.3	318.2	331.4	0.0	696.9	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	31.8	2.6	5.8	2.1	4.5	4.4	4.9	72.3	77.7	1.5	166.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	708.1	47.9	58.8	59.8	55.7	58.1	26.3	326.2	339.4	36.5	731.9	13.2
LnGrp LOS	F	D	E	E	E	E	C	F	F	D	F	B
Approach Vol, veh/h		643			358			3041			4121	
Approach Delay, s/veh		423.7			57.4			302.5			682.0	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.2	56.0	11.4	20.4	34.2	54.0	14.0	17.8
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	7.6	52.0	10.0	35.0	9.0	50.0	10.0	35.0
Max Q Clear Time (g_c+I1), s	15.5	54.0	6.3	15.4	16.9	52.0	12.0	12.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	492.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	19	62	0	40	11	2191	127	306	3311	109
Future Volume (veh/h)	134	0	19	62	0	40	11	2191	127	306	3311	109
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	156	0	22	72	0	47	13	2548	148	356	3850	127
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	0	94	184	0	93	37	1272	73	615	2447	80
Arrive On Green	0.10	0.00	0.06	0.10	0.00	0.06	0.02	0.37	0.37	0.45	0.91	0.91
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3470	200	1810	3567	117
Grp Volume(v), veh/h	156	0	22	72	0	47	13	1313	1383	356	1938	2039
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1864	1810	1805	1879
Q Serve(g_s), s	10.2	0.0	1.6	4.5	0.0	3.4	0.9	44.0	44.0	17.5	82.3	82.3
Cycle Q Clear(g_c), s	10.2	0.0	1.6	4.5	0.0	3.4	0.9	44.0	44.0	17.5	82.3	82.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.06
Lane Grp Cap(c), veh/h	185	0	94	184	0	93	37	662	683	615	1238	1289
V/C Ratio(X)	0.84	0.00	0.23	0.39	0.00	0.50	0.35	1.98	2.02	0.58	1.56	1.58
Avail Cap(c_a), veh/h	271	0	242	483	0	429	106	662	683	615	1238	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.9	0.0	53.9	50.4	0.0	54.9	58.0	38.0	38.0	26.5	5.3	5.3
Incr Delay (d2), s/veh	14.4	0.0	1.3	1.3	0.0	4.2	5.5	448.5	465.4	0.1	254.5	262.4
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	5.4	0.0	0.7	2.1	0.0	1.5	0.4	101.5	108.0	7.0	90.8	97.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	0.0	55.2	51.8	0.0	59.0	63.5	486.5	503.4	26.6	259.7	267.6
LnGrp LOS	E		E	D		E	E	F	F	C	F	F
Approach Vol, veh/h		178			119			2709			4333	
Approach Delay, s/veh		65.8			54.6			493.1			244.3	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	48.0	16.2	11.0	6.5	86.3	16.3	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.8	44.0	32.0	18.0	7.0	47.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	19.5	46.0	6.5	3.6	2.9	84.3	12.2	5.4
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	328.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	477	575	264	633	317	317	1739	213	160	2934	195
Future Volume (veh/h)	303	477	575	264	633	317	317	1739	213	160	2934	195
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	344	542	653	300	719	360	360	1976	242	182	3334	222
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	665	564	205	649	550	151	1444	644	106	1945	604
Arrive On Green	0.07	0.35	0.35	0.06	0.34	0.34	0.08	0.40	0.40	0.06	0.38	0.38
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	344	542	653	300	719	360	360	1976	242	182	3334	222
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	8.0	31.1	32.3	7.0	41.0	22.7	10.0	48.0	12.7	7.0	45.0	9.4
Cycle Q Clear(g_c), s	8.0	31.1	32.3	7.0	41.0	22.7	10.0	48.0	12.7	7.0	45.0	9.4
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	234	665	564	205	649	550	151	1444	644	106	1945	604
V/C Ratio(X)	1.47	0.82	1.16	1.47	1.11	0.65	2.39	1.37	0.38	1.72	1.71	0.37
Avail Cap(c_a), veh/h	234	665	564	205	649	550	151	1444	644	106	1945	604
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	56.0	35.5	23.1	56.5	39.5	33.5	55.0	36.0	25.4	56.5	37.5	16.8
Incr Delay (d2), s/veh	233.3	7.7	89.9	234.0	68.6	2.8	644.2	170.3	1.7	362.4	323.5	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	11.0	15.0	25.2	9.7	30.3	8.8	31.4	53.9	4.9	13.7	76.2	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	289.3	43.2	113.0	290.5	108.1	36.3	699.2	206.3	27.1	418.9	361.0	18.5
LnGrp LOS	F	D	F	F	F	D	F	F	C	F	F	B
Approach Vol, veh/h		1539			1379			2578			3738	
Approach Delay, s/veh		127.8			129.0			258.3			343.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	52.0	11.0	46.0	14.0	49.0	12.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	48.0	7.0	42.0	10.0	45.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	9.0	50.0	9.0	34.3	12.0	47.0	10.0	43.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	251.7
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	1337	291	278	974	366	255	795	271	348	826	130
Future Volume (veh/h)	387	1337	291	278	974	366	255	795	271	348	826	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	399	1378	300	287	1004	377	263	820	279	359	852	134
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	1173	523	234	1074	403	196	998	445	359	1658	259
Arrive On Green	0.10	0.33	0.33	0.07	0.29	0.29	0.11	0.28	0.28	0.20	0.37	0.37
Sat Flow, veh/h	3510	3610	1610	3510	3713	1394	1810	3610	1610	1810	4523	708
Grp Volume(v), veh/h	399	1378	300	287	935	446	263	820	279	359	650	336
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1649	1810	1805	1610	1810	1729	1773
Q Serve(g_s), s	12.3	39.0	18.5	8.0	31.6	31.6	13.0	25.5	14.8	23.8	17.6	17.8
Cycle Q Clear(g_c), s	12.3	39.0	18.5	8.0	31.6	31.6	13.0	25.5	14.8	23.8	17.6	17.8
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	360	1173	523	234	1000	477	196	998	445	359	1268	650
V/C Ratio(X)	1.11	1.17	0.57	1.23	0.93	0.94	1.34	0.82	0.63	1.00	0.51	0.52
Avail Cap(c_a), veh/h	360	1173	523	234	1009	481	196	1233	550	359	1268	650
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	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	40.5	33.6	56.0	41.5	41.6	53.5	40.7	25.3	48.1	29.6	29.7
Incr Delay (d2), s/veh	80.2	87.8	1.5	105.5	1.9	3.8	183.9	7.6	6.5	47.1	1.5	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	30.5	7.4	7.0	13.6	13.2	15.9	12.3	6.5	15.4	7.6	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	134.1	128.3	35.1	161.5	43.5	45.4	237.4	48.3	31.8	95.2	31.1	32.6
LnGrp LOS	F	F	D	F	D	D	F	D	C	F	C	C
Approach Vol, veh/h		2077			1668			1362			1345	
Approach Delay, s/veh		115.9			64.3			81.4			48.6	
Approach LOS		F			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	37.2	12.0	43.0	17.0	48.0	16.3	38.7
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	16.0	41.0	8.0	39.0	13.0	44.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	25.8	27.5	10.0	41.0	15.0	19.8	14.3	33.6
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	7.2	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	81.3
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1521	202	49	1373	94	119	243	50	74	263	90
Future Volume (veh/h)	148	1521	202	49	1373	94	119	243	50	74	263	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1568	208	51	1415	97	123	251	52	76	271	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1302	675	86	1233	644	205	611	127	106	1062	356
Arrive On Green	0.07	0.36	0.36	0.02	0.11	0.11	0.06	0.40	0.40	0.06	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1527	316	1810	2654	890
Grp Volume(v), veh/h	153	1568	208	51	1415	97	123	0	303	76	182	182
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	0	1843	1810	1805	1740
Q Serve(g_s), s	8.0	43.3	2.2	3.4	41.0	0.0	4.1	0.0	14.2	5.0	8.1	8.4
Cycle Q Clear(g_c), s	8.0	43.3	2.2	3.4	41.0	0.0	4.1	0.0	14.2	5.0	8.1	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.51
Lane Grp Cap(c), veh/h	121	1302	675	86	1233	644	205	0	737	106	722	696
V/C Ratio(X)	1.27	1.20	0.31	0.59	1.15	0.15	0.60	0.00	0.41	0.72	0.25	0.26
Avail Cap(c_a), veh/h	121	1302	675	106	1233	644	205	0	737	106	722	696
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	38.4	13.8	57.9	53.2	31.7	55.1	0.0	25.8	55.5	24.0	24.1
Incr Delay (d2), s/veh	126.8	92.7	0.0	0.6	67.3	0.0	4.8	0.0	1.7	21.1	0.8	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	7.8	34.6	2.8	1.6	31.4	2.4	2.0	0.0	6.5	2.9	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	182.8	131.0	13.9	58.5	120.5	31.7	59.9	0.0	27.5	76.6	24.9	25.0
LnGrp LOS	F	F	B	E	F	C	E		C	E	C	C
Approach Vol, veh/h		1929			1563			426			440	
Approach Delay, s/veh		122.5			113.0			36.9			33.9	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	52.0	9.7	47.3	11.0	52.0	12.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	48.0	7.0	42.0	7.0	48.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	7.0	16.2	5.4	45.3	6.1	10.4	10.0	43.0
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	2.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	101.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1157	252	165	1145	47	245	495	215	83	550	54
Future Volume (veh/h)	178	1157	252	165	1145	47	245	495	215	83	550	54
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	185	1205	262	172	1193	49	255	516	224	86	573	56
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	792	671	234	792	671	166	1143	617	121	497	49
Arrive On Green	0.07	0.42	0.42	0.07	0.42	0.42	0.09	0.32	0.32	0.07	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	1704	166
Grp Volume(v), veh/h	185	1205	262	172	1193	49	255	516	224	86	0	629
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	0	1870
Q Serve(g_s), s	6.2	50.0	9.9	5.8	50.0	2.2	11.0	13.7	4.0	5.6	0.0	35.0
Cycle Q Clear(g_c), s	6.2	50.0	9.9	5.8	50.0	2.2	11.0	13.7	4.0	5.6	0.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	234	792	671	234	792	671	166	1143	617	121	0	545
V/C Ratio(X)	0.79	1.52	0.39	0.73	1.51	0.07	1.54	0.45	0.36	0.71	0.00	1.15
Avail Cap(c_a), veh/h	234	792	671	234	792	671	166	1143	617	121	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.2	35.0	12.9	55.0	35.0	21.1	54.5	32.7	26.5	54.9	0.0	42.5
Incr Delay (d2), s/veh	1.7	235.5	0.2	11.4	234.7	0.2	269.6	1.3	1.7	17.9	0.0	88.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	73.0	3.3	2.8	72.8	0.8	17.3	6.0	4.7	3.1	0.0	28.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.9	270.5	13.1	66.3	269.7	21.3	324.1	34.0	28.2	72.8	0.0	130.8
LnGrp LOS	E	F	B	E	F	C	F	C	C	E		F
Approach Vol, veh/h		1652			1414			995			715	
Approach Delay, s/veh		205.8			236.4			107.0			123.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	54.0	15.0	39.0	12.0	54.0	12.0	42.0
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	8.0	50.0	11.0	35.0	8.0	50.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	7.8	52.0	13.0	37.0	8.2	52.0	7.6	15.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9

Intersection Summary	
HCM 7th Control Delay, s/veh	182.0
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	37.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	164	38	24	98	37	28	775	14	24	787	16
Future Vol, veh/h	24	164	38	24	98	37	28	775	14	24	787	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	167	39	24	100	38	29	791	14	24	803	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1363	1722	410	1389	1723	403	819	0	0	805	0	0
Stage 1	860	860	-	855	855	-	-	-	-	-	-	-
Stage 2	503	862	-	534	868	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	174	~ 113	*871	*165	113	603	1043	-	-	828	-	-
Stage 1	536	524	-	*323	378	-	-	-	-	-	-	-
Stage 2	525	375	-	*821	518	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	~ 10	~ 107	*871	*43	107	603	1043	-	-	828	-	-
Mov Cap-2 Maneuver	186	232	-	*43	107	-	-	-	-	-	-	-
Stage 1	520	508	-	*315	367	-	-	-	-	-	-	-
Stage 2	348	364	-	*511	503	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	74.47	$ 369.9	0.29	0.28
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	257	103	828	-	-
HCM Lane V/C Ratio	0.027	-	-	0.897	1.568	0.03	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	74.5	$ 369.9	9.5	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.8	12.3	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1366	66	114	1292	13	28	0	76	7	0	31
Future Volume (veh/h)	24	1366	66	114	1292	13	28	0	76	7	0	31
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	25	1438	69	120	1360	14	29	0	80	7	0	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	1298	1100	121	2588	1155	82	19	175	58	19	198
Arrive On Green	0.03	0.68	0.68	0.07	0.72	0.72	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	293	128	1163	155	125	1318
Grp Volume(v), veh/h	25	1438	69	120	1360	14	109	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1585	0	0	1598	0	0
Q Serve(g_s), s	1.6	82.0	1.7	8.0	20.5	0.3	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	82.0	1.7	8.0	20.5	0.3	7.3	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.27		0.73	0.17		0.82
Lane Grp Cap(c), veh/h	60	1298	1100	121	2588	1155	276	0	0	275	0	0
V/C Ratio(X)	0.42	1.11	0.06	0.99	0.53	0.01	0.40	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	106	1298	1100	121	2588	1155	276	0	0	275	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.9	19.0	6.3	56.0	7.7	4.8	46.4	0.0	0.0	44.4	0.0	0.0
Incr Delay (d2), s/veh	4.6	59.9	0.1	80.2	0.2	0.0	4.2	0.0	0.0	1.1	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	0.8	53.0	0.6	6.2	6.2	0.1	3.3	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.5	78.9	6.4	136.2	7.9	4.9	50.6	0.0	0.0	45.5	0.0	0.0
LnGrp LOS	E	F	A	F	A	A	D			D		
Approach Vol, veh/h		1532			1494			109			40	
Approach Delay, s/veh		75.4			18.2			50.6			45.5	
Approach LOS		E			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	86.0		22.0	8.0	90.0		22.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	82.0		18.0	7.0	83.0		18.0				
Max Q Clear Time (g_c+I1), s	10.0	84.0		4.5	3.6	22.5		9.3				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	12.9		0.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		47.2	
HCM 7th LOS		D	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	0	0	0	0	0	0	43	0	0	78	103
Future Vol, veh/h	61	0	0	0	0	0	0	43	0	0	78	103
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	64	0	0	0	0	0	0	45	0	0	82	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	182	182	136	127	236	45	191	0	0	45	0	0
Stage 1	136	136	-	45	45	-	-	-	-	-	-	-
Stage 2	45	45	-	82	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	784	716	918	851	668	1030	1395	-	-	1576	-	-
Stage 1	872	788	-	974	861	-	-	-	-	-	-	-
Stage 2	974	861	-	931	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	784	716	918	851	668	1030	1395	-	-	1576	-	-
Mov Cap-2 Maneuver	784	716	-	851	668	-	-	-	-	-	-	-
Stage 1	872	788	-	974	861	-	-	-	-	-	-	-
Stage 2	974	861	-	931	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	784	-	1576	-	-
HCM Lane V/C Ratio	-	-	-	0.082	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	10	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	37	40	0	0	21	43	22	0	78	32
Future Vol, veh/h	3	0	37	40	0	0	21	43	22	0	78	32
Peak Hour Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.95	1.00	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	37	40	0	0	21	43	22	0	78	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7	7.8	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	8%	100%	0%
Vol Thru, %	50%	0%	0%	71%
Vol Right, %	26%	93%	0%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	40	40	110
LT Vol	21	3	40	0
Through Vol	43	0	0	78
RT Vol	22	37	0	32
Lane Flow Rate	86	40	40	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.096	0.042	0.05	0.122
Departure Headway (Hd)	4.021	3.729	4.471	3.931
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	942	790	905
Service Time	2.081	1.824	2.559	1.988
HCM Lane V/C Ratio	0.097	0.042	0.051	0.124
HCM Control Delay, s/veh	7.5	7	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1309	15	10	1325	85	10	63	5	96	110	79
Future Volume (veh/h)	167	1309	15	10	1325	85	10	63	5	96	110	79
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	170	1336	15	10	1352	87	10	63	5	98	110	81
Peak Hour Factor	0.98	0.98	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.98	1.00	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	1368	1159	30	2448	1092	30	198	16	130	216	183
Arrive On Green	0.06	0.72	0.72	0.02	0.68	0.68	0.02	0.06	0.06	0.07	0.11	0.11
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	3391	266	1810	1900	1610
Grp Volume(v), veh/h	170	1336	15	10	1352	87	10	33	35	98	110	81
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1852	1810	1900	1610
Q Serve(g_s), s	7.0	79.6	0.3	0.7	23.1	2.2	0.7	2.1	2.2	6.4	6.5	5.6
Cycle Q Clear(g_c), s	7.0	79.6	0.3	0.7	23.1	2.2	0.7	2.1	2.2	6.4	6.5	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	106	1368	1159	30	2448	1092	30	105	108	130	216	183
V/C Ratio(X)	1.61	0.98	0.01	0.33	0.55	0.08	0.33	0.32	0.32	0.75	0.51	0.44
Avail Cap(c_a), veh/h	106	1368	1159	106	2448	1092	106	271	278	588	792	671
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	56.5	15.8	4.7	58.4	9.9	6.6	58.4	54.2	54.2	54.7	50.0	49.6
Incr Delay (d2), s/veh	314.1	19.4	0.0	6.4	0.9	0.1	6.4	1.7	1.7	8.5	1.9	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	12.3	32.3	0.1	0.3	7.8	0.8	0.4	1.0	1.1	3.2	3.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	370.6	35.2	4.8	64.7	10.8	6.7	64.7	55.9	55.9	63.2	51.9	51.3
LnGrp LOS	F	D	A	E	B	A	E	E	E	E	D	D
Approach Vol, veh/h		1521			1449			78			289	
Approach Delay, s/veh		72.4			11.0			57.0			55.6	
Approach LOS		E			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	90.4	6.0	17.6	11.0	85.4	12.6	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	40.0	7.0	50.0	7.0	40.0	39.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	81.6	2.7	8.5	9.0	25.1	8.4	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	7.9	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	43.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	17	121	742	31	22	144	394	2314	38	355	6
Future Volume (veh/h)	6	17	121	742	31	22	144	394	2314	38	355	6
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	6	18	127	781	33	23	152	415	2436	40	374	6
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	105	110	349	603	633	779	287	1173	1060	272	1151	18
Arrive On Green	0.06	0.06	0.06	0.33	0.33	0.33	0.05	0.11	0.11	0.15	0.32	0.32
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3636	58
Grp Volume(v), veh/h	6	18	127	781	33	23	152	415	2436	40	185	195
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	0.4	1.1	0.0	40.0	1.4	0.0	9.8	12.8	39.0	2.3	9.4	9.4
Cycle Q Clear(g_c), s	0.4	1.1	0.0	40.0	1.4	0.0	9.8	12.8	39.0	2.3	9.4	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	105	110	349	603	633	779	287	1173	1060	272	572	598
V/C Ratio(X)	0.06	0.16	0.36	1.29	0.05	0.03	0.53	0.35	2.30	0.15	0.32	0.33
Avail Cap(c_a), veh/h	271	285	497	603	633	779	287	1173	1060	272	572	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	53.8	40.0	40.0	27.1	16.2	52.5	41.9	18.1	44.3	31.2	31.2
Incr Delay (d2), s/veh	0.2	0.7	0.6	144.7	0.0	0.0	0.2	0.1	584.4	0.2	1.5	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	0.2	0.5	3.3	41.7	0.7	0.3	4.8	6.2	206.4	1.0	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	54.4	40.6	184.7	27.2	16.2	52.7	41.9	602.5	44.5	32.7	32.7
LnGrp LOS	D	D	D	F	C	B	D	D	F	D	C	C
Approach Vol, veh/h		151			837			3003			420	
Approach Delay, s/veh		42.8			173.8			497.2			33.8	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.0	43.0		11.0	23.0	42.0		44.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	39.0		18.0	8.0	38.0		40.0
Max Q Clear Time (g_c+I1), s	14.3	41.0		3.1	11.8	11.4		42.0
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	2.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	376.2
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1	1892	0	0	0	0	2761	983	38	1167	0
Future Volume (veh/h)	90	1	1892	0	0	0	0	2761	983	38	1167	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	97	0	2035				0	2969	1057	41	1255	0
Peak Hour Factor	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
Cap, veh/h	573	0	1020				0	1393	468	106	2226	0
Arrive On Green	0.32	0.00	0.32				0.00	0.70	0.70	0.12	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	2749	891	1810	3705	0
Grp Volume(v), veh/h	97	0	2035				0	1961	2065	41	1255	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1740	1810	1805	0
Q Serve(g_s), s	4.6	0.0	38.0				0.0	63.0	63.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	38.0				0.0	63.0	63.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	573	0	1020				0	948	913	106	2226	0
V/C Ratio(X)	0.17	0.00	2.00				0.00	2.07	2.26	0.39	0.56	0.00
Avail Cap(c_a), veh/h	573	0	1020				0	948	913	106	2226	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	0.09	0.09	0.64	0.64	0.00
Uniform Delay (d), s/veh	29.6	0.0	41.0				0.0	18.1	18.1	51.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	451.5				0.0	481.7	567.6	1.5	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	78.8				0.0	146.3	162.8	1.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	0.0	492.5				0.0	499.8	585.7	52.5	0.7	0.0
LnGrp LOS	C		F					F	F	D	A	
Approach Vol, veh/h		2132						4026			1296	
Approach Delay, s/veh		471.4						543.9			2.3	
Approach LOS		F						F			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.0	67.0	42.0	78.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	63.0	38.0	74.0
Max Q Clear Time (g_c+I1), s	4.5	65.0	40.0	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	11.8

Intersection Summary	
HCM 7th Control Delay, s/veh	429.0
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	139	116	239	210	158	138	3276	152	326	2442	183
Future Volume (veh/h)	179	139	116	239	210	158	138	3276	152	326	2442	183
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	183	142	118	244	214	161	141	3343	155	333	2492	187
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	165	137	121	327	412	352	1913	88	151	1564	698
Arrive On Green	0.07	0.17	0.17	0.07	0.17	0.17	0.13	0.36	0.36	0.06	0.29	0.29
Sat Flow, veh/h	1810	959	797	1810	1900	1610	1810	3514	162	1810	3610	1610
Grp Volume(v), veh/h	183	0	260	244	214	161	141	1704	1794	333	2492	187
Grp Sat Flow(s),veh/h/ln	1810	0	1757	1810	1900	1610	1810	1805	1871	1810	1805	1610
Q Serve(g_s), s	8.0	0.0	17.3	8.0	12.6	9.9	8.6	65.3	65.3	10.0	52.0	8.2
Cycle Q Clear(g_c), s	8.0	0.0	17.3	8.0	12.6	9.9	8.6	65.3	65.3	10.0	52.0	8.2
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	121	0	303	121	327	412	352	983	1018	151	1564	698
V/C Ratio(X)	1.52	0.00	0.86	2.02	0.65	0.39	0.40	1.73	1.76	2.21	1.59	0.27
Avail Cap(c_a), veh/h	121	0	542	121	586	631	352	983	1018	151	1564	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	56.0	0.0	48.2	56.0	46.3	36.9	45.8	38.1	38.1	56.6	42.6	16.3
Incr Delay (d2), s/veh	270.3	0.0	7.0	488.0	2.2	0.6	0.1	330.9	343.0	545.7	267.1	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	12.7	0.0	8.1	20.0	6.2	4.0	4.0	120.1	127.9	27.4	81.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	326.3	0.0	55.3	544.0	48.5	37.5	45.8	369.0	381.1	602.3	309.7	16.4
LnGrp LOS	F		E	F	D	D	D	F	F	F	F	B
Approach Vol, veh/h		443			619			3639			3012	
Approach Delay, s/veh		167.2			241.0			362.5			323.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	69.3	12.0	24.7	27.3	56.0	12.0	24.7
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	10.0	49.0	8.0	37.0	7.0	52.0	8.0	37.0
Max Q Clear Time (g_c+I1), s	12.0	67.3	10.0	19.3	10.6	54.0	10.0	14.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	326.4
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	271	103	350	254	39	88	3470	535	46	2657	117
Future Volume (veh/h)	79	271	103	350	254	39	88	3470	535	46	2657	117
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	81	277	105	357	259	40	90	3541	546	47	2711	119
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	387	173	151	419	64	439	1564	698	439	1564	698
Arrive On Green	0.06	0.11	0.11	0.08	0.13	0.13	0.24	0.43	0.43	0.49	0.87	0.87
Sat Flow, veh/h	1810	3610	1610	1810	3140	479	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	81	277	105	357	147	152	90	3541	546	47	2711	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1814	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	5.3	8.9	4.9	10.0	9.3	9.5	4.8	52.0	25.7	1.7	52.0	1.1
Cycle Q Clear(g_c), s	5.3	8.9	4.9	10.0	9.3	9.5	4.8	52.0	25.7	1.7	52.0	1.1
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	387	173	151	241	242	439	1564	698	439	1564	698
V/C Ratio(X)	0.78	0.72	0.61	2.37	0.61	0.63	0.20	2.26	0.78	0.11	1.73	0.17
Avail Cap(c_a), veh/h	166	1053	470	151	511	514	439	1564	698	439	1564	698
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	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.8	51.8	21.8	55.0	49.1	49.2	36.2	34.0	15.8	23.8	8.0	2.8
Incr Delay (d2), s/veh	12.1	2.5	3.4	635.4	2.5	2.6	0.0	568.8	0.8	0.0	330.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.1	3.1	31.1	4.3	4.4	2.1	144.7	8.9	0.7	74.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	54.3	25.3	690.4	51.6	51.8	36.2	602.8	16.6	23.8	338.1	2.9
LnGrp LOS	E	D	C	F	D	D	D	F	B	C	F	A
Approach Vol, veh/h		463			656			4177			2877	
Approach Delay, s/veh		50.1			399.3			514.0			319.1	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.1	56.0	14.0	16.9	33.1	56.0	10.9	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	52.0	10.0	35.0	7.0	52.0	11.0	34.0
Max Q Clear Time (g_c+I1), s	13.7	54.0	12.0	10.9	6.8	54.0	7.3	11.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	409.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	7	58	36	8	6	67	3971	36	24	2887	161
Future Volume (veh/h)	132	7	58	36	8	6	67	3971	36	24	2887	161
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	140	7	62	38	9	6	71	4224	38	26	3071	171
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	16	144	88	51	34	896	825	7	896	783	43
Arrive On Green	0.10	0.10	0.10	0.05	0.05	0.05	0.66	0.30	0.30	0.99	0.45	0.45
Sat Flow, veh/h	1810	166	1470	1810	1063	709	1810	3666	33	1810	3479	192
Grp Volume(v), veh/h	140	0	69	38	0	15	71	2076	2186	26	1579	1663
Grp Sat Flow(s),veh/h/ln	1810	0	1635	1810	0	1772	1810	1805	1894	1810	1805	1865
Q Serve(g_s), s	9.1	0.0	4.8	2.4	0.0	1.0	1.7	27.0	27.0	0.0	27.0	27.0
Cycle Q Clear(g_c), s	9.1	0.0	4.8	2.4	0.0	1.0	1.7	27.0	27.0	0.0	27.0	27.0
Prop In Lane	1.00		0.90	1.00		0.40	1.00		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	178	0	161	88	0	86	896	406	426	896	406	420
V/C Ratio(X)	0.79	0.00	0.43	0.43	0.00	0.17	0.08	5.11	5.13	0.03	3.89	3.96
Avail Cap(c_a), veh/h	528	0	477	528	0	517	896	406	426	896	406	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.9	0.0	50.9	55.5	0.0	54.8	10.6	42.0	42.0	0.3	33.0	33.0
Incr Delay (d2), s/veh	7.5	0.0	1.8	3.4	0.0	1.0	0.0	1851.2	1858.3	0.0	1300.6	1333.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	2.0	1.2	0.0	0.5	0.7	219.6	231.3	0.0	155.0	164.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.4	0.0	52.8	58.9	0.0	55.8	10.6	1893.2	1900.4	0.3	1333.6	1366.0
LnGrp LOS	E		D	E		E	B	F	F	A	F	F
Approach Vol, veh/h		209			53			4333			3268	
Approach Delay, s/veh		57.9			58.0			1866.0			1339.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	63.4	31.0		15.8	63.4	31.0		9.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	27.0		35.0	7.0	27.0		35.0				
Max Q Clear Time (g_c+I1), s	2.0	29.0		11.1	3.7	29.0		4.4				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	1586.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	91	66	74	82	40	90	3774	62	61	2674	294
Future Volume (veh/h)	276	91	66	74	82	40	90	3774	62	61	2674	294
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	294	97	70	79	87	43	96	4015	66	65	2845	313
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	166	182	154	101	143	66	586	1424	23	586	1414	631
Arrive On Green	0.09	0.10	0.10	0.06	0.06	0.06	0.22	0.26	0.26	0.65	0.78	0.78
Sat Flow, veh/h	1810	1900	1610	1810	2393	1112	1810	3635	60	1810	3610	1610
Grp Volume(v), veh/h	294	97	70	79	64	66	96	1988	2093	65	2845	313
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1700	1810	1805	1889	1810	1805	1610
Q Serve(g_s), s	11.0	5.8	2.8	5.2	4.2	4.5	5.2	47.0	47.0	1.6	47.0	6.1
Cycle Q Clear(g_c), s	11.0	5.8	2.8	5.2	4.2	4.5	5.2	47.0	47.0	1.6	47.0	6.1
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	166	182	154	101	108	102	586	707	740	586	1414	631
V/C Ratio(X)	1.77	0.53	0.45	0.78	0.60	0.65	0.16	2.81	2.83	0.11	2.01	0.50
Avail Cap(c_a), veh/h	166	602	510	151	557	524	586	707	740	586	1414	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	54.5	51.7	16.6	55.9	55.0	55.2	33.8	44.3	44.3	14.6	13.0	4.8
Incr Delay (d2), s/veh	370.9	2.4	2.1	14.3	5.2	6.7	0.0	815.9	823.1	0.0	455.7	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	22.0	2.9	2.0	2.7	2.0	2.1	2.2	181.5	191.4	0.7	94.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	425.4	54.1	18.7	70.2	60.2	61.9	33.8	860.1	867.3	14.6	468.7	5.1
LnGrp LOS	F	D	B	E	E	E	C	F	F	B	F	A
Approach Vol, veh/h		461			209			4177			3223	
Approach Delay, s/veh		285.5			64.5			844.7			414.5	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.8	51.0	10.7	15.5	42.8	51.0	15.0	11.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	47.0	10.0	38.0	9.0	47.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	13.6	49.0	7.2	7.8	7.2	49.0	13.0	6.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	620.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	0	14	36	0	19	23	3761	59	55	2561	163
Future Volume (veh/h)	126	0	14	36	0	19	23	3761	59	55	2561	163
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	135	0	15	39	0	20	25	4044	63	59	2754	175
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	163	0	138	105	0	86	60	1425	22	600	2380	150
Arrive On Green	0.09	0.00	0.09	0.06	0.00	0.05	0.03	0.39	0.39	0.66	1.00	1.00
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3638	57	1810	3449	217
Grp Volume(v), veh/h	135	0	15	39	0	20	25	2001	2106	59	1427	1502
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1890	1810	1805	1861
Q Serve(g_s), s	8.8	0.0	1.0	2.5	0.0	1.4	1.6	47.0	47.0	1.4	0.0	78.5
Cycle Q Clear(g_c), s	8.8	0.0	1.0	2.5	0.0	1.4	1.6	47.0	47.0	1.4	0.0	78.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.12
Lane Grp Cap(c), veh/h	163	0	138	105	0	86	60	707	740	600	1245	1284
V/C Ratio(X)	0.83	0.00	0.11	0.37	0.00	0.23	0.42	2.83	2.85	0.10	1.15	1.17
Avail Cap(c_a), veh/h	256	0	242	483	0	443	106	707	740	600	1245	1284
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.7	0.0	50.7	54.4	0.0	54.4	56.9	36.5	36.5	13.8	0.0	0.0
Incr Delay (d2), s/veh	11.7	0.0	0.3	2.2	0.0	1.4	4.6	827.5	834.2	0.0	66.6	77.3
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	4.5	0.0	0.4	1.2	0.0	0.6	0.8	181.9	191.8	0.6	23.0	27.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.4	0.0	51.0	56.5	0.0	55.8	61.5	864.0	870.7	13.8	66.6	77.3
LnGrp LOS	E		D	E		E	E	F	F	B	F	F
Approach Vol, veh/h		150			59			4132			2988	
Approach Delay, s/veh		64.0			56.3			862.6			70.9	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	51.0	11.0	14.3	8.0	86.8	14.8	10.4
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	7.0	47.0	32.0	18.0	7.0	47.0	17.0	33.0
Max Q Clear Time (g_c+I1), s	3.4	49.0	4.5	3.0	3.6	80.5	10.8	3.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	517.0
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	660	367	186	596	248	564	3273	247	231	2047	273
Future Volume (veh/h)	258	660	367	186	596	248	564	3273	247	231	2047	273
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	287	733	408	207	662	276	627	3637	274	257	2274	303
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	649	550	205	649	550	181	1444	644	121	1902	590
Arrive On Green	0.06	0.34	0.34	0.06	0.34	0.34	0.10	0.40	0.40	0.07	0.37	0.37
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	287	733	408	207	662	276	627	3637	274	257	2274	303
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	7.0	41.0	26.8	7.0	41.0	16.3	12.0	48.0	11.7	8.0	44.0	14.1
Cycle Q Clear(g_c), s	7.0	41.0	26.8	7.0	41.0	16.3	12.0	48.0	11.7	8.0	44.0	14.1
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	205	649	550	205	649	550	181	1444	644	121	1902	590
V/C Ratio(X)	1.40	1.13	0.74	1.01	1.02	0.50	3.46	2.52	0.43	2.13	1.20	0.51
Avail Cap(c_a), veh/h	205	649	550	205	649	550	181	1444	644	121	1902	590
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	56.5	39.5	34.8	56.5	39.5	31.4	54.0	36.0	16.3	56.0	38.0	19.1
Incr Delay (d2), s/veh	207.4	76.5	5.3	65.7	40.4	0.7	1123.1	685.5	2.1	535.4	93.5	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	31.7	10.7	4.9	25.2	6.2	61.8	157.3	4.3	21.5	34.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	263.9	116.0	40.2	122.2	79.9	32.1	1177.1	721.5	18.4	591.4	131.5	22.3
LnGrp LOS	F	F	D	F	F	C	F	F	B	F	F	C
Approach Vol, veh/h		1428			1145			4538			2834	
Approach Delay, s/veh		124.1			76.0			742.0			161.5	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	11.0	45.0	16.0	48.0	11.0	45.0
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	8.0	48.0	7.0	41.0	12.0	44.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	9.0	43.0	14.0	46.0	9.0	43.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	411.2
HCM 7th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	769	103	223	1214	235	241	681	212	436	681	220
Future Volume (veh/h)	154	769	103	223	1214	235	241	681	212	436	681	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	167	836	112	242	1320	255	262	740	230	474	740	239
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	948	423	307	1273	246	291	909	405	479	1386	442
Arrive On Green	0.06	0.26	0.26	0.09	0.29	0.29	0.16	0.25	0.25	0.26	0.36	0.36
Sat Flow, veh/h	3510	3610	1610	3510	4364	843	1810	3610	1610	1810	3892	1243
Grp Volume(v), veh/h	167	836	112	242	1046	529	262	740	230	474	657	322
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1748	1810	1805	1610	1810	1729	1676
Q Serve(g_s), s	5.6	26.7	4.6	8.1	35.0	35.0	17.1	23.2	15.0	31.3	18.1	18.4
Cycle Q Clear(g_c), s	5.6	26.7	4.6	8.1	35.0	35.0	17.1	23.2	15.0	31.3	18.1	18.4
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	205	948	423	307	1009	510	291	909	405	479	1231	597
V/C Ratio(X)	0.82	0.88	0.26	0.79	1.04	1.04	0.90	0.81	0.57	0.99	0.53	0.54
Avail Cap(c_a), veh/h	205	1053	470	307	1009	510	332	1173	523	479	1231	597
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	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	42.5	16.8	53.7	42.5	42.5	49.4	42.3	39.2	43.9	30.7	30.8
Incr Delay (d2), s/veh	21.9	8.3	0.3	1.3	20.3	23.3	24.5	7.9	5.7	38.1	1.7	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	12.4	2.6	3.6	17.6	18.2	9.7	11.3	6.6	19.0	7.8	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.7	50.7	17.1	55.0	62.8	65.8	73.9	50.2	44.9	82.0	32.4	34.3
LnGrp LOS	E	D	B	D	F	F	E	D	D	F	C	C
Approach Vol, veh/h		1115			1817			1232			1453	
Approach Delay, s/veh		51.4			62.6			54.2			49.0	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.8	34.2	14.5	35.5	23.3	46.7	11.0	39.0
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	23.0	39.0	7.0	35.0	22.0	40.0	7.0	35.0
Max Q Clear Time (g_c+I1), s	33.3	25.2	10.1	28.7	19.1	20.4	7.6	37.0
Green Ext Time (p_c), s	0.0	5.1	0.0	2.9	0.2	6.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	55.0
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1206	130	79	1462	155	171	343	48	71	215	130
Future Volume (veh/h)	146	1206	130	79	1462	155	171	343	48	71	215	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1419	153	93	1720	182	201	404	56	84	253	153
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	1233	644	106	1173	617	205	667	92	106	896	523
Arrive On Green	0.08	0.34	0.34	0.06	0.32	0.32	0.06	0.41	0.41	0.06	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1633	226	1810	2193	1281
Grp Volume(v), veh/h	172	1419	153	93	1720	182	201	0	460	84	207	199
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	0	1859	1810	1805	1669
Q Serve(g_s), s	9.0	41.0	5.6	6.1	39.0	1.7	6.9	0.0	23.3	5.5	9.2	9.6
Cycle Q Clear(g_c), s	9.0	41.0	5.6	6.1	39.0	1.7	6.9	0.0	23.3	5.5	9.2	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.77
Lane Grp Cap(c), veh/h	136	1233	644	106	1173	617	205	0	759	106	737	682
V/C Ratio(X)	1.27	1.15	0.24	0.88	1.47	0.29	0.98	0.00	0.61	0.80	0.28	0.29
Avail Cap(c_a), veh/h	136	1233	644	106	1173	617	205	0	759	106	737	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	39.5	13.5	56.1	40.5	14.0	56.4	0.0	27.9	55.8	23.7	23.9
Incr Delay (d2), s/veh	141.7	71.9	0.1	8.0	210.1	0.0	57.4	0.0	3.6	33.2	0.9	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	29.3	2.4	3.0	51.3	2.4	4.7	0.0	11.0	3.5	4.1	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	197.2	111.4	13.6	64.1	250.6	14.0	113.8	0.0	31.5	89.0	24.7	24.9
LnGrp LOS	F	F	B	E	F	B	F		C	F	C	C
Approach Vol, veh/h		1744			1995			661			490	
Approach Delay, s/veh		111.3			220.4			56.5			35.8	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	53.0	11.0	45.0	11.0	53.0	13.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	49.0	7.0	41.0	7.0	49.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	7.5	25.3	8.1	43.0	8.9	11.6	11.0	41.0
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.0	2.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	140.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	976	218	165	1131	51	383	632	235	71	436	72
Future Volume (veh/h)	128	976	218	165	1131	51	383	632	235	71	436	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	139	1061	237	179	1229	55	416	687	255	77	474	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	760	644	234	776	657	196	1233	657	106	464	76
Arrive On Green	0.06	0.40	0.40	0.07	0.41	0.41	0.11	0.34	0.34	0.06	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	1591	262
Grp Volume(v), veh/h	139	1061	237	179	1229	55	416	687	255	77	0	552
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	0	1853
Q Serve(g_s), s	4.7	48.0	12.4	6.0	49.0	2.5	13.0	18.6	5.4	5.0	0.0	35.0
Cycle Q Clear(g_c), s	4.7	48.0	12.4	6.0	49.0	2.5	13.0	18.6	5.4	5.0	0.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	205	760	644	234	776	657	196	1233	657	106	0	540
V/C Ratio(X)	0.68	1.40	0.37	0.76	1.58	0.08	2.12	0.56	0.39	0.73	0.00	1.02
Avail Cap(c_a), veh/h	205	760	644	234	776	657	196	1233	657	106	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.4	36.0	25.3	55.1	35.5	21.7	53.5	32.1	25.0	55.6	0.0	42.5
Incr Delay (d2), s/veh	0.8	179.0	0.1	14.0	269.0	0.2	521.8	1.8	1.7	22.4	0.0	44.2
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	2.0	58.3	4.6	3.0	78.9	1.0	34.2	8.1	5.2	2.9	0.0	21.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.2	215.0	25.5	69.0	304.5	22.0	575.3	33.9	26.7	77.9	0.0	86.7
LnGrp LOS	E	F	C	E	F	C	F	C	C	E		F
Approach Vol, veh/h		1437			1463			1358			629	
Approach Delay, s/veh		168.4			265.1			198.4			85.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.0	53.0	11.0	45.0
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	8.0	48.0	13.0	35.0	7.0	49.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	8.0	50.0	15.0	37.0	6.7	51.0	7.0	20.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1

Intersection Summary		
HCM 7th Control Delay, s/veh	195.0	
HCM 7th LOS	F	

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	3	39	28	17	79	33	1025	10	36	736	36
Future Vol, veh/h	27	3	39	28	17	79	33	1025	10	36	736	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	3	42	30	18	86	36	1114	11	39	800	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1536	2095	420	1671	2109	563	839	0	0	1125	0	0
Stage 1	898	898	-	1191	1191	-	-	-	-	-	-	-
Stage 2	638	1197	-	480	917	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	58	*889	*87	57	475	996	-	-	628	-	-
Stage 1	478	483	-	*202	263	-	-	-	-	-	-	-
Stage 2	436	261	-	*838	471	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	57	52	*889	*74	51	475	996	-	-	628	-	-
Mov Cap-2 Maneuver	182	152	-	*74	51	-	-	-	-	-	-	-
Stage 1	448	453	-	*195	254	-	-	-	-	-	-	-
Stage 2	319	252	-	*743	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.36	125.43	0.27	0.49
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	996	-	-	325	141	628	-	-
HCM Lane V/C Ratio	0.036	-	-	0.231	0.955	0.062	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	19.4	125.4	11.1	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	6.7	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1254	27	54	1223	15	68	0	166	5	0	55
Future Volume (veh/h)	7	1254	27	54	1223	15	68	0	166	5	0	55
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	7	1293	28	56	1261	15	70	0	171	5	0	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	599	2497	1114	106	1512	675	99	9	169	40	13	234
Arrive On Green	0.33	0.69	0.69	0.06	0.42	0.42	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	402	59	1125	52	85	1560
Grp Volume(v), veh/h	7	1293	28	56	1261	15	241	0	0	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1585	0	0	1696	0	0
Q Serve(g_s), s	0.3	20.6	0.7	3.6	37.4	0.7	14.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	20.6	0.7	3.6	37.4	0.7	18.0	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.29		0.71	0.08		0.92
Lane Grp Cap(c), veh/h	599	2497	1114	106	1512	675	277	0	0	287	0	0
V/C Ratio(X)	0.01	0.52	0.03	0.53	0.83	0.02	0.87	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	599	2497	1114	106	2497	1114	277	0	0	287	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	8.9	5.8	54.9	31.1	20.4	50.9	0.0	0.0	45.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	5.0	1.3	0.0	29.3	0.0	0.0	1.7	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	0.1	7.7	0.2	1.7	15.4	0.2	9.5	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.0	9.7	5.8	59.9	32.4	20.5	80.2	0.0	0.0	46.8	0.0	0.0
LnGrp LOS	C	A	A	E	C	C	F			D		
Approach Vol, veh/h		1328			1332			241			62	
Approach Delay, s/veh		9.7			33.5			80.2			46.8	
Approach LOS		A			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	87.0		22.0	43.7	54.3		22.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	83.0		18.0	7.0	83.0		18.0				
Max Q Clear Time (g_c+I1), s	5.6	22.6		6.0	2.3	39.4		20.0				
Green Ext Time (p_c), s	0.0	14.6		0.2	0.0	10.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.9									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	97	0	0	0	0	56	0	81	0	31	18	31
Future Vol, veh/h	97	0	0	0	0	56	0	81	0	31	18	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	102	0	0	0	0	59	0	85	0	33	19	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	186	186	35	169	202	85	52	0	0	85	0	0
Stage 1	101	101	-	85	85	-	-	-	-	-	-	-
Stage 2	85	85	-	84	117	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	779	712	1043	799	698	979	1567	-	-	1524	-	-
Stage 1	911	816	-	928	828	-	-	-	-	-	-	-
Stage 2	928	828	-	929	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	716	696	1043	781	682	979	1567	-	-	1524	-	-
Mov Cap-2 Maneuver	716	696	-	781	682	-	-	-	-	-	-	-
Stage 1	890	798	-	928	828	-	-	-	-	-	-	-
Stage 2	872	828	-	908	785	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.86	8.91	0	2.87
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1567	-	-	716	979	619	-	-
HCM Lane V/C Ratio	-	-	-	0.143	0.06	0.021	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.9	8.9	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	11	6	7	35	7	33	69	36	2	13	23
Future Vol, veh/h	22	11	6	7	35	7	33	69	36	2	13	23
Peak Hour Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.95	1.00	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	12	6	7	37	7	33	69	36	2	13	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.5	7.8	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	56%	14%	5%
Vol Thru, %	50%	28%	71%	34%
Vol Right, %	26%	15%	14%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	39	49	38
LT Vol	33	22	7	2
Through Vol	69	11	35	13
RT Vol	36	6	7	23
Lane Flow Rate	138	41	51	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.153	0.048	0.059	0.042
Departure Headway (Hd)	3.981	4.269	4.182	3.813
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	828	845	926
Service Time	2.036	2.353	2.265	1.889
HCM Lane V/C Ratio	0.154	0.05	0.06	0.042
HCM Control Delay, s/veh	7.8	7.6	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.2	0.2	0.1

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	36	7	0	0	42
Future Vol, veh/h	13	36	7	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	38	7	0	0	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	7	0	-	0	73	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	65	-
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	1626	-	-	-	936	1081
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1626	-	-	-	928	1081
Mov Cap-2 Maneuver	-	-	-	-	928	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.92	0	8.47
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	478	-	-	-	1081
HCM Lane V/C Ratio	0.008	-	-	-	0.041
HCM Ctrl Dly (s/v)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1225	15	0	1127	134	31	98	0	194	36	157
Future Volume (veh/h)	186	1225	15	0	1127	134	31	98	0	194	36	157
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	200	1317	15	0	1212	144	31	98	0	209	36	169
Peak Hour Factor	0.93	0.93	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.93	1.00	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	685	1401	1187	2	1173	523	68	211	0	189	238	202
Arrive On Green	0.38	0.74	0.74	0.00	0.32	0.32	0.04	0.06	0.00	0.10	0.13	0.13
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	3705	0	1810	1900	1610
Grp Volume(v), veh/h	200	1317	15	0	1212	144	31	98	0	209	36	169
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	0	1810	1900	1610
Q Serve(g_s), s	9.3	71.3	0.2	0.0	39.0	8.0	2.0	3.2	0.0	12.5	2.0	12.3
Cycle Q Clear(g_c), s	9.3	71.3	0.2	0.0	39.0	8.0	2.0	3.2	0.0	12.5	2.0	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	685	1401	1187	2	1173	523	68	211	0	189	238	202
V/C Ratio(X)	0.29	0.94	0.01	0.00	1.03	0.28	0.46	0.47	0.00	1.11	0.15	0.84
Avail Cap(c_a), veh/h	685	1401	1187	106	1173	523	106	542	0	189	792	671
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	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	13.5	1.5	0.0	40.5	30.0	56.5	54.7	0.0	53.7	46.8	51.3
Incr Delay (d2), s/veh	0.2	13.5	0.0	0.0	35.2	1.3	4.7	1.6	0.0	96.4	0.3	8.9
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	3.8	26.6	0.1	0.0	22.0	3.3	1.0	1.5	0.0	10.7	1.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.3	27.0	1.5	0.0	75.7	31.3	61.2	56.3	0.0	150.1	47.1	60.2
LnGrp LOS	C	C	A		F	C	E	E		F	D	E
Approach Vol, veh/h		1532			1356			129			414	
Approach Delay, s/veh		26.6			70.9			57.5			104.4	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	92.5	8.5	19.0	49.5	43.0	16.5	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	40.0	7.0	50.0	8.0	39.0	7.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	73.3	4.0	14.3	11.3	41.0	14.5	5.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	54.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	16	205	887	11	20	132	450	1460	23	479	7
Future Volume (veh/h)	10	16	205	887	11	20	132	450	1460	23	479	7
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	12	19	238	1031	13	23	153	523	1698	27	557	8
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	121	366	510	535	511	296	1709	1216	65	1259	18
Arrive On Green	0.06	0.06	0.06	0.28	0.28	0.28	0.05	0.16	0.16	0.04	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3643	52
Grp Volume(v), veh/h	12	19	238	1031	13	23	153	523	1698	27	276	289
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1891
Q Serve(g_s), s	0.7	1.0	0.0	31.0	0.5	1.1	9.1	14.1	43.4	1.6	13.0	13.0
Cycle Q Clear(g_c), s	0.7	1.0	0.0	31.0	0.5	1.1	9.1	14.1	43.4	1.6	13.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	115	121	366	510	535	511	296	1709	1216	65	624	653
V/C Ratio(X)	0.10	0.16	0.65	2.02	0.02	0.04	0.52	0.31	1.40	0.42	0.44	0.44
Avail Cap(c_a), veh/h	296	311	527	510	535	511	296	1709	1216	115	624	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	48.7	38.5	39.5	28.6	26.0	47.8	30.4	13.8	51.9	27.8	27.8
Incr Delay (d2), s/veh	0.4	0.6	2.0	466.7	0.0	0.0	0.1	0.0	178.9	4.2	2.3	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	0.3	0.5	6.0	79.6	0.3	0.4	4.3	6.8	96.4	0.8	5.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	49.3	40.5	506.2	28.6	26.0	47.9	30.4	192.7	56.2	30.1	30.0
LnGrp LOS	D	D	D	F	C	C	D	C	F	E	C	C
Approach Vol, veh/h		269			1067			2374			592	
Approach Delay, s/veh		41.5			490.0			147.6			31.2	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	56.1		11.0	22.0	42.0		35.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	38.0		18.0	7.0	38.0		31.0
Max Q Clear Time (g_c+I1), s	3.0	45.4		3.0	11.1	15.0		33.0
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	3.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	209.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	3	2207	0	0	0	0	1989	643	52	1518	0
Future Volume (veh/h)	53	3	2207	0	0	0	0	1989	643	52	1518	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	64	0	2662				0	2396	775	63	1829	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	724	0	1288				0	1188	364	98	1903	0
Arrive On Green	0.40	0.00	0.40				0.00	0.58	0.58	0.04	0.35	0.00
Sat Flow, veh/h	1810	0	3220				0	2816	834	1810	3705	0
Grp Volume(v), veh/h	64	0	2662				0	1545	1626	63	1829	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1750	1810	1805	0
Q Serve(g_s), s	2.4	0.0	44.0				0.0	48.0	48.0	3.8	54.6	0.0
Cycle Q Clear(g_c), s	2.4	0.0	44.0				0.0	48.0	48.0	3.8	54.6	0.0
Prop In Lane	1.00		1.00				0.00		0.48	1.00		0.00
Lane Grp Cap(c), veh/h	724	0	1288				0	788	764	98	1903	0
V/C Ratio(X)	0.09	0.00	2.07				0.00	1.96	2.13	0.64	0.96	0.00
Avail Cap(c_a), veh/h	724	0	1288				0	788	764	115	1903	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	20.5	0.0	33.0				0.0	23.1	23.1	51.9	34.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	482.6				0.0	432.6	508.3	0.8	1.9	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	1.0	0.0	102.9				0.0	111.6	124.2	1.7	24.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	0.0	515.6				0.0	455.7	531.4	52.8	36.3	0.0
LnGrp LOS	C		F					F	F	D	D	
Approach Vol, veh/h		2726						3171			1892	
Approach Delay, s/veh		504.0						494.5			36.9	
Approach LOS		F						F			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	52.0		48.0		62.0
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	7.0	47.0		44.0		58.0
Max Q Clear Time (g_c+I1), s	5.8	50.0		46.0		56.6
Green Ext Time (p_c), s	0.0	0.0		0.0		1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	386.7
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	109	133	123	99	153	235	2172	146	171	3301	198
Future Volume (veh/h)	256	109	133	123	99	153	235	2172	146	171	3301	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		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	288	122	149	138	111	172	264	2440	164	192	3709	222
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	143	175	132	349	398	408	1836	122	115	1346	600
Arrive On Green	0.07	0.18	0.18	0.07	0.18	0.18	0.23	0.53	0.53	0.06	0.37	0.37
Sat Flow, veh/h	1810	778	951	1810	1900	1610	1810	3436	228	1810	3610	1610
Grp Volume(v), veh/h	288	0	271	138	111	172	264	1269	1335	192	3709	222
Grp Sat Flow(s),veh/h/ln	1810	0	1729	1810	1900	1610	1810	1805	1859	1810	1805	1610
Q Serve(g_s), s	8.0	0.0	16.7	8.0	5.6	9.9	14.6	58.8	58.8	7.0	41.0	8.5
Cycle Q Clear(g_c), s	8.0	0.0	16.7	8.0	5.6	9.9	14.6	58.8	58.8	7.0	41.0	8.5
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	132	0	318	132	349	398	408	964	993	115	1346	600
V/C Ratio(X)	2.19	0.00	0.85	1.05	0.32	0.43	0.65	1.32	1.34	1.67	2.76	0.37
Avail Cap(c_a), veh/h	132	0	582	132	639	644	408	964	993	115	1346	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	51.0	0.0	43.4	51.0	38.9	34.9	38.7	25.6	25.6	51.5	34.5	14.8
Incr Delay (d2), s/veh	558.9	0.0	6.5	92.0	0.5	0.7	0.3	142.6	155.6	303.8	790.6	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	24.0	0.0	7.7	7.0	2.6	4.0	6.5	61.7	67.2	12.8	164.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	609.9	0.0	49.9	143.0	39.4	35.6	39.0	168.2	181.2	355.3	825.1	15.0
LnGrp LOS	F		D	F	D	D	D	F	F	F	F	B
Approach Vol, veh/h		559			421			2868			4123	
Approach Delay, s/veh		338.4			71.8			162.4			759.6	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	62.8	12.0	24.2	28.8	45.0	12.0	24.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	42.0	8.0	37.0	8.0	41.0	8.0	37.0
Max Q Clear Time (g_c+I1), s	10.0	60.8	10.0	18.7	16.6	43.0	10.0	11.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	478.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	287	238	393	196	45	116	2307	322	39	3424	103
Future Volume (veh/h)	216	287	238	393	196	45	116	2307	322	39	3424	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	346	287	473	236	54	140	2780	388	47	4125	124
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	483	216	166	465	104	391	2148	958	84	1534	684
Arrive On Green	0.07	0.13	0.13	0.09	0.16	0.16	0.22	0.59	0.59	0.05	0.43	0.43
Sat Flow, veh/h	1810	3610	1610	1810	2929	658	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	260	346	287	473	144	146	140	2780	388	47	4125	124
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1782	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.0	11.0	10.8	11.0	8.7	9.0	7.9	71.4	15.4	3.1	51.0	4.4
Cycle Q Clear(g_c), s	8.0	11.0	10.8	11.0	8.7	9.0	7.9	71.4	15.4	3.1	51.0	4.4
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	483	216	166	287	283	391	2148	958	84	1534	684
V/C Ratio(X)	2.16	0.72	1.33	2.85	0.50	0.52	0.36	1.29	0.41	0.56	2.69	0.18
Avail Cap(c_a), veh/h	121	1053	470	166	572	564	391	2148	958	106	1534	684
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	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	56.0	49.8	23.6	54.5	46.1	46.2	40.0	24.3	13.0	56.0	34.5	12.7
Incr Delay (d2), s/veh	546.4	2.0	161.2	849.6	1.4	1.5	0.0	132.8	0.1	0.5	760.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	5.0	13.7	44.1	4.0	4.0	3.4	66.0	5.2	1.4	182.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	602.4	51.8	184.8	904.1	47.5	47.7	40.0	157.1	13.1	56.6	794.5	12.7
LnGrp LOS	F	D	F	F	D	D	D	F	B	E	F	B
Approach Vol, veh/h		893			763			3308			4296	
Approach Delay, s/veh		254.8			578.6			135.2			763.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	75.4	15.0	20.1	29.9	55.0	12.0	23.1
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	7.0	51.0	11.0	35.0	7.0	51.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	5.1	73.4	13.0	13.0	9.9	53.0	10.0	11.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	475.0
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	5	96	44	48	5	299	2462	49	171	3583	322
Future Volume (veh/h)	130	5	96	44	48	5	299	2462	49	171	3583	322
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	144	6	107	49	53	6	332	2736	54	190	3981	358
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	9	158	103	95	11	873	815	16	873	755	67
Arrive On Green	0.10	0.10	0.10	0.06	0.06	0.06	0.96	0.45	0.45	0.64	0.30	0.30
Sat Flow, veh/h	1810	86	1537	1810	1676	190	1810	3621	71	1810	3354	297
Grp Volume(v), veh/h	144	0	113	49	0	59	332	1359	1431	190	2114	2225
Grp Sat Flow(s),veh/h/ln	1810	0	1623	1810	0	1866	1810	1805	1887	1810	1805	1847
Q Serve(g_s), s	9.3	0.0	8.1	3.2	0.0	3.7	1.2	27.0	27.0	5.2	27.0	27.0
Cycle Q Clear(g_c), s	9.3	0.0	8.1	3.2	0.0	3.7	1.2	27.0	27.0	5.2	27.0	27.0
Prop In Lane	1.00		0.95	1.00		0.10	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	185	0	166	103	0	106	873	406	425	873	406	415
V/C Ratio(X)	0.78	0.00	0.68	0.48	0.00	0.56	0.38	3.35	3.37	0.22	5.20	5.36
Avail Cap(c_a), veh/h	528	0	473	528	0	544	873	406	425	873	406	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.5	0.0	51.9	54.9	0.0	55.1	1.1	33.0	33.0	12.1	42.0	42.0
Incr Delay (d2), s/veh	6.8	0.0	4.8	3.4	0.0	4.5	0.0	1056.6	1066.8	0.0	1892.7	1960.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	3.4	1.5	0.0	1.8	0.3	127.5	134.5	1.9	224.3	237.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	0.0	56.7	58.3	0.0	59.6	1.1	1089.6	1099.8	12.1	1934.8	2002.6
LnGrp LOS	E		E	E		E	A	F	F	B	F	F
Approach Vol, veh/h		257			108			3122			4529	
Approach Delay, s/veh		58.2			59.0			978.6			1887.4	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.9	31.0		16.3	61.9	31.0		10.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	27.0		35.0	7.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	7.2	29.0		11.3	3.2	29.0		5.7
Green Ext Time (p_c), s	0.0	0.0		1.0	0.4	0.0		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	1450.2
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	86	168	62	143	123	275	2427	128	61	3506	201
Future Volume (veh/h)	330	86	168	62	143	123	275	2427	128	61	3506	201
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	363	95	185	68	157	135	302	2667	141	67	3853	221
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	260	220	111	219	176	455	1512	79	425	1504	671
Arrive On Green	0.08	0.14	0.14	0.06	0.12	0.12	0.50	0.87	0.87	0.23	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1903	1527	1810	3489	183	1810	3610	1610
Grp Volume(v), veh/h	363	95	185	68	148	144	302	1368	1440	67	3853	221
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1625	1810	1805	1867	1810	1805	1610
Q Serve(g_s), s	10.0	5.5	13.4	4.4	9.5	10.3	14.9	52.0	52.0	3.5	50.0	8.3
Cycle Q Clear(g_c), s	10.0	5.5	13.4	4.4	9.5	10.3	14.9	52.0	52.0	3.5	50.0	8.3
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	151	260	220	111	208	187	455	782	809	425	1504	671
V/C Ratio(X)	2.41	0.37	0.84	0.61	0.71	0.77	0.66	1.75	1.78	0.16	2.56	0.33
Avail Cap(c_a), veh/h	151	554	470	151	526	474	455	782	809	425	1504	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	47.0	50.5	54.9	51.2	51.5	26.0	8.0	8.0	36.5	35.0	13.1
Incr Delay (d2), s/veh	653.1	0.9	8.3	5.3	4.5	6.5	0.3	337.5	351.4	0.0	702.9	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	31.8	2.6	5.8	2.1	4.5	4.4	4.9	76.5	82.2	1.5	167.3	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	708.1	47.9	58.8	60.3	55.7	58.1	26.3	345.5	359.4	36.5	737.9	13.2
LnGrp LOS	F	D	E	E	E	E	C	F	F	D	F	B
Approach Vol, veh/h		643			360			3110			4141	
Approach Delay, s/veh		423.7			57.5			320.9			687.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.2	56.0	11.4	20.4	34.2	54.0	14.0	17.8
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	7.6	52.0	10.0	35.0	9.0	50.0	10.0	35.0
Max Q Clear Time (g_c+I1), s	15.5	54.0	6.4	15.4	16.9	52.0	12.0	12.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	501.5
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	19	62	0	40	11	2253	128	306	3330	109
Future Volume (veh/h)	134	0	19	62	0	40	11	2253	128	306	3330	109
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	156	0	22	72	0	47	13	2620	149	356	3872	127
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	0	94	184	0	93	37	1274	72	615	2447	80
Arrive On Green	0.10	0.00	0.06	0.10	0.00	0.06	0.02	0.37	0.37	0.45	0.91	0.91
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3474	196	1810	3568	116
Grp Volume(v), veh/h	156	0	22	72	0	47	13	1349	1420	356	1948	2051
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1865	1810	1805	1879
Q Serve(g_s), s	10.2	0.0	1.6	4.5	0.0	3.4	0.9	44.0	44.0	17.5	82.3	82.3
Cycle Q Clear(g_c), s	10.2	0.0	1.6	4.5	0.0	3.4	0.9	44.0	44.0	17.5	82.3	82.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.06
Lane Grp Cap(c), veh/h	185	0	94	184	0	93	37	662	684	615	1238	1289
V/C Ratio(X)	0.84	0.00	0.23	0.39	0.00	0.50	0.35	2.04	2.08	0.58	1.57	1.59
Avail Cap(c_a), veh/h	271	0	242	483	0	429	106	662	684	615	1238	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.9	0.0	53.9	50.4	0.0	54.9	58.0	38.0	38.0	26.5	5.3	5.3
Incr Delay (d2), s/veh	14.4	0.0	1.3	1.3	0.0	4.2	5.5	472.5	489.6	0.1	258.4	266.2
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	5.4	0.0	0.7	2.1	0.0	1.5	0.4	105.9	112.6	7.0	92.1	98.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	0.0	55.2	51.8	0.0	59.0	63.5	510.5	527.6	26.6	263.6	271.5
LnGrp LOS	E		E	D		E	E	F	F	C	F	F
Approach Vol, veh/h		178			119			2782			4355	
Approach Delay, s/veh		65.8			54.6			517.1			248.0	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	48.0	16.2	11.0	6.5	86.3	16.3	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.8	44.0	32.0	18.0	7.0	47.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	19.5	46.0	6.5	3.6	2.9	84.3	12.2	5.4
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	341.2
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	484	582	264	635	317	319	1739	213	160	2934	215
Future Volume (veh/h)	366	484	582	264	635	317	319	1739	213	160	2934	215
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	416	550	661	300	722	360	363	1976	242	182	3334	244
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	665	564	205	649	550	151	1444	644	106	1945	604
Arrive On Green	0.07	0.35	0.35	0.06	0.34	0.34	0.08	0.40	0.40	0.06	0.38	0.38
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	416	550	661	300	722	360	363	1976	242	182	3334	244
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	8.0	31.8	32.3	7.0	41.0	22.7	10.0	48.0	12.7	7.0	45.0	10.5
Cycle Q Clear(g_c), s	8.0	31.8	32.3	7.0	41.0	22.7	10.0	48.0	12.7	7.0	45.0	10.5
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	234	665	564	205	649	550	151	1444	644	106	1945	604
V/C Ratio(X)	1.78	0.83	1.17	1.47	1.11	0.65	2.41	1.37	0.38	1.72	1.71	0.40
Avail Cap(c_a), veh/h	234	665	564	205	649	550	151	1444	644	106	1945	604
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	56.0	35.7	23.1	56.5	39.5	33.5	55.0	36.0	25.4	56.5	37.5	17.1
Incr Delay (d2), s/veh	366.7	8.5	95.5	234.0	70.2	2.8	653.1	170.3	1.7	362.4	323.5	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	15.4	26.1	9.7	30.6	8.8	31.8	53.9	4.9	13.7	76.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	422.7	44.2	118.5	290.5	109.7	36.3	708.1	206.3	27.1	418.9	361.0	19.1
LnGrp LOS	F	D	F	F	F	D	F	F	C	F	F	B
Approach Vol, veh/h		1627			1382			2581			3760	
Approach Delay, s/veh		171.2			129.8			260.1			341.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	52.0	11.0	46.0	14.0	49.0	12.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	48.0	7.0	42.0	10.0	45.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	9.0	50.0	9.0	34.3	12.0	47.0	10.0	43.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	258.2
HCM 7th LOS	F

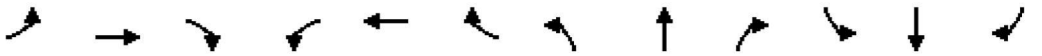
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1353	0	0	1194	0	42
Future Vol, veh/h	1353	0	0	1194	0	42
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1353	0	0	1194	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	677
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	400
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	400
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	400	-	-
HCM Lane V/C Ratio	0.105	-	-
HCM Ctrl Dly (s/v)	15	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	1352	291	287	983	379	255	795	286	370	826	130
Future Volume (veh/h)	387	1352	291	287	983	379	255	795	286	370	826	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	399	1394	300	296	1013	391	263	820	295	381	852	134
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	355	1173	523	234	1070	413	196	999	446	359	1658	259
Arrive On Green	0.10	0.33	0.33	0.07	0.29	0.29	0.11	0.28	0.28	0.20	0.37	0.37
Sat Flow, veh/h	3510	3610	1610	3510	3682	1421	1810	3610	1610	1810	4523	708
Grp Volume(v), veh/h	399	1394	300	296	951	453	263	820	295	381	650	336
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1644	1810	1805	1610	1810	1729	1773
Q Serve(g_s), s	12.1	39.0	18.5	8.0	32.3	32.3	13.0	25.5	15.9	23.8	17.6	17.8
Cycle Q Clear(g_c), s	12.1	39.0	18.5	8.0	32.3	32.3	13.0	25.5	15.9	23.8	17.6	17.8
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	355	1173	523	234	1005	478	196	999	446	359	1268	650
V/C Ratio(X)	1.12	1.19	0.57	1.26	0.95	0.95	1.34	0.82	0.66	1.06	0.51	0.52
Avail Cap(c_a), veh/h	355	1173	523	234	1009	480	196	1233	550	359	1268	650
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	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	40.5	33.6	56.0	41.7	41.7	53.5	40.6	25.6	48.1	29.6	29.7
Incr Delay (d2), s/veh	85.8	93.4	1.5	122.4	2.4	4.6	183.9	7.5	7.5	64.8	1.5	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	31.5	7.4	7.5	14.0	13.6	15.9	12.3	7.0	17.1	7.6	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	139.7	133.9	35.1	178.4	44.0	46.3	237.4	48.2	33.1	112.9	31.1	32.6
LnGrp LOS	F	F	D	F	D	D	F	D	C	F	C	C
Approach Vol, veh/h		2093			1700			1378			1367	
Approach Delay, s/veh		120.9			68.0			81.1			54.3	
Approach LOS		F			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	37.2	12.0	43.0	17.0	48.0	16.1	38.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	41.0	8.0	39.0	13.0	44.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	25.8	27.5	10.0	41.0	15.0	19.8	14.1	34.3
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.0	7.2	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	84.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1573	202	49	1403	94	119	243	50	74	263	90
Future Volume (veh/h)	148	1573	202	49	1403	94	119	243	50	74	263	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1622	208	51	1446	97	123	251	52	76	271	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1302	675	86	1233	644	205	611	127	106	1062	356
Arrive On Green	0.07	0.36	0.36	0.02	0.11	0.11	0.06	0.40	0.40	0.06	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	1527	316	1810	2654	890
Grp Volume(v), veh/h	153	1622	208	51	1446	97	123	0	303	76	182	182
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	0	1843	1810	1805	1740
Q Serve(g_s), s	8.0	43.3	2.2	3.4	41.0	0.0	4.1	0.0	14.2	5.0	8.1	8.4
Cycle Q Clear(g_c), s	8.0	43.3	2.2	3.4	41.0	0.0	4.1	0.0	14.2	5.0	8.1	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.51
Lane Grp Cap(c), veh/h	121	1302	675	86	1233	644	205	0	737	106	722	696
V/C Ratio(X)	1.27	1.25	0.31	0.59	1.17	0.15	0.60	0.00	0.41	0.72	0.25	0.26
Avail Cap(c_a), veh/h	121	1302	675	106	1233	644	205	0	737	106	722	696
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	38.4	13.8	57.9	53.2	31.7	55.1	0.0	25.8	55.5	24.0	24.1
Incr Delay (d2), s/veh	126.8	111.2	0.0	0.6	78.4	0.0	4.8	0.0	1.7	21.1	0.8	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	7.8	38.0	2.8	1.6	33.3	2.4	2.0	0.0	6.5	2.9	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	182.8	149.6	13.9	58.5	131.7	31.7	59.9	0.0	27.5	76.6	24.9	25.0
LnGrp LOS	F	F	B	E	F	C	E		C	E	C	C
Approach Vol, veh/h		1983			1594			426			440	
Approach Delay, s/veh		137.9			123.3			36.9			33.9	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	52.0	9.7	47.3	11.0	52.0	12.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	48.0	7.0	42.0	7.0	48.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	10.0	16.2	5.4	45.3	6.1	10.4	10.0	43.0
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	2.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	112.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1187	274	165	1162	47	258	495	215	83	550	54
Future Volume (veh/h)	178	1187	274	165	1162	47	258	495	215	83	550	54
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	185	1236	285	172	1210	49	269	516	224	86	573	56
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	792	671	234	792	671	166	1143	617	121	497	49
Arrive On Green	0.07	0.42	0.42	0.07	0.42	0.42	0.09	0.32	0.32	0.07	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	1704	166
Grp Volume(v), veh/h	185	1236	285	172	1210	49	269	516	224	86	0	629
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	0	1870
Q Serve(g_s), s	6.2	50.0	11.0	5.8	50.0	2.2	11.0	13.7	4.0	5.6	0.0	35.0
Cycle Q Clear(g_c), s	6.2	50.0	11.0	5.8	50.0	2.2	11.0	13.7	4.0	5.6	0.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	234	792	671	234	792	671	166	1143	617	121	0	545
V/C Ratio(X)	0.79	1.56	0.42	0.73	1.53	0.07	1.62	0.45	0.36	0.71	0.00	1.15
Avail Cap(c_a), veh/h	234	792	671	234	792	671	166	1143	617	121	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.2	35.0	13.2	55.0	35.0	21.1	54.5	32.7	26.5	54.9	0.0	42.5
Incr Delay (d2), s/veh	1.7	253.1	0.2	11.4	244.2	0.2	305.7	1.3	1.7	17.9	0.0	88.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	76.9	3.7	2.8	74.9	0.8	19.0	6.0	4.7	3.1	0.0	28.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.9	288.1	13.3	66.3	279.2	21.3	360.2	34.0	28.2	72.8	0.0	130.8
LnGrp LOS	E	F	B	E	F	C	F	C	C	E		F
Approach Vol, veh/h		1706			1431			1009			715	
Approach Delay, s/veh		217.2			244.8			119.7			123.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	54.0	15.0	39.0	12.0	54.0	12.0	42.0
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	8.0	50.0	11.0	35.0	8.0	50.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	7.8	52.0	13.0	37.0	8.2	52.0	7.6	15.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9

Intersection Summary	
HCM 7th Control Delay, s/veh	191.3
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	62.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	164	38	33	98	50	28	775	29	46	787	16
Future Vol, veh/h	24	164	38	33	98	50	28	775	29	46	787	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	167	39	34	100	51	29	791	30	47	803	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1408	1783	410	1442	1776	410	819	0	0	820	0	0
Stage 1	905	905	-	863	863	-	-	-	-	-	-	-
Stage 2	503	878	-	579	913	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	158	~ 102	*871	*147	103	596	1043	-	-	817	-	-
Stage 1	497	495	-	*320	375	-	-	-	-	-	-	-
Stage 2	525	369	-	*821	490	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	-	~ 93	*871	*~ 29	~ 94	596	1043	-	-	817	-	-
Mov Cap-2 Maneuver	-	211	-	*~ 29	~ 94	-	-	-	-	-	-	-
Stage 1	469	466	-	*311	364	-	-	-	-	-	-	-
Stage 2	339	359	-	*474	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		$ 716.74	0.29	0.52
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	-	80	817	-	-
HCM Lane V/C Ratio	0.027	-	-	-	2.323	0.057	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	-	$ 716.7	9.7	-	-
HCM Lane LOS	A	-	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	17.2	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1366	96	195	1292	13	45	0	98	7	0	31
Future Volume (veh/h)	24	1366	96	195	1292	13	45	0	98	7	0	31
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	25	1438	101	205	1360	14	47	0	103	7	0	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	2377	1060	166	2588	1155	97	17	162	60	19	204
Arrive On Green	0.03	0.66	0.66	0.09	0.72	0.72	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	381	110	1077	163	125	1359
Grp Volume(v), veh/h	25	1438	101	205	1360	14	150	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1569	0	0	1647	0	0
Q Serve(g_s), s	1.6	27.1	2.7	11.0	20.5	0.3	6.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	27.1	2.7	11.0	20.5	0.3	10.6	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		0.69	0.17		0.82
Lane Grp Cap(c), veh/h	60	2377	1060	166	2588	1155	275	0	0	282	0	0
V/C Ratio(X)	0.42	0.61	0.10	1.24	0.53	0.01	0.55	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	106	2377	1060	166	2588	1155	275	0	0	282	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.9	11.6	7.5	54.5	7.7	4.8	47.8	0.0	0.0	44.4	0.0	0.0
Incr Delay (d2), s/veh	4.6	1.2	0.2	147.2	0.2	0.0	7.6	0.0	0.0	1.0	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	0.8	10.5	1.0	11.6	6.2	0.1	4.8	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.5	12.8	7.7	201.7	7.9	4.9	55.3	0.0	0.0	45.5	0.0	0.0
LnGrp LOS	E	B	A	F	A	A	E			D		
Approach Vol, veh/h		1564			1579			150			40	
Approach Delay, s/veh		13.2			33.0			55.3			45.5	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	83.0		22.0	8.0	90.0		22.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	11.0	79.0		18.0	7.0	83.0		18.0				
Max Q Clear Time (g_c+I1), s	13.0	29.1		4.5	3.6	22.5		12.6				
Green Ext Time (p_c), s	0.0	17.5		0.1	0.0	12.9		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.9									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	0	0	0	0	35	0	47	0	104	85	103
Future Vol, veh/h	61	0	0	0	0	35	0	47	0	104	85	103
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	64	0	0	0	0	37	0	49	0	109	89	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	412	412	144	358	466	49	198	0	0	49	0	0
Stage 1	363	363	-	49	49	-	-	-	-	-	-	-
Stage 2	49	49	-	308	417	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	554	533	909	601	497	1025	1387	-	-	1570	-	-
Stage 1	660	628	-	969	858	-	-	-	-	-	-	-
Stage 2	969	858	-	706	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	491	491	909	554	457	1025	1387	-	-	1570	-	-
Mov Cap-2 Maneuver	491	491	-	554	457	-	-	-	-	-	-	-
Stage 1	608	578	-	969	858	-	-	-	-	-	-	-
Stage 2	934	858	-	650	548	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.42	8.64	0	2.66
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	491	1025	578	-	-
HCM Lane V/C Ratio	-	-	-	0.131	0.036	0.07	-	-
HCM Ctrl Dly (s/v)	0	-	-	13.4	8.6	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	37	37	40	22	4	21	43	22	7	78	32
Future Vol, veh/h	3	37	37	40	22	4	21	43	22	7	78	32
Peak Hour Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.95	1.00	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	39	37	40	23	4	21	43	22	7	78	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	8	7.7	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	4%	61%	6%
Vol Thru, %	50%	48%	33%	67%
Vol Right, %	26%	48%	6%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	77	66	117
LT Vol	21	3	40	7
Through Vol	43	37	22	78
RT Vol	22	37	4	32
Lane Flow Rate	86	79	67	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.091	0.085	0.138
Departure Headway (Hd)	4.246	4.143	4.516	4.179
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	867	796	863
Service Time	2.261	2.158	2.531	2.179
HCM Lane V/C Ratio	0.102	0.091	0.084	0.138
HCM Control Delay, s/veh	7.7	7.6	8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.3	0.5

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	22	40	0	0	26
Future Vol, veh/h	44	22	40	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	46	23	42	0	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	158	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	116	-
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	1580	-	-	-	838	1034
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1580	-	-	-	813	1034
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	914	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.9	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1200	-	-	-	1034
HCM Lane V/C Ratio	0.029	-	-	-	0.026
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1357	15	10	1406	85	10	63	5	96	110	79
Future Volume (veh/h)	167	1357	15	10	1406	85	10	63	5	96	110	79
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	170	1385	15	10	1435	87	10	63	5	98	110	81
Peak Hour Factor	0.98	0.98	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.98	1.00	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	626	1370	1161	30	1414	631	30	198	16	128	213	181
Arrive On Green	0.35	0.72	0.72	0.02	0.39	0.39	0.02	0.06	0.06	0.07	0.11	0.11
Sat Flow, veh/h	1810	1900	1610	1810	3610	1610	1810	3391	266	1810	1900	1610
Grp Volume(v), veh/h	170	1385	15	10	1435	87	10	33	35	98	110	81
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1610	1810	1805	1852	1810	1900	1610
Q Serve(g_s), s	8.1	86.6	0.3	0.7	47.0	3.2	0.7	2.1	2.2	6.4	6.5	3.0
Cycle Q Clear(g_c), s	8.1	86.6	0.3	0.7	47.0	3.2	0.7	2.1	2.2	6.4	6.5	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	626	1370	1161	30	1414	631	30	105	108	128	213	181
V/C Ratio(X)	0.27	1.01	0.01	0.33	1.01	0.14	0.33	0.32	0.32	0.77	0.52	0.45
Avail Cap(c_a), veh/h	626	1370	1161	106	1414	631	106	496	509	196	618	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	16.7	4.7	58.4	36.5	14.1	58.4	54.2	54.2	54.8	50.2	14.2
Incr Delay (d2), s/veh	0.2	26.9	0.0	6.4	27.7	0.5	6.4	1.7	1.7	9.3	1.9	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	3.4	37.4	0.1	0.3	24.6	1.7	0.4	1.0	1.1	3.2	3.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.5	43.7	4.7	64.7	64.2	14.5	64.7	55.9	55.9	64.1	52.1	16.0
LnGrp LOS	C	F	A	E	F	B	E	E	E	E	D	B
Approach Vol, veh/h		1570			1532			78			289	
Approach Delay, s/veh		41.7			61.4			57.0			46.0	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	90.6	6.0	17.5	45.5	51.0	12.5	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	51.0	7.0	39.0	11.0	47.0	13.0	33.0
Max Q Clear Time (g_c+I1), s	2.7	88.6	2.7	8.5	10.1	49.0	8.4	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.1	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	17	121	752	31	22	144	394	2336	38	355	6
Future Volume (veh/h)	6	17	121	752	31	22	144	394	2336	38	355	6
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	6	18	127	792	33	23	152	415	2459	40	374	6
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	105	110	349	603	633	779	287	1173	1060	272	1151	18
Arrive On Green	0.06	0.06	0.06	0.33	0.33	0.33	0.05	0.11	0.11	0.15	0.32	0.32
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3636	58
Grp Volume(v), veh/h	6	18	127	792	33	23	152	415	2459	40	185	195
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	0.4	1.1	0.0	40.0	1.4	0.0	9.8	12.8	39.0	2.3	9.4	9.4
Cycle Q Clear(g_c), s	0.4	1.1	0.0	40.0	1.4	0.0	9.8	12.8	39.0	2.3	9.4	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	105	110	349	603	633	779	287	1173	1060	272	572	598
V/C Ratio(X)	0.06	0.16	0.36	1.31	0.05	0.03	0.53	0.35	2.32	0.15	0.32	0.33
Avail Cap(c_a), veh/h	271	285	497	603	633	779	287	1173	1060	272	572	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	53.8	40.0	40.0	27.1	16.2	52.5	41.9	18.1	44.3	31.2	31.2
Incr Delay (d2), s/veh	0.2	0.7	0.6	152.4	0.0	0.0	0.2	0.1	594.2	0.2	1.5	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	0.2	0.5	3.3	43.0	0.7	0.3	4.8	6.2	209.3	1.0	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	54.4	40.6	192.4	27.2	16.2	52.7	41.9	612.2	44.5	32.7	32.7
LnGrp LOS	D	D	D	F	C	B	D	D	F	D	C	C
Approach Vol, veh/h		151			848			3026			420	
Approach Delay, s/veh		42.8			181.2			505.9			33.8	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	43.0		11.0	23.0	42.0		44.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	39.0		18.0	8.0	38.0		40.0
Max Q Clear Time (g_c+I1), s	4.3	41.0		3.1	11.8	11.4		42.0
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	2.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	383.6
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1	1929	0	0	0	0	2783	989	38	1177	0
Future Volume (veh/h)	90	1	1929	0	0	0	0	2783	989	38	1177	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	97	0	2075				0	2992	1063	41	1266	0
Peak Hour Factor	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
Cap, veh/h	573	0	1020				0	1394	467	106	2226	0
Arrive On Green	0.32	0.00	0.32				0.00	0.70	0.70	0.08	0.82	0.00
Sat Flow, veh/h	1810	0	3220				0	2750	889	1810	3705	0
Grp Volume(v), veh/h	97	0	2075				0	1976	2079	41	1266	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1740	1810	1805	0
Q Serve(g_s), s	4.6	0.0	38.0				0.0	63.0	63.0	2.6	14.2	0.0
Cycle Q Clear(g_c), s	4.6	0.0	38.0				0.0	63.0	63.0	2.6	14.2	0.0
Prop In Lane	1.00		1.00				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	573	0	1020				0	948	913	106	2226	0
V/C Ratio(X)	0.17	0.00	2.03				0.00	2.08	2.28	0.39	0.57	0.00
Avail Cap(c_a), veh/h	573	0	1020				0	948	913	106	2226	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.09	0.09	0.62	0.62	0.00
Uniform Delay (d), s/veh	29.6	0.0	41.0				0.0	18.1	18.1	53.3	5.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	469.1				0.0	488.4	574.7	1.4	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	81.3				0.0	148.1	164.6	1.2	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	0.0	510.1				0.0	506.5	592.9	54.8	6.1	0.0
LnGrp LOS	C		F					F	F	D	A	
Approach Vol, veh/h		2172						4055			1307	
Approach Delay, s/veh		488.6						550.8			7.6	
Approach LOS		F						F			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	67.0		42.0		78.0
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0
Max Green Setting (Gmax), s	7.0	63.0		38.0		74.0
Max Q Clear Time (g_c+I1), s	14.6	65.0		40.0		16.2
Green Ext Time (p_c), s	0.0	0.0		0.0		11.8

Intersection Summary	
HCM 7th Control Delay, s/veh	438.6
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	139	116	243	210	158	138	3304	155	326	2489	183
Future Volume (veh/h)	179	139	116	243	210	158	138	3304	155	326	2489	183
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	183	142	118	248	214	161	141	3371	158	333	2540	187
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	165	137	121	327	412	352	1912	89	151	1564	698
Arrive On Green	0.07	0.17	0.17	0.07	0.17	0.17	0.13	0.36	0.36	0.06	0.29	0.29
Sat Flow, veh/h	1810	959	797	1810	1900	1610	1810	3512	163	1810	3610	1610
Grp Volume(v), veh/h	183	0	260	248	214	161	141	1719	1810	333	2540	187
Grp Sat Flow(s),veh/h/ln	1810	0	1757	1810	1900	1610	1810	1805	1871	1810	1805	1610
Q Serve(g_s), s	8.0	0.0	17.3	8.0	12.6	9.9	8.6	65.3	65.3	10.0	52.0	8.2
Cycle Q Clear(g_c), s	8.0	0.0	17.3	8.0	12.6	9.9	8.6	65.3	65.3	10.0	52.0	8.2
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	121	0	303	121	327	412	352	983	1018	151	1564	698
V/C Ratio(X)	1.52	0.00	0.86	2.06	0.65	0.39	0.40	1.75	1.78	2.21	1.62	0.27
Avail Cap(c_a), veh/h	121	0	542	121	586	631	352	983	1018	151	1564	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	56.0	0.0	48.2	56.0	46.3	36.9	45.8	38.1	38.1	56.6	42.6	16.3
Incr Delay (d2), s/veh	270.3	0.0	7.0	502.6	2.2	0.6	0.1	337.8	350.1	545.7	280.9	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	12.7	0.0	8.1	20.5	6.2	4.0	4.0	122.0	129.9	27.4	84.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	326.3	0.0	55.3	558.6	48.5	37.5	45.8	375.9	388.3	602.3	323.5	16.4
LnGrp LOS	F		E	F	D	D	D	F	F	F	F	B
Approach Vol, veh/h		443			623			3670			3060	
Approach Delay, s/veh		167.2			248.7			369.3			335.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	69.3	12.0	24.7	27.3	56.0	12.0	24.7
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	10.0	49.0	8.0	37.0	7.0	52.0	8.0	37.0
Max Q Clear Time (g_c+I1), s	12.0	67.3	10.0	19.3	10.6	54.0	10.0	14.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	334.8
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	271	103	354	254	39	88	3500	538	46	2709	117
Future Volume (veh/h)	79	271	103	354	254	39	88	3500	538	46	2709	117
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	81	277	105	361	259	40	90	3571	549	47	2764	119
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	387	173	151	419	64	439	1564	698	439	1564	698
Arrive On Green	0.06	0.11	0.11	0.08	0.13	0.13	0.24	0.43	0.43	0.49	0.87	0.87
Sat Flow, veh/h	1810	3610	1610	1810	3140	479	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	81	277	105	361	147	152	90	3571	549	47	2764	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1814	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	5.3	8.9	4.9	10.0	9.3	9.5	4.8	52.0	25.9	1.7	52.0	1.1
Cycle Q Clear(g_c), s	5.3	8.9	4.9	10.0	9.3	9.5	4.8	52.0	25.9	1.7	52.0	1.1
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	387	173	151	241	242	439	1564	698	439	1564	698
V/C Ratio(X)	0.78	0.72	0.61	2.39	0.61	0.63	0.20	2.28	0.79	0.11	1.77	0.17
Avail Cap(c_a), veh/h	166	1053	470	151	511	514	439	1564	698	439	1564	698
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	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.8	51.8	21.8	55.0	49.1	49.2	36.2	34.0	15.8	23.8	8.0	2.8
Incr Delay (d2), s/veh	12.1	2.5	3.4	647.2	2.5	2.6	0.0	577.4	0.8	0.0	345.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.1	3.1	31.6	4.3	4.4	2.1	146.6	8.9	0.7	78.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	54.3	25.3	702.2	51.6	51.8	36.2	611.4	16.7	23.8	353.3	2.9
LnGrp LOS	E	D	C	F	D	D	D	F	B	C	F	A
Approach Vol, veh/h		463			660			4210			2930	
Approach Delay, s/veh		50.1			407.5			521.6			333.8	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.1	56.0	14.0	16.9	33.1	56.0	10.9	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	52.0	10.0	35.0	7.0	52.0	11.0	34.0
Max Q Clear Time (g_c+I1), s	13.7	54.0	12.0	10.9	6.8	54.0	7.3	11.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	419.5
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	7	58	39	8	6	67	4004	38	24	2943	161
Future Volume (veh/h)	132	7	58	39	8	6	67	4004	38	24	2943	161
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	140	7	62	41	9	6	71	4260	40	26	3131	171
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	16	144	89	52	35	894	825	8	894	784	42
Arrive On Green	0.10	0.10	0.10	0.05	0.05	0.05	0.66	0.30	0.30	0.99	0.45	0.45
Sat Flow, veh/h	1810	166	1470	1810	1063	709	1810	3664	34	1810	3483	188
Grp Volume(v), veh/h	140	0	69	41	0	15	71	2095	2205	26	1609	1693
Grp Sat Flow(s),veh/h/ln	1810	0	1635	1810	0	1772	1810	1805	1894	1810	1805	1866
Q Serve(g_s), s	9.1	0.0	4.8	2.6	0.0	1.0	1.7	27.0	27.0	0.0	27.0	27.0
Cycle Q Clear(g_c), s	9.1	0.0	4.8	2.6	0.0	1.0	1.7	27.0	27.0	0.0	27.0	27.0
Prop In Lane	1.00		0.90	1.00		0.40	1.00		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	178	0	161	89	0	87	894	406	426	894	406	420
V/C Ratio(X)	0.79	0.00	0.43	0.46	0.00	0.17	0.08	5.16	5.18	0.03	3.96	4.03
Avail Cap(c_a), veh/h	528	0	477	528	0	517	894	406	426	894	406	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.9	0.0	50.9	55.5	0.0	54.7	10.7	42.0	42.0	0.4	33.0	33.0
Incr Delay (d2), s/veh	7.5	0.0	1.8	3.7	0.0	0.9	0.0	1871.7	1879.2	0.0	1333.0	1365.4
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	4.4	0.0	2.0	1.3	0.0	0.5	0.7	221.9	233.7	0.0	158.7	167.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.4	0.0	52.8	59.1	0.0	55.6	10.7	1913.7	1921.3	0.4	1366.0	1398.4
LnGrp LOS	E		D	E		E	B	F	F	A	F	F
Approach Vol, veh/h		209			56			4371			3328	
Approach Delay, s/veh		57.9			58.2			1886.6			1371.8	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	63.3	31.0		15.8	63.3	31.0		9.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.3	27.0		35.0	7.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	12.0	29.0		11.1	3.7	29.0		4.6
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	1610.6
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	91	66	80	82	40	90	3809	65	61	2733	294
Future Volume (veh/h)	276	91	66	80	82	40	90	3809	65	61	2733	294
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	294	97	70	85	87	43	96	4052	69	65	2907	313
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	166	174	148	108	143	66	586	1423	24	586	1414	631
Arrive On Green	0.09	0.09	0.09	0.06	0.06	0.06	0.22	0.26	0.26	0.43	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	2393	1112	1810	3632	62	1810	3610	1610
Grp Volume(v), veh/h	294	97	70	85	64	66	96	2008	2113	65	2907	313
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1700	1810	1805	1889	1810	1805	1610
Q Serve(g_s), s	11.0	5.9	2.8	5.6	4.2	4.5	5.2	47.0	47.0	2.6	47.0	11.1
Cycle Q Clear(g_c), s	11.0	5.9	2.8	5.6	4.2	4.5	5.2	47.0	47.0	2.6	47.0	11.1
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	166	174	148	108	108	102	586	707	740	586	1414	631
V/C Ratio(X)	1.77	0.56	0.47	0.79	0.60	0.65	0.16	2.84	2.86	0.11	2.06	0.50
Avail Cap(c_a), veh/h	166	602	510	151	557	524	586	707	740	586	1414	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	54.5	52.1	16.8	55.7	55.0	55.2	33.8	44.3	44.3	23.9	28.7	11.5
Incr Delay (d2), s/veh	370.9	2.8	2.3	16.7	5.2	6.7	0.0	828.3	835.8	0.0	475.4	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	22.0	2.9	2.0	3.0	2.0	2.1	2.2	183.9	194.0	1.1	109.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	425.4	54.9	19.2	72.4	60.2	61.9	33.8	872.5	880.0	23.9	504.2	11.8
LnGrp LOS	F	D	B	E	E	E	C	F	F	C	F	B
Approach Vol, veh/h		461			215			4217			3285	
Approach Delay, s/veh		285.8			65.6			857.2			447.7	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.8	51.0	11.1	15.0	42.8	51.0	15.0	11.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	47.0	10.0	38.0	9.0	47.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	14.6	49.0	7.6	7.9	7.2	49.0	13.0	6.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	639.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	0	14	37	0	19	23	3799	60	55	2626	163
Future Volume (veh/h)	126	0	14	37	0	19	23	3799	60	55	2626	163
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	135	0	15	40	0	20	25	4085	65	59	2824	175
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	163	0	138	105	0	86	60	1424	23	599	2383	146
Arrive On Green	0.09	0.00	0.09	0.06	0.00	0.05	0.03	0.39	0.39	0.66	1.00	1.00
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3637	58	1810	3455	212
Grp Volume(v), veh/h	135	0	15	40	0	20	25	2022	2128	59	1461	1538
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1890	1810	1805	1862
Q Serve(g_s), s	8.8	0.0	1.0	2.6	0.0	1.4	1.6	47.0	47.0	1.4	0.0	78.5
Cycle Q Clear(g_c), s	8.8	0.0	1.0	2.6	0.0	1.4	1.6	47.0	47.0	1.4	0.0	78.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.11
Lane Grp Cap(c), veh/h	163	0	138	105	0	86	60	707	740	599	1245	1284
V/C Ratio(X)	0.83	0.00	0.11	0.38	0.00	0.23	0.42	2.86	2.88	0.10	1.17	1.20
Avail Cap(c_a), veh/h	256	0	242	483	0	443	106	707	740	599	1245	1284
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.7	0.0	50.6	54.4	0.0	54.4	56.9	36.5	36.5	13.8	0.0	0.0
Incr Delay (d2), s/veh	11.7	0.0	0.3	2.2	0.0	1.4	4.6	840.8	847.7	0.0	78.9	89.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.4	1.2	0.0	0.6	0.8	184.5	194.6	0.6	27.3	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.4	0.0	51.0	56.7	0.0	55.8	61.5	877.3	884.2	13.8	78.9	89.6
LnGrp LOS	E		D	E		E	E	F	F	B	F	F
Approach Vol, veh/h		150			60			4175			3058	
Approach Delay, s/veh		64.0			56.4			876.0			83.0	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	51.0	11.0	14.3	8.0	86.8	14.8	10.4
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	7.0	47.0	32.0	18.0	7.0	47.0	17.0	33.0
Max Q Clear Time (g_c+I1), s	3.4	49.0	4.6	3.0	3.6	80.5	10.8	3.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	527.2
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	664	371	186	603	248	571	3273	247	231	2047	340
Future Volume (veh/h)	297	664	371	186	603	248	571	3273	247	231	2047	340
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	330	738	412	207	670	276	634	3637	274	257	2274	378
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	649	550	205	649	550	181	1444	644	121	1902	590
Arrive On Green	0.06	0.34	0.34	0.06	0.34	0.34	0.10	0.40	0.40	0.07	0.37	0.37
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	330	738	412	207	670	276	634	3637	274	257	2274	378
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	7.0	41.0	27.2	7.0	41.0	16.3	12.0	48.0	11.7	8.0	44.0	18.7
Cycle Q Clear(g_c), s	7.0	41.0	27.2	7.0	41.0	16.3	12.0	48.0	11.7	8.0	44.0	18.7
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	205	649	550	205	649	550	181	1444	644	121	1902	590
V/C Ratio(X)	1.61	1.14	0.75	1.01	1.03	0.50	3.50	2.52	0.43	2.13	1.20	0.64
Avail Cap(c_a), veh/h	205	649	550	205	649	550	181	1444	644	121	1902	590
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	56.5	39.5	34.9	56.5	39.5	31.4	54.0	36.0	16.3	56.0	38.0	20.3
Incr Delay (d2), s/veh	296.7	79.4	5.6	65.7	43.8	0.7	1140.4	685.5	2.1	535.4	93.5	5.3
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	11.4	32.2	10.9	4.9	25.8	6.2	62.6	157.3	4.3	21.5	34.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	353.2	118.9	40.6	122.2	83.3	32.1	1194.4	721.5	18.4	591.4	131.5	25.5
LnGrp LOS	F	F	D	F	F	C	F	F	B	F	F	C
Approach Vol, veh/h		1480			1153			4545			2909	
Approach Delay, s/veh		149.3			78.0			745.1			158.3	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	11.0	45.0	16.0	48.0	11.0	45.0
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	8.0	48.0	7.0	41.0	12.0	44.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	9.0	43.0	14.0	46.0	9.0	43.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	412.2
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↱
Traffic Vol, veh/h	1348	0	0	1410	0	26
Future Vol, veh/h	1348	0	0	1410	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1348	0	0	1410	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	674
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	402
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	402
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.58
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	402	-	-
HCM Lane V/C Ratio	0.065	-	-
HCM Ctrl Dly (s/v)	14.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1206	130	79	1462	155	171	343	48	71	215	130
Future Volume (veh/h)	146	1206	130	79	1462	155	171	343	48	71	215	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1419	153	93	1720	182	201	404	56	84	253	153
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	1233	644	106	1549	163	205	667	92	106	896	523
Arrive On Green	0.08	0.34	0.34	0.12	0.65	0.65	0.06	0.41	0.41	0.06	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	4765	503	3510	1633	226	1810	2193	1281
Grp Volume(v), veh/h	172	1419	153	93	1247	655	201	0	460	84	207	199
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1810	1755	0	1859	1810	1805	1669
Q Serve(g_s), s	9.0	41.0	5.6	6.1	39.0	39.0	6.9	0.0	23.3	5.5	9.2	9.6
Cycle Q Clear(g_c), s	9.0	41.0	5.6	6.1	39.0	39.0	6.9	0.0	23.3	5.5	9.2	9.6
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.12	1.00		0.77
Lane Grp Cap(c), veh/h	136	1233	644	106	1124	588	205	0	759	106	737	682
V/C Ratio(X)	1.27	1.15	0.24	0.88	1.11	1.11	0.98	0.00	0.61	0.80	0.28	0.29
Avail Cap(c_a), veh/h	136	1233	644	106	1124	588	205	0	759	106	737	682
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	39.5	13.5	52.6	21.0	21.0	56.4	0.0	27.9	55.8	23.7	23.9
Incr Delay (d2), s/veh	141.7	71.9	0.1	8.0	50.6	54.0	57.4	0.0	3.6	33.2	0.9	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	29.3	2.4	2.8	17.3	18.7	4.7	0.0	11.0	3.5	4.1	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	197.2	111.4	13.6	60.6	71.6	75.0	113.8	0.0	31.5	89.0	24.7	24.9
LnGrp LOS	F	F	B	E	F	F	F		C	F	C	C
Approach Vol, veh/h		1744			1995			661			490	
Approach Delay, s/veh		111.3			72.2			56.5			35.8	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	53.0	11.0	45.0	11.0	53.0	13.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	49.0	7.0	41.0	7.0	49.0	9.0	39.0
Max Q Clear Time (g_c+I1), s	7.5	25.3	8.1	43.0	8.9	11.6	11.0	41.0
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.0	2.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	80.4
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	976	218	165	1131	51	383	632	235	71	436	72
Future Volume (veh/h)	128	976	218	165	1131	51	383	632	235	71	436	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	139	1061	237	179	1229	55	416	687	255	77	474	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	760	644	234	776	657	196	1233	657	106	906	148
Arrive On Green	0.06	0.40	0.40	0.07	0.41	0.41	0.22	0.68	0.68	0.06	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	3105	508
Grp Volume(v), veh/h	139	1061	237	179	1229	55	416	687	255	77	274	278
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1805	1809
Q Serve(g_s), s	4.7	48.0	8.8	6.0	49.0	2.5	13.0	11.7	5.8	5.0	15.2	15.4
Cycle Q Clear(g_c), s	4.7	48.0	8.8	6.0	49.0	2.5	13.0	11.7	5.8	5.0	15.2	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	205	760	644	234	776	657	196	1233	657	106	526	527
V/C Ratio(X)	0.68	1.40	0.37	0.77	1.58	0.08	2.12	0.56	0.39	0.73	0.52	0.53
Avail Cap(c_a), veh/h	205	760	644	234	776	657	196	1233	657	106	526	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	36.0	12.7	55.1	35.5	21.7	47.0	14.4	6.3	55.6	35.5	35.6
Incr Delay (d2), s/veh	0.8	178.9	0.1	14.0	269.0	0.2	520.4	1.7	1.6	22.4	3.7	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	58.3	3.0	3.0	78.9	1.0	33.3	3.6	2.0	2.9	7.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.2	214.9	12.9	69.1	304.5	22.0	567.4	16.0	7.9	77.9	39.2	39.3
LnGrp LOS	E	F	B	E	F	C	F	B	A	E	D	D
Approach Vol, veh/h		1437			1463			1358			629	
Approach Delay, s/veh		166.3			265.1			183.4			44.0	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.0	53.0	11.0	45.0
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	8.0	48.0	13.0	35.0	7.0	49.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	8.0	50.0	15.0	17.4	6.7	51.0	7.0	13.7
Green Ext Time (p_c), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	5.5

Intersection Summary	
HCM 7th Control Delay, s/veh	184.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	3	39	28	17	79	33	1025	10	36	736	36
Future Volume (veh/h)	27	3	39	28	17	79	33	1025	10	36	736	36
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	29	3	42	30	18	86	36	1114	11	39	800	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	23	88	64	32	106	74	2778	27	77	2663	130
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.04	0.76	0.76	0.08	1.00	1.00
Sat Flow, veh/h	448	231	890	276	321	1069	1810	3662	36	1810	3503	171
Grp Volume(v), veh/h	74	0	0	134	0	0	36	549	576	39	412	427
Grp Sat Flow(s),veh/h/ln	1569	0	0	1666	0	0	1810	1805	1893	1810	1805	1869
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	0.0	2.3	12.7	12.7	2.5	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.0	9.3	0.0	0.0	2.3	12.7	12.7	2.5	0.0	0.0
Prop In Lane	0.39		0.57	0.22		0.64	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	197	0	0	202	0	0	74	1369	1436	77	1372	1421
V/C Ratio(X)	0.38	0.00	0.00	0.66	0.00	0.00	0.49	0.40	0.40	0.51	0.30	0.30
Avail Cap(c_a), veh/h	372	0	0	388	0	0	166	1369	1436	166	1372	1421
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	50.9	0.0	0.0	52.8	0.0	0.0	56.3	5.0	5.0	53.7	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	3.7	0.0	0.0	4.9	0.9	0.8	4.3	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	4.2	0.0	0.0	1.1	3.9	4.0	1.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.1	0.0	0.0	56.5	0.0	0.0	61.2	5.9	5.9	58.0	0.5	0.5
LnGrp LOS	D			E			E	A	A	E	A	A
Approach Vol, veh/h		74			134			1161			878	
Approach Delay, s/veh		52.1			56.5			7.6			3.0	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	95.0		15.9	8.9	95.2		15.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	71.0		26.0	11.0	71.0		26.0
Max Q Clear Time (g_c+I1), s	4.3	14.7		7.1	4.3	2.0		11.3
Green Ext Time (p_c), s	0.0	8.4		0.3	0.0	6.5		0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	16	205	887	11	20	132	450	1460	23	479	7
Future Volume (veh/h)	10	16	205	887	11	20	132	450	1460	23	479	7
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	12	19	238	1040	0	23	153	523	0	27	557	8
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	121	381	987	0	497	313	1742		65	1259	18
Arrive On Green	0.06	0.06	0.06	0.27	0.00	0.27	0.17	0.48	0.00	0.04	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	3619	0	1610	1810	3610	1610	1810	3643	52
Grp Volume(v), veh/h	12	19	238	1040	0	23	153	523	0	27	276	289
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1610	1810	1805	1891
Q Serve(g_s), s	0.7	1.0	0.0	30.0	0.0	1.1	8.4	9.6	0.0	1.6	13.0	13.0
Cycle Q Clear(g_c), s	0.7	1.0	0.0	30.0	0.0	1.1	8.4	9.6	0.0	1.6	13.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	115	121	381	987	0	497	313	1742		65	624	653
V/C Ratio(X)	0.10	0.16	0.63	1.05	0.00	0.05	0.49	0.30		0.42	0.44	0.44
Avail Cap(c_a), veh/h	296	311	542	987	0	497	313	1742		115	624	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.40	0.40	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	48.7	37.6	40.0	0.0	26.7	41.1	17.2	0.0	51.9	27.8	27.8
Incr Delay (d2), s/veh	0.4	0.6	1.7	43.9	0.0	0.0	0.5	0.2	0.0	4.2	2.3	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	0.3	0.5	5.9	19.1	0.0	0.4	3.8	4.0	0.0	0.8	5.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	49.3	39.3	83.9	0.0	26.7	41.6	17.4	0.0	56.2	30.1	30.0
LnGrp LOS	D	D	D	F		C	D	B		E	C	C
Approach Vol, veh/h		269			1063			676			592	
Approach Delay, s/veh		40.5			82.6			22.9			31.2	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	57.1		11.0	23.0	42.0		34.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	39.0		18.0	8.0	38.0		30.0
Max Q Clear Time (g_c+I1), s	3.6	11.6		3.0	10.4	15.0		32.0
Green Ext Time (p_c), s	0.0	3.7		0.8	0.0	3.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	51.0
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	3	2207	0	0	0	0	1989	643	52	1518	0
Future Volume (veh/h)	53	3	2207	0	0	0	0	1989	643	52	1518	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	64	4	0				0	2396	0	63	1829	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	101	106					0	2819		98	3146	0
Arrive On Green	0.06	0.06	0.00				0.00	1.00	0.00	0.07	1.00	0.00
Sat Flow, veh/h	1810	1900	1610				0	3705	1610	1810	3705	0
Grp Volume(v), veh/h	64	4	0				0	2396	0	63	1829	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610				0	1805	1610	1810	1805	0
Q Serve(g_s), s	3.8	0.2	0.0				0.0	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.2	0.0				0.0	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	101	106					0	2819		98	3146	0
V/C Ratio(X)	0.64	0.04					0.00	0.85		0.64	0.58	0.00
Avail Cap(c_a), veh/h	806	846					0	2819		115	3146	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	0.00				0.00	0.09	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	50.8	49.2	0.0				0.0	0.0	0.0	50.0	0.0	0.0
Incr Delay (d2), s/veh	6.5	0.1	0.0				0.0	0.3	0.0	6.6	0.6	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	1.9	0.1	0.0				0.0	0.1	0.0	1.8	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	49.3	0.0				0.0	0.3	0.0	56.6	0.6	0.0
LnGrp LOS	E	D						A		E	A	
Approach Vol, veh/h		68						2396			1892	
Approach Delay, s/veh		56.8						0.3			2.4	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.0	89.9	10.1	99.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	42.0	49.0	53.0
Max Q Clear Time (g_c+I1), s	5.7	2.0	5.8	2.0
Green Ext Time (p_c), s	0.0	31.9	0.2	22.3

Intersection Summary	
HCM 7th Control Delay, s/veh	2.1
HCM 7th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	287	238	393	196	45	116	2307	322	39	3424	103
Future Volume (veh/h)	216	287	238	393	196	45	116	2307	322	39	3424	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	346	287	473	236	54	140	2780	388	47	4125	124
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	755	337	166	686	154	106	1876	984	84	1832	817
Arrive On Green	0.07	0.21	0.21	0.09	0.23	0.23	0.08	0.69	0.69	0.05	0.51	0.51
Sat Flow, veh/h	1810	3610	1610	1810	2929	658	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	260	346	287	473	144	146	140	2780	388	47	4125	124
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1782	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.0	10.1	20.6	11.0	7.9	8.2	7.0	62.4	10.6	3.1	60.9	4.9
Cycle Q Clear(g_c), s	8.0	10.1	20.6	11.0	7.9	8.2	7.0	62.4	10.6	3.1	60.9	4.9
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	755	337	166	423	417	106	1876	984	84	1832	817
V/C Ratio(X)	2.16	0.46	0.85	2.85	0.34	0.35	1.33	1.48	0.39	0.56	2.25	0.15
Avail Cap(c_a), veh/h	121	1053	470	166	572	564	106	1876	984	106	1832	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	56.0	41.5	45.7	54.5	38.2	38.3	55.3	18.5	7.2	56.0	29.5	15.8
Incr Delay (d2), s/veh	546.4	0.4	10.4	849.6	0.5	0.5	152.8	217.0	0.1	0.5	563.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	4.5	9.0	44.1	3.5	3.6	7.5	73.4	2.9	1.4	167.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	602.4	41.9	56.1	904.1	38.7	38.8	208.2	235.5	7.3	56.6	592.8	15.8
LnGrp LOS	F	D	E	F	D	D	F	F	A	E	F	B
Approach Vol, veh/h		893			763			3308			4296	
Approach Delay, s/veh		209.7			575.2			207.6			570.3	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	66.4	15.0	29.1	11.0	64.9	12.0	32.1
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	7.0	51.0	11.0	35.0	7.0	51.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	5.1	64.4	13.0	22.6	9.0	62.9	10.0	10.2
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	406.3
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	5	96	44	48	5	299	2462	49	171	3583	322
Future Volume (veh/h)	130	5	96	44	48	5	299	2462	49	171	3583	322
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	144	6	107	49	53	6	332	2736	54	190	3981	358
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	9	158	103	95	11	873	2343	1045	106	755	67
Arrive On Green	0.10	0.10	0.10	0.06	0.06	0.06	0.64	0.86	0.86	0.08	0.30	0.30
Sat Flow, veh/h	1810	86	1537	1810	1676	190	1810	3610	1610	1810	3354	297
Grp Volume(v), veh/h	144	0	113	49	0	59	332	2736	54	190	2114	2225
Grp Sat Flow(s),veh/h/ln	1810	0	1623	1810	0	1866	1810	1805	1610	1810	1805	1847
Q Serve(g_s), s	9.3	0.0	8.1	3.2	0.0	3.7	10.4	77.9	0.6	7.0	27.0	27.0
Cycle Q Clear(g_c), s	9.3	0.0	8.1	3.2	0.0	3.7	10.4	77.9	0.6	7.0	27.0	27.0
Prop In Lane	1.00		0.95	1.00		0.10	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	185	0	166	103	0	106	873	2343	1045	106	406	415
V/C Ratio(X)	0.78	0.00	0.68	0.48	0.00	0.56	0.38	1.17	0.05	1.80	5.20	5.36
Avail Cap(c_a), veh/h	528	0	473	528	0	544	873	2343	1045	106	406	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.5	0.0	51.9	54.9	0.0	55.1	13.0	8.2	2.9	55.3	42.0	42.0
Incr Delay (d2), s/veh	6.8	0.0	4.8	3.4	0.0	4.5	0.0	75.9	0.0	363.4	1892.7	1960.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	3.4	1.5	0.0	1.8	3.6	29.7	0.2	13.7	224.3	237.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	0.0	56.7	58.3	0.0	59.6	13.0	84.1	2.9	418.8	1934.8	2002.6
LnGrp LOS	E		E	E		E	B	F	A	F	F	F
Approach Vol, veh/h		257			108			3122			4529	
Approach Delay, s/veh		58.2			59.0			75.1			1904.5	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	81.9		16.3	61.9	31.0		10.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	27.0		35.0	7.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	9.0	79.9		11.3	12.4	29.0		5.7
Green Ext Time (p_c), s	0.0	0.0		1.0	0.0	0.0		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	1108.0
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	86	168	62	143	123	275	2427	128	61	3506	201
Future Volume (veh/h)	330	86	168	62	143	123	275	2427	128	61	3506	201
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	363	95	185	68	157	135	302	2667	141	67	3853	221
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	230	195	140	219	176	136	1512	79	425	2142	1090
Arrive On Green	0.08	0.12	0.12	0.08	0.12	0.12	0.10	0.58	0.58	0.16	0.40	0.40
Sat Flow, veh/h	1810	1900	1610	1810	1903	1527	1810	3489	183	1810	3610	1610
Grp Volume(v), veh/h	363	95	185	68	148	144	302	1368	1440	67	3853	221
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1625	1810	1805	1867	1810	1805	1610
Q Serve(g_s), s	10.0	5.6	11.5	4.3	9.5	10.3	9.0	52.0	52.0	3.8	71.2	8.7
Cycle Q Clear(g_c), s	10.0	5.6	11.5	4.3	9.5	10.3	9.0	52.0	52.0	3.8	71.2	8.7
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	151	230	195	140	208	187	136	782	809	425	2142	1090
V/C Ratio(X)	2.41	0.41	0.95	0.48	0.71	0.77	2.23	1.75	1.78	0.16	1.80	0.20
Avail Cap(c_a), veh/h	151	554	470	151	526	474	136	782	809	425	2142	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	48.8	36.9	53.1	51.2	51.5	54.0	25.4	25.4	40.3	36.1	11.4
Incr Delay (d2), s/veh	653.1	1.2	20.2	2.6	4.5	6.5	553.5	337.5	351.4	0.0	359.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.8	2.7	5.5	2.0	4.5	4.4	24.8	90.6	96.9	1.7	138.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	708.1	50.0	57.1	55.6	55.7	58.1	607.5	362.9	376.8	40.3	395.8	11.4
LnGrp LOS	F	D	E	E	E	E	F	F	F	D	F	B
Approach Vol, veh/h		643			360			3110			4141	
Approach Delay, s/veh		423.5			56.6			393.1			369.6	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.2	56.0	13.3	18.5	13.0	75.2	14.0	17.8
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	7.0	52.0	10.0	35.0	9.0	50.0	10.0	35.0
Max Q Clear Time (g_c+I1), s	15.3	54.0	6.3	13.5	11.0	73.2	12.0	12.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	369.0
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	19	62	0	40	11	2253	128	306	3330	109
Future Volume (veh/h)	134	0	19	62	0	40	11	2253	128	306	3330	109
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	156	0	22	72	0	47	13	2620	149	356	3872	127
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	0	94	184	0	93	37	2250	1003	151	2447	80
Arrive On Green	0.10	0.00	0.06	0.10	0.00	0.06	0.02	0.62	0.62	0.11	0.91	0.91
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3610	1610	1810	3568	116
Grp Volume(v), veh/h	156	0	22	72	0	47	13	2620	149	356	1948	2051
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1610	1810	1805	1879
Q Serve(g_s), s	10.2	0.0	1.6	4.5	0.0	3.4	0.9	74.8	2.5	10.0	82.3	82.3
Cycle Q Clear(g_c), s	10.2	0.0	1.6	4.5	0.0	3.4	0.9	74.8	2.5	10.0	82.3	82.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	185	0	94	184	0	93	37	2250	1003	151	1238	1289
V/C Ratio(X)	0.84	0.00	0.23	0.39	0.00	0.50	0.35	1.16	0.15	2.36	1.57	1.59
Avail Cap(c_a), veh/h	271	0	242	483	0	429	106	2250	1003	151	1238	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.9	0.0	53.9	50.4	0.0	54.9	58.0	22.6	2.9	53.3	5.3	5.3
Incr Delay (d2), s/veh	14.4	0.0	1.3	1.3	0.0	4.2	5.5	79.3	0.3	614.2	258.4	266.2
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	5.4	0.0	0.7	2.1	0.0	1.5	0.4	53.7	1.6	30.1	92.1	98.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	0.0	55.2	51.8	0.0	59.0	63.5	102.0	3.2	667.6	263.6	271.5
LnGrp LOS	E		E	D		E	E	F	A	F	F	F
Approach Vol, veh/h		178			119			2782			4355	
Approach Delay, s/veh		65.8			54.6			96.5			300.4	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	78.8	16.2	11.0	6.5	86.3	16.3	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	44.0	32.0	18.0	7.0	47.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	12.0	76.8	6.5	3.6	2.9	84.3	12.2	5.4
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	214.5
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	484	582	264	635	317	319	1739	213	160	2934	215
Future Volume (veh/h)	366	484	582	264	635	317	319	1739	213	160	2934	215
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	416	550	661	300	722	360	363	1976	242	182	3334	244
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	609	650	308	649	550	151	1444	644	106	1945	604
Arrive On Green	0.07	0.32	0.32	0.09	0.34	0.34	0.08	0.40	0.40	0.06	0.38	0.38
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	416	550	661	300	722	360	363	1976	242	182	3334	244
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	8.0	33.2	33.2	10.2	41.0	18.4	10.0	48.0	9.5	7.0	45.0	10.5
Cycle Q Clear(g_c), s	8.0	33.2	33.2	10.2	41.0	18.4	10.0	48.0	9.5	7.0	45.0	10.5
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	234	609	650	308	649	550	151	1444	644	106	1945	604
V/C Ratio(X)	1.78	0.90	1.02	0.97	1.11	0.65	2.41	1.37	0.38	1.72	1.71	0.40
Avail Cap(c_a), veh/h	234	665	698	308	649	550	151	1444	644	106	1945	604
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	56.0	39.0	18.3	54.6	39.5	22.0	55.0	36.0	14.0	56.5	37.5	17.1
Incr Delay (d2), s/veh	366.7	15.0	38.0	43.6	70.2	2.8	653.1	170.3	1.7	362.4	323.5	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	17.2	17.6	6.2	30.6	6.9	31.8	53.9	3.4	13.7	76.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	422.7	54.0	56.3	98.2	109.7	24.8	708.1	206.3	15.7	418.9	361.0	19.1
LnGrp LOS	F	D	F	F	F	C	F	F	B	F	F	B
Approach Vol, veh/h		1627			1382			2581			3760	
Approach Delay, s/veh		149.2			85.1			259.0			341.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	52.0	14.5	42.5	14.0	49.0	12.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	48.0	7.0	42.0	10.0	45.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	12.2	35.2	12.0	47.0	10.0	43.0
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	247.4
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1573	202	49	1403	94	119	243	50	74	263	90
Future Volume (veh/h)	148	1573	202	49	1403	94	119	243	50	74	263	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	1622	208	51	1446	97	123	251	52	76	271	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	1264	675	86	1633	110	242	611	127	125	1062	356
Arrive On Green	0.07	0.35	0.35	0.05	0.33	0.33	0.07	0.40	0.40	0.07	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	4965	333	3510	1527	316	1810	2654	890
Grp Volume(v), veh/h	153	1622	208	51	1007	536	123	0	303	76	182	182
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1840	1755	0	1843	1810	1805	1740
Q Serve(g_s), s	8.2	42.0	1.4	3.3	33.1	33.1	4.1	0.0	14.2	4.9	8.1	8.4
Cycle Q Clear(g_c), s	8.2	42.0	1.4	3.3	33.1	33.1	4.1	0.0	14.2	4.9	8.1	8.4
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.17	1.00		0.51
Lane Grp Cap(c), veh/h	124	1264	675	86	1138	605	242	0	737	125	722	696
V/C Ratio(X)	1.23	1.28	0.31	0.59	0.89	0.89	0.51	0.00	0.41	0.61	0.25	0.26
Avail Cap(c_a), veh/h	124	1264	675	106	1181	629	242	0	737	125	722	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	39.0	13.4	56.0	38.1	38.1	53.9	0.0	25.8	54.3	24.0	24.1
Incr Delay (d2), s/veh	110.5	128.3	0.0	0.6	0.8	1.5	1.7	0.0	1.7	8.3	0.8	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	7.5	39.9	2.8	1.5	14.0	15.0	1.9	0.0	6.5	2.5	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	166.4	167.3	13.4	56.6	38.9	39.7	55.6	0.0	27.5	62.6	24.9	25.0
LnGrp LOS	F	F	B	E	D	D	E		C	E	C	C
Approach Vol, veh/h		1983			1594			426			440	
Approach Delay, s/veh		151.1			39.7			35.7			31.4	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	52.0	9.7	46.0	12.3	52.0	12.2	43.5
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	7.0	48.0	7.0	42.0	7.0	48.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	6.9	16.2	5.3	44.0	6.1	10.4	10.2	35.1
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	2.4	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	88.2
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1187	274	165	1162	47	258	495	215	83	550	54
Future Volume (veh/h)	178	1187	274	165	1162	47	258	495	215	83	550	54
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	185	1236	285	172	1210	49	269	516	224	86	573	56
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	792	671	234	792	671	166	1143	617	121	969	95
Arrive On Green	0.07	0.42	0.42	0.07	0.42	0.42	0.18	0.63	0.63	0.07	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	3323	324
Grp Volume(v), veh/h	185	1236	285	172	1210	49	269	516	224	86	311	318
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1805	1842
Q Serve(g_s), s	6.2	50.0	11.0	5.8	50.0	2.2	11.0	8.8	0.0	5.6	17.7	17.8
Cycle Q Clear(g_c), s	6.2	50.0	11.0	5.8	50.0	2.2	11.0	8.8	0.0	5.6	17.7	17.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	234	792	671	234	792	671	166	1143	617	121	526	537
V/C Ratio(X)	0.79	1.56	0.42	0.73	1.53	0.07	1.62	0.45	0.36	0.71	0.59	0.59
Avail Cap(c_a), veh/h	234	792	671	234	792	671	166	1143	617	121	526	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	35.0	13.2	55.0	35.0	21.1	49.0	16.6	13.2	54.9	36.4	36.4
Incr Delay (d2), s/veh	1.7	253.1	0.2	11.4	244.2	0.2	304.5	1.2	1.6	17.9	4.8	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	76.9	3.7	2.8	74.9	0.8	18.4	3.1	2.5	3.1	8.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.9	288.1	13.3	66.3	279.2	21.3	353.5	17.9	14.8	72.8	41.2	41.1
LnGrp LOS	E	F	B	E	F	C	F	B	B	E	D	D
Approach Vol, veh/h		1706			1431			1009			715	
Approach Delay, s/veh		217.2			244.8			106.7			45.0	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	54.0	15.0	39.0	12.0	54.0	12.0	42.0
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	8.0	50.0	11.0	35.0	8.0	50.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	7.8	52.0	13.0	19.8	8.2	52.0	7.6	10.8
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	177.0
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	164	38	33	98	50	28	775	29	46	787	16
Future Volume (veh/h)	24	164	38	33	98	50	28	775	29	46	787	16
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	24	167	39	34	100	51	29	791	30	47	803	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	208	46	66	146	67	65	2490	94	84	2578	51
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.04	0.70	0.70	0.09	1.00	1.00
Sat Flow, veh/h	117	1373	304	202	966	444	1810	3546	134	1810	3620	72
Grp Volume(v), veh/h	230	0	0	185	0	0	29	403	418	47	400	419
Grp Sat Flow(s),veh/h/ln	1794	0	0	1612	0	0	1810	1805	1876	1810	1805	1887
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	1.9	10.3	10.3	3.0	0.0	0.0
Cycle Q Clear(g_c), s	14.9	0.0	0.0	13.1	0.0	0.0	1.9	10.3	10.3	3.0	0.0	0.0
Prop In Lane	0.10		0.17	0.18		0.28	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	305	0	0	280	0	0	65	1268	1317	84	1286	1344
V/C Ratio(X)	0.75	0.00	0.00	0.66	0.00	0.00	0.44	0.32	0.32	0.56	0.31	0.31
Avail Cap(c_a), veh/h	609	0	0	564	0	0	166	1268	1317	211	1286	1344
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	49.4	0.0	0.0	48.5	0.0	0.0	56.6	6.8	6.8	53.3	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	2.7	0.0	0.0	4.6	0.7	0.6	4.7	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	5.5	0.0	0.0	0.9	3.5	3.7	1.4	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	0.0	0.0	51.1	0.0	0.0	61.3	7.5	7.5	58.0	0.5	0.5
LnGrp LOS	D			D			E	A	A	E	A	A
Approach Vol, veh/h		230			185			850			866	
Approach Delay, s/veh		53.2			51.1			9.3			3.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	88.3		22.2	8.3	89.5		22.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	55.0		39.0	11.0	58.0		39.0				
Max Q Clear Time (g_c+I1), s	5.0	12.3		16.9	3.9	2.0		15.1				
Green Ext Time (p_c), s	0.0	5.2		1.3	0.0	6.2		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	17	121	752	31	22	144	394	2336	38	355	6
Future Volume (veh/h)	6	17	121	752	31	22	144	394	2336	38	355	6
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	6	18	127	816	0	23	152	415	0	40	374	6
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	105	110	481	910	0	712	435	1324		345	1151	18
Arrive On Green	0.06	0.06	0.06	0.25	0.00	0.25	0.24	0.37	0.00	0.19	0.32	0.32
Sat Flow, veh/h	1810	1900	1610	3619	0	1610	1810	3610	1610	1810	3636	58
Grp Volume(v), veh/h	6	18	127	816	0	23	152	415	0	40	185	195
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1610	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	0.4	1.1	0.0	26.1	0.0	0.0	8.4	9.9	0.0	2.2	9.4	9.4
Cycle Q Clear(g_c), s	0.4	1.1	0.0	26.1	0.0	0.0	8.4	9.9	0.0	2.2	9.4	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	105	110	481	910	0	712	435	1324		345	572	598
V/C Ratio(X)	0.06	0.16	0.26	0.90	0.00	0.03	0.35	0.31		0.12	0.32	0.33
Avail Cap(c_a), veh/h	271	285	629	1056	0	777	435	1324		345	572	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.09	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	53.8	32.0	43.4	0.0	18.9	37.8	27.2	0.0	40.2	31.2	31.2
Incr Delay (d2), s/veh	0.2	0.7	0.3	9.2	0.0	0.0	0.0	0.1	0.0	0.1	1.5	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	0.2	0.5	2.9	12.8	0.0	0.4	3.7	4.3	0.0	1.0	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	54.4	32.3	52.6	0.0	19.0	37.8	27.2	0.0	40.3	32.7	32.7
LnGrp LOS	D	D	C	D		B	D	C		D	C	C
Approach Vol, veh/h		151			839			567			420	
Approach Delay, s/veh		35.8			51.7			30.1			33.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	48.0		11.0	32.9	42.0		34.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	44.0		18.0	13.0	38.0		35.0
Max Q Clear Time (g_c+I1), s	4.2	11.9		3.1	10.4	11.4		28.1
Green Ext Time (p_c), s	0.0	3.0		0.4	0.1	2.0		2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1	1929	0	0	0	0	2783	989	38	1177	0
Future Volume (veh/h)	90	1	1929	0	0	0	0	2783	989	38	1177	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	97	1	0				0	2992	1063	41	1266	0
Peak Hour Factor	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
Cap, veh/h	123	129					0	2497	1114	254	3124	0
Arrive On Green	0.07	0.07	0.00				0.00	1.00	1.00	0.28	1.00	0.00
Sat Flow, veh/h	1810	1900	1610				0	3705	1610	1810	3705	0
Grp Volume(v), veh/h	97	1	0				0	2992	1063	41	1266	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610				0	1805	1610	1810	1805	0
Q Serve(g_s), s	6.3	0.1	0.0				0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.1	0.0				0.0	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	123	129					0	2497	1114	254	3124	0
V/C Ratio(X)	0.79	0.01					0.00	1.20	0.95	0.16	0.41	0.00
Avail Cap(c_a), veh/h	271	285					0	2497	1114	254	3124	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	1.00	0.00				0.00	0.09	0.09	0.85	0.85	0.00
Uniform Delay (d), s/veh	55.1	52.2	0.0				0.0	0.0	0.0	37.8	0.0	0.0
Incr Delay (d2), s/veh	10.7	0.0	0.0				0.0	89.6	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	3.3	0.0	0.0				0.0	31.1	0.8	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.7	52.2	0.0				0.0	89.6	2.7	38.1	0.3	0.0
LnGrp LOS	E	D						F	A	D	A	
Approach Vol, veh/h		98						4055			1307	
Approach Delay, s/veh		65.6						66.8			1.5	
Approach LOS		E						E			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	20.8	87.0	12.2	107.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	83.0	18.0	94.0
Max Q Clear Time (g_c+I1), s	4.0	2.0	8.3	2.0
Green Ext Time (p_c), s	0.0	77.5	0.1	12.0

Intersection Summary	
HCM 7th Control Delay, s/veh	51.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	271	103	354	254	39	88	3500	538	46	2709	117
Future Volume (veh/h)	79	271	103	354	254	39	88	3500	538	46	2709	117
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	81	277	105	361	259	40	90	3571	549	47	2764	119
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	387	173	151	419	64	439	2274	1149	84	1564	698
Arrive On Green	0.06	0.11	0.11	0.08	0.13	0.13	0.32	0.84	0.84	0.06	0.58	0.58
Sat Flow, veh/h	1810	3610	1610	1810	3140	479	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	81	277	105	361	147	152	90	3571	549	47	2764	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1814	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	5.3	8.9	4.9	10.0	9.3	9.5	4.3	75.6	9.4	3.0	52.0	3.3
Cycle Q Clear(g_c), s	5.3	8.9	4.9	10.0	9.3	9.5	4.3	75.6	9.4	3.0	52.0	3.3
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	387	173	151	241	242	439	2274	1149	84	1564	698
V/C Ratio(X)	0.78	0.72	0.61	2.39	0.61	0.63	0.20	1.57	0.48	0.56	1.77	0.17
Avail Cap(c_a), veh/h	166	1053	470	151	511	514	439	2274	1149	106	1564	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.8	51.8	21.8	55.0	49.1	49.2	32.2	9.7	2.8	55.1	25.4	9.3
Incr Delay (d2), s/veh	12.1	2.5	3.4	647.2	2.5	2.6	0.0	256.8	0.1	0.5	345.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.1	3.1	31.6	4.3	4.4	1.8	87.1	1.8	1.4	92.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	54.3	25.3	702.2	51.6	51.8	32.2	266.5	2.9	55.7	370.8	9.4
LnGrp LOS	E	D	C	F	D	D	C	F	A	E	F	A
Approach Vol, veh/h		463			660			4210			2930	
Approach Delay, s/veh		50.1			407.5			227.1			351.0	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	79.6	14.0	16.9	33.1	56.0	10.9	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	52.0	10.0	35.0	7.0	52.0	11.0	34.0
Max Q Clear Time (g_c+I1), s	5.0	77.6	12.0	10.9	6.3	54.0	7.3	11.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	275.6
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	7	58	39	8	6	67	4004	38	24	2943	161
Future Volume (veh/h)	132	7	58	39	8	6	67	4004	38	24	2943	161
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	140	7	62	41	9	6	71	4260	40	26	3131	171
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	16	144	89	52	35	894	2474	1104	61	784	42
Arrive On Green	0.10	0.10	0.10	0.05	0.05	0.05	0.66	0.91	0.91	0.04	0.30	0.30
Sat Flow, veh/h	1810	166	1470	1810	1063	709	1810	3610	1610	1810	3483	188
Grp Volume(v), veh/h	140	0	69	41	0	15	71	4260	40	26	1609	1693
Grp Sat Flow(s),veh/h/ln	1810	0	1635	1810	0	1772	1810	1805	1610	1810	1805	1866
Q Serve(g_s), s	9.1	0.0	4.8	2.6	0.0	1.0	1.7	82.2	0.3	1.7	27.0	27.0
Cycle Q Clear(g_c), s	9.1	0.0	4.8	2.6	0.0	1.0	1.7	82.2	0.3	1.7	27.0	27.0
Prop In Lane	1.00		0.90	1.00		0.40	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	178	0	161	89	0	87	894	2474	1104	61	406	420
V/C Ratio(X)	0.79	0.00	0.43	0.46	0.00	0.17	0.08	1.72	0.04	0.42	3.96	4.03
Avail Cap(c_a), veh/h	528	0	477	528	0	517	894	2474	1104	106	406	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.9	0.0	50.9	55.5	0.0	54.7	10.7	5.3	1.7	56.2	42.0	42.0
Incr Delay (d2), s/veh	7.5	0.0	1.8	3.7	0.0	0.9	0.0	325.0	0.0	0.4	1333.0	1365.4
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	4.4	0.0	2.0	1.3	0.0	0.5	0.7	114.6	0.1	0.8	161.2	170.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.4	0.0	52.8	59.1	0.0	55.6	10.7	330.3	1.7	56.6	1375.0	1407.4
LnGrp LOS	E		D	E		E	B	F	A	E	F	F
Approach Vol, veh/h		209			56			4371			3328	
Approach Delay, s/veh		57.9			58.2			322.1			1381.2	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	86.2		15.8	63.3	31.0		9.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	27.0		35.0	7.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	3.7	84.2		11.1	3.7	29.0		4.6
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	755.9
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	91	66	80	82	40	90	3809	65	61	2733	294
Future Volume (veh/h)	276	91	66	80	82	40	90	3809	65	61	2733	294
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	294	97	70	85	87	43	96	4052	69	65	2907	313
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	166	174	148	108	143	66	120	1423	24	586	2342	1192
Arrive On Green	0.09	0.09	0.09	0.06	0.06	0.06	0.04	0.26	0.26	0.43	0.86	0.86
Sat Flow, veh/h	1810	1900	1610	1810	2393	1112	1810	3632	62	1810	3610	1610
Grp Volume(v), veh/h	294	97	70	85	64	66	96	2008	2113	65	2907	313
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1700	1810	1805	1889	1810	1805	1610
Q Serve(g_s), s	11.0	5.9	5.0	5.6	4.2	4.5	6.3	47.0	47.0	2.6	77.9	3.2
Cycle Q Clear(g_c), s	11.0	5.9	5.0	5.6	4.2	4.5	6.3	47.0	47.0	2.6	77.9	3.2
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	166	174	148	108	108	102	120	707	740	586	2342	1192
V/C Ratio(X)	1.77	0.56	0.47	0.79	0.60	0.65	0.80	2.84	2.86	0.11	1.24	0.26
Avail Cap(c_a), veh/h	166	602	510	151	557	524	136	707	740	586	2342	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	54.5	52.1	51.7	55.7	55.0	55.2	56.5	44.3	44.3	23.9	8.2	1.7
Incr Delay (d2), s/veh	370.9	2.8	2.3	16.7	5.2	6.7	2.8	828.3	835.8	0.0	108.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.0	2.9	2.0	3.0	2.0	2.1	3.0	183.9	194.0	1.1	40.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	425.4	54.9	54.1	72.4	60.2	61.9	59.3	872.5	880.0	23.9	117.1	1.8
LnGrp LOS	F	D	D	E	E	E	E	F	F	C	F	A
Approach Vol, veh/h		461			215			4217			3285	
Approach Delay, s/veh		291.1			65.6			857.8			104.3	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	51.0	11.1	15.0	12.0	81.9	15.0	11.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	47.0	10.0	38.0	9.0	47.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	14.6	49.0	7.6	7.9	8.3	79.9	13.0	6.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	502.3
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	0	14	37	0	19	23	3799	60	55	2626	163
Future Volume (veh/h)	126	0	14	37	0	19	23	3799	60	55	2626	163
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	135	0	15	40	0	20	25	4085	65	59	2824	175
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	163	0	138	105	0	86	60	2428	1083	91	2383	146
Arrive On Green	0.09	0.00	0.09	0.06	0.00	0.05	0.03	0.67	0.67	0.10	1.00	1.00
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3610	1610	1810	3455	212
Grp Volume(v), veh/h	135	0	15	40	0	20	25	4085	65	59	1461	1538
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1610	1810	1805	1862
Q Serve(g_s), s	8.8	0.0	1.0	2.6	0.0	1.4	1.6	80.7	1.7	3.8	82.8	78.5
Cycle Q Clear(g_c), s	8.8	0.0	1.0	2.6	0.0	1.4	1.6	80.7	1.7	3.8	82.8	78.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	163	0	138	105	0	86	60	2428	1083	91	1245	1284
V/C Ratio(X)	0.83	0.00	0.11	0.38	0.00	0.23	0.42	1.68	0.06	0.65	1.17	1.20
Avail Cap(c_a), veh/h	256	0	242	483	0	443	106	2428	1083	106	1245	1284
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.7	0.0	50.6	54.4	0.0	54.4	56.9	19.6	6.7	53.0	0.0	0.0
Incr Delay (d2), s/veh	11.7	0.0	0.3	2.2	0.0	1.4	4.6	308.8	0.1	1.0	78.9	89.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.4	1.2	0.0	0.6	0.8	131.4	0.6	1.7	27.3	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.4	0.0	51.0	56.7	0.0	55.8	61.5	328.5	6.8	54.0	78.9	89.6
LnGrp LOS	E		D	E		E	E	F	A	D	F	F
Approach Vol, veh/h		150			60			4175			3058	
Approach Delay, s/veh		64.0			56.4			321.9			83.8	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	84.7	11.0	14.3	8.0	86.8	14.8	10.4
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	7.0	47.0	32.0	18.0	7.0	47.0	17.0	33.0
Max Q Clear Time (g_c+I1), s	5.8	82.7	4.6	3.0	3.6	84.8	10.8	3.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	216.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	664	371	186	603	248	571	3273	247	231	2047	340
Future Volume (veh/h)	297	664	371	186	603	248	571	3273	247	231	2047	340
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	330	738	412	207	670	276	634	3637	274	257	2274	378
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	649	711	205	649	550	181	1444	644	121	1902	590
Arrive On Green	0.06	0.34	0.34	0.06	0.34	0.34	0.10	0.40	0.40	0.07	0.37	0.37
Sat Flow, veh/h	3510	1900	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	330	738	412	207	670	276	634	3637	274	257	2274	378
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	7.0	41.0	8.3	7.0	41.0	13.0	12.0	48.0	11.7	8.0	44.0	18.7
Cycle Q Clear(g_c), s	7.0	41.0	8.3	7.0	41.0	13.0	12.0	48.0	11.7	8.0	44.0	18.7
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	205	649	711	205	649	550	181	1444	644	121	1902	590
V/C Ratio(X)	1.61	1.14	0.58	1.01	1.03	0.50	3.50	2.52	0.43	2.13	1.20	0.64
Avail Cap(c_a), veh/h	205	649	711	205	649	550	181	1444	644	121	1902	590
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	56.5	39.5	15.2	56.5	39.5	20.0	54.0	36.0	16.3	56.0	38.0	20.3
Incr Delay (d2), s/veh	296.7	79.4	1.2	65.7	43.8	0.7	1140.4	685.5	2.1	535.4	93.5	5.3
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	11.4	32.2	5.5	4.9	25.8	4.7	62.6	157.3	4.3	21.5	34.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	353.2	118.9	16.4	122.2	83.3	20.7	1194.4	721.5	18.4	591.4	131.5	25.5
LnGrp LOS	F	F	B	F	F	C	F	F	B	F	F	C
Approach Vol, veh/h		1480			1153			4545			2909	
Approach Delay, s/veh		142.6			75.3			745.1			158.3	
Approach LOS		F			E			F			F	

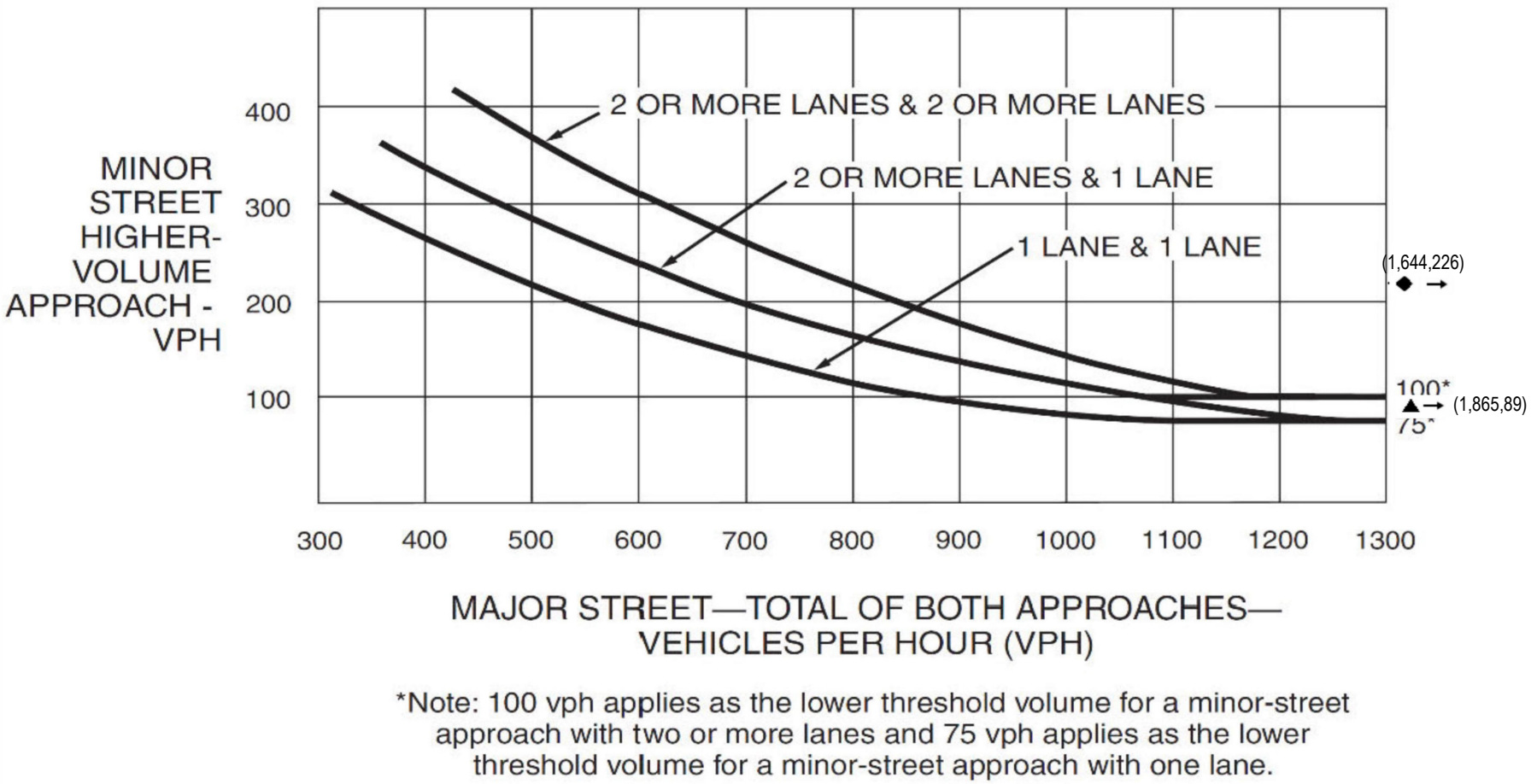
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	11.0	45.0	16.0	48.0	11.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	7.0	41.0	12.0	44.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	9.0	43.0	14.0	46.0	9.0	43.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	410.9
HCM 7th LOS	F

APPENDIX E:
SIGNAL WARRANTS

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, FIGURE 4C-4

FIGURE 20

▲ AM Peak Hour

◆ PM Peak Hour

translutions
the transportation solutions company...

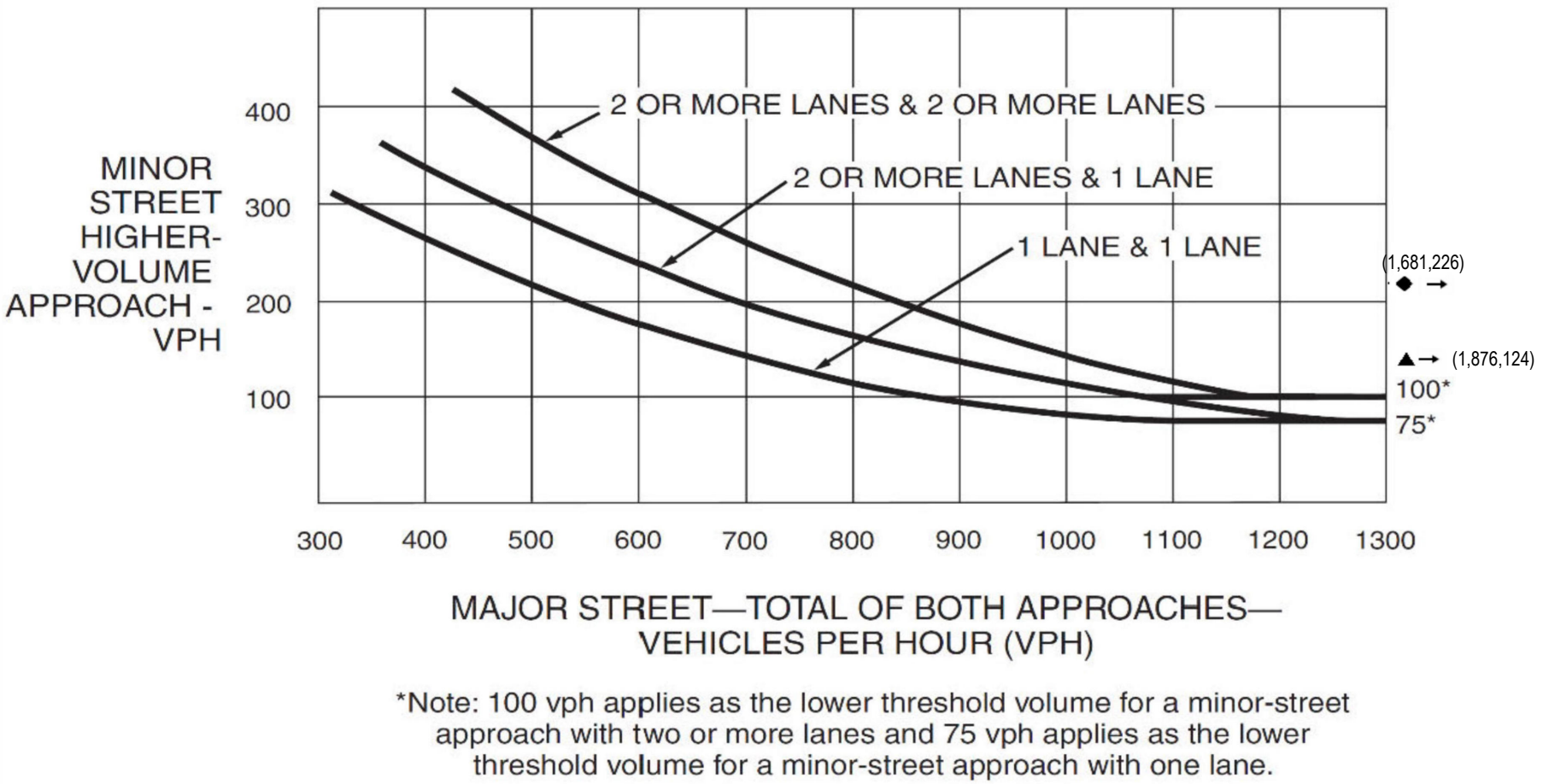
Rocas Grandes II Residential

Project Completion Year (2027) Without Project Signal Warrants (Lasselle St. & Brodiaea Ave.)

P:\Rincon - Rocas Grandes II Residential\Analysis v2\Figure 20 Project Completion Year (2027) Without Project Signal Warrants (Lasselle St. & Brodiaea Ave.) (4/27/2026)

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

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



SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

FIGURE 21

▲ AM Peak Hour

◆ PM Peak Hour

translutions
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Rocas Grandes II Residential

Project Completion Year (2027) With Project Signal Warrants @ Lasselle St. and Brodiaea Ave.

APPENDIX F: QUEUE WORKSHEETS



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	154	323	88	117	770	230	691	148	189	898
v/c Ratio	0.51	0.66	0.27	0.21	0.71	0.79	0.48	0.20	0.60	0.43
Control Delay (s/veh)	58.3	55.6	5.5	23.7	35.0	67.3	29.8	5.2	53.9	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.3	55.6	5.5	23.7	35.0	67.3	29.8	5.2	53.9	25.4
Queue Length 50th (ft)	59	126	0	32	89	171	207	0	137	168
Queue Length 95th (ft)	94	168	25	m62	218	258	300	46	210	232
Internal Link Dist (ft)		816			2561		1187			367
Turn Bay Length (ft)	200		170	190		465			150	
Base Capacity (vph)	303	1052	554	560	1502	334	1428	728	347	2087
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.31	0.16	0.21	0.51	0.69	0.48	0.20	0.54	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	487	136	48	739	125	185	350	47	350
v/c Ratio	1.16	0.62	0.23	0.19	0.78	0.21	0.60	0.40	0.45	0.22
Control Delay (s/veh)	161.4	32.5	6.1	39.9	40.7	5.0	61.6	23.3	68.5	13.6
Queue Delay	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	161.4	34.8	6.1	39.9	40.7	5.0	61.6	23.3	68.5	13.6
Queue Length 50th (ft)	~147	206	38	23	174	8	70	169	36	53
Queue Length 95th (ft)	#248	142	23	m42	m149	m17	#127	256	73	80
Internal Link Dist (ft)		2561			2561			744		380
Turn Bay Length (ft)	100		150	225		200	260		100	
Base Capacity (vph)	135	1233	597	252	1173	605	308	884	105	1571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	591	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.76	0.23	0.19	0.63	0.21	0.60	0.40	0.45	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

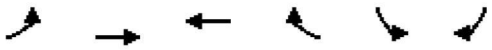
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	32	259	177	97	429	16	276	374	167	11	345
v/c Ratio	0.30	0.34	0.25	0.81	0.51	0.02	1.42	0.52	0.19	0.10	0.63
Control Delay (s/veh)	33.6	3.1	0.8	109.3	37.3	0.5	253.5	33.3	3.5	55.9	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.6	3.1	0.8	109.3	37.3	0.5	253.5	33.3	3.5	55.9	42.2
Queue Length 50th (ft)	27	9	0	76	257	0	~287	236	0	8	227
Queue Length 95th (ft)	m62	14	0	#173	347	3	#460	337	39	28	331
Internal Link Dist (ft)		1			670			1242			424
Turn Bay Length (ft)	175		60	150		50	200		560	150	
Base Capacity (vph)	105	760	716	120	845	904	195	719	859	105	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.34	0.25	0.81	0.51	0.02	1.42	0.52	0.19	0.10	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	139	291	390	97	144	120
v/c Ratio	0.55	0.19	0.17	0.09	0.64	0.39
Control Delay (s/veh)	61.6	8.8	2.2	0.2	62.4	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.6	8.8	2.2	0.2	62.4	11.6
Queue Length 50th (ft)	83	93	12	0	108	0
Queue Length 95th (ft)	153	171	20	m0	168	52
Internal Link Dist (ft)		382	930		379	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	255	1536	2286	1058	586	605
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.19	0.17	0.09	0.25	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	10	17	210	141	12	22	133	367	506	26	444
v/c Ratio	0.08	0.14	0.54	0.55	0.04	0.05	1.17	0.15	0.36	0.21	0.20
Control Delay (s/veh)	49.7	50.9	11.2	51.2	37.8	0.2	166.7	2.3	0.6	52.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.7	50.9	11.2	51.2	37.8	0.2	166.7	2.3	0.6	52.0	10.7
Queue Length 50th (ft)	7	12	0	94	7	0	~110	10	0	18	73
Queue Length 95th (ft)	23	33	55	140	23	0	#222	12	0	44	113
Internal Link Dist (ft)		446			1655			774			637
Turn Bay Length (ft)	120		120	165		165	350		150	100	
Base Capacity (vph)	295	310	386	508	535	466	114	2375	1498	124	2245
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.54	0.28	0.02	0.05	1.17	0.15	0.34	0.21	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

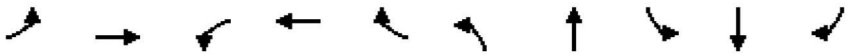
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	60	392	387	1178	59	757
v/c Ratio	0.14	0.79	0.78	0.56	0.40	0.31
Control Delay (s/veh)	29.5	33.1	32.3	10.6	66.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.5	33.1	32.3	10.6	66.1	5.9
Queue Length 50th (ft)	34	163	158	88	44	58
Queue Length 95th (ft)	52	203	198	m411	m71	101
Internal Link Dist (ft)		1240		1054		774
Turn Bay Length (ft)	775		225		240	
Base Capacity (vph)	722	714	712	2085	146	2480
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.55	0.54	0.56	0.40	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	160	147	96	87	124	51	833	167	1073	210
v/c Ratio	0.96	0.63	0.51	0.30	0.19	0.40	0.54	0.47	0.51	0.21
Control Delay (s/veh)	111.2	50.3	55.1	41.7	7.8	58.4	24.9	51.5	17.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	111.2	50.3	55.1	41.7	7.8	58.4	24.9	51.5	17.0	4.4
Queue Length 50th (ft)	~139	85	65	55	16	35	215	113	207	1
Queue Length 95th (ft)	#269	142	113	92	48	74	304	171	391	45
Internal Link Dist (ft)		204		275			1244		1054	
Turn Bay Length (ft)	100		160			225		500		250
Base Capacity (vph)	167	624	192	639	645	131	1549	355	2090	1023
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.24	0.50	0.14	0.19	0.39	0.54	0.47	0.51	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

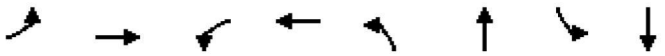
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	194	255	233	160	162	92	733	239	27	1189	84
v/c Ratio	1.62	0.57	0.71	0.97	0.30	0.88	0.33	0.23	0.23	0.56	0.09
Control Delay (s/veh)	348.0	53.6	30.5	117.3	41.7	107.1	8.9	5.6	57.7	16.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	348.0	53.6	30.5	117.3	41.7	107.1	8.9	5.6	57.7	16.8	3.1
Queue Length 50th (ft)	~216	100	63	126	54	68	92	30	20	271	1
Queue Length 95th (ft)	#330	122	120	#233	74	#151	134	64	46	347	21
Internal Link Dist (ft)		585			309		1241			1244	
Turn Bay Length (ft)	200		25	200		270		25	240		25
Base Capacity (vph)	120	1052	575	165	1130	105	2244	1035	117	2135	988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.62	0.24	0.41	0.97	0.14	0.88	0.33	0.23	0.23	0.56	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



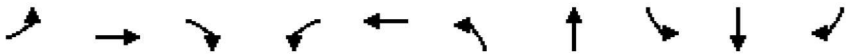
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	97	30	56	291	727	179	1301
v/c Ratio	0.62	0.36	0.22	0.39	2.77	0.32	1.70	0.59
Control Delay (s/veh)	62.6	14.2	55.1	55.5	841.8	8.8	380.1	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.6	14.2	55.1	55.5	841.8	8.8	380.1	7.5
Queue Length 50th (ft)	100	4	22	38	~392	91	~207	147
Queue Length 95th (ft)	158	52	52	80	#571	115	m#344	m179
Internal Link Dist (ft)		639		926		1246		1241
Turn Bay Length (ft)	200		100		180		280	
Base Capacity (vph)	526	540	526	548	105	2272	105	2211
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.18	0.06	0.10	2.77	0.32	1.70	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	102	62	166	24	191	231	931	46	964	107
v/c Ratio	0.71	0.27	0.48	0.18	0.55	1.71	0.39	0.44	0.42	0.10
Control Delay (s/veh)	80.1	53.0	12.6	55.0	34.3	383.5	5.7	64.5	2.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.1	53.0	12.6	55.0	34.3	383.5	5.7	64.5	2.6	0.2
Queue Length 50th (ft)	78	47	0	18	40	~269	177	38	31	1
Queue Length 95th (ft)	#159	90	65	46	77	#432	80	m68	46	1
Internal Link Dist (ft)		517			319		1253		1246	
Turn Bay Length (ft)	90		50	300		270		240		300
Base Capacity (vph)	150	554	588	150	1042	135	2393	105	2286	1066
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.11	0.28	0.16	0.18	1.71	0.39	0.44	0.42	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	12	892	323	966
v/c Ratio	0.12	0.02	0.31	2.15	0.28
Control Delay (s/veh)	55.9	0.1	1.5	563.8	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.9	0.1	1.5	563.8	0.9
Queue Length 50th (ft)	10	0	7	~407	0
Queue Length 95th (ft)	29	0	14	#555	69
Internal Link Dist (ft)		573	764		1253
Turn Bay Length (ft)	80			250	
Base Capacity (vph)	481	788	2875	150	3424
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.02	0.31	2.15	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	139	207	126	148	351	182	98	590	35	70	782	78
v/c Ratio	0.61	0.45	0.26	0.73	0.79	0.35	0.65	0.32	0.04	0.47	0.31	0.09
Control Delay (s/veh)	67.4	58.8	22.6	76.0	56.1	6.6	74.1	20.4	0.1	75.2	12.4	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.4	58.8	22.6	76.0	56.1	6.6	74.1	20.4	0.1	75.2	12.4	2.8
Queue Length 50th (ft)	58	154	18	59	258	0	75	144	0	50	63	1
Queue Length 95th (ft)	91	218	84	#103	325	49	#145	214	0	95	112	6
Internal Link Dist (ft)		1525			272			428			382	
Turn Bay Length (ft)	180		160	240		240	275		275	250		300
Base Capacity (vph)	233	665	647	204	649	671	150	1818	854	149	2514	825
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.31	0.19	0.73	0.54	0.27	0.65	0.32	0.04	0.47	0.31	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	367	753	276	184	490	235	765	147	130	931
v/c Ratio	0.49	0.77	0.45	0.60	0.66	0.69	0.53	0.20	0.65	0.56
Control Delay (s/veh)	43.4	46.0	8.4	57.0	33.3	59.0	30.8	5.1	66.2	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	46.0	8.4	57.0	33.3	59.0	30.8	5.1	66.2	34.3
Queue Length 50th (ft)	126	282	20	54	60	166	243	0	97	227
Queue Length 95th (ft)	179	328	83	#120	97	#384	326	44	162	240
Internal Link Dist (ft)		787			2556		525			575
Turn Bay Length (ft)	200		170	190		465			150	
Base Capacity (vph)	755	1173	688	308	1500	339	1451	737	240	1881
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.64	0.40	0.60	0.33	0.69	0.53	0.20	0.54	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	134	638	190	18	472	53	109	220	23	297
v/c Ratio	0.50	0.54	0.25	0.17	0.72	0.11	0.53	0.23	0.22	0.18
Control Delay (s/veh)	35.8	18.2	3.4	57.9	63.9	19.0	64.9	19.6	59.2	15.8
Queue Delay	0.0	62.4	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Total Delay (s/veh)	35.8	80.7	3.4	57.9	63.9	19.0	64.9	20.3	59.2	15.8
Queue Length 50th (ft)	104	219	0	15	203	10	43	96	17	54
Queue Length 95th (ft)	m153	280	65	m33	m238	m34	74	167	45	92
Internal Link Dist (ft)		2556			2563			269		295
Turn Bay Length (ft)	100		150	225		200	260		100	
Base Capacity (vph)	268	1271	766	105	1233	478	204	937	105	1685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	1033	0	0	0	0	0	445	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	2.68	0.25	0.17	0.38	0.11	0.53	0.45	0.22	0.18

Intersection Summary

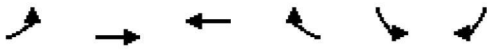
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	71	375	179	84	267	10	175	346	125	8	330
v/c Ratio	0.61	0.47	0.24	0.71	0.32	0.01	1.05	0.48	0.15	0.07	0.60
Control Delay (s/veh)	79.2	19.7	9.5	94.3	24.6	0.1	134.7	32.7	4.2	54.3	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.2	19.7	9.5	94.3	24.6	0.1	134.7	32.7	4.2	54.3	41.6
Queue Length 50th (ft)	59	308	104	66	192	0	~149	188	0	6	218
Queue Length 95th (ft)	#120	387	103	#148	258	1	#294	323	36	22	318
Internal Link Dist (ft)		1			574			1238			424
Turn Bay Length (ft)	175		60	150		50	200		560	150	
Base Capacity (vph)	120	791	741	120	827	903	167	718	827	120	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.47	0.24	0.70	0.32	0.01	1.05	0.48	0.15	0.07	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	109	395	283	45	47	62
v/c Ratio	0.48	0.24	0.11	0.04	0.36	0.35
Control Delay (s/veh)	52.2	0.7	1.2	0.1	59.7	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.2	0.7	1.2	0.1	59.7	18.2
Queue Length 50th (ft)	88	8	6	0	35	0
Queue Length 95th (ft)	149	14	9	0	74	43
Internal Link Dist (ft)		382	930		379	
Turn Bay Length (ft)	100			150		
Base Capacity (vph)	225	1633	2531	1146	586	566
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.24	0.11	0.04	0.08	0.11

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	17	112	142	31	22	135	308	628	38	264
v/c Ratio	0.06	0.15	0.38	0.53	0.11	0.06	1.13	0.13	0.43	0.36	0.12
Control Delay (s/veh)	54.0	56.2	11.7	53.5	42.2	2.1	166.3	3.8	1.1	64.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.0	56.2	11.7	53.5	42.2	2.1	166.3	3.8	1.1	64.4	10.8
Queue Length 50th (ft)	5	13	0	103	21	0	~125	25	3	29	44
Queue Length 95th (ft)	19	37	51	157	47	6	#260	41	3	66	77
Internal Link Dist (ft)		133			139			763			642
Turn Bay Length (ft)	120		120	165		165	350		150	100	
Base Capacity (vph)	270	285	298	601	633	389	120	2364	1459	105	2262
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.06	0.38	0.24	0.05	0.06	1.13	0.13	0.43	0.36	0.12

Intersection Summary

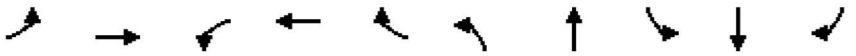
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	91	359	358	1132	39	484
v/c Ratio	0.40	0.71	0.71	0.42	0.37	0.17
Control Delay (s/veh)	51.8	12.9	12.8	2.3	62.8	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.8	12.9	12.8	2.3	62.8	2.1
Queue Length 50th (ft)	66	1	0	37	30	23
Queue Length 95th (ft)	109	90	88	71	68	52
Internal Link Dist (ft)		264		1056		763
Turn Bay Length (ft)	775		225		240	
Base Capacity (vph)	571	730	730	2677	105	2917
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.49	0.49	0.42	0.37	0.17

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	98	137	159	191	129	16	825	274	640	176
v/c Ratio	0.82	0.50	1.33	0.69	0.17	0.15	0.57	0.62	0.27	0.16
Control Delay (s/veh)	99.6	50.4	235.7	61.4	5.7	63.1	29.9	50.2	11.7	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.6	50.4	235.7	61.4	5.7	63.1	29.9	50.2	11.7	3.4
Queue Length 50th (ft)	76	94	~159	142	7	13	173	196	106	0
Queue Length 95th (ft)	#174	150	#300	210	44	39	238	#337	173	37
Internal Link Dist (ft)		201		208			1241		1056	
Turn Bay Length (ft)	100		160			225		500		250
Base Capacity (vph)	120	578	120	585	751	105	1455	444	2350	1113
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.24	1.33	0.33	0.17	0.15	0.57	0.62	0.27	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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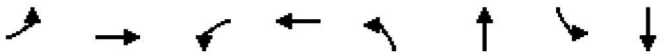
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	160	66	172	187	55	767	234	21	723	70
v/c Ratio	0.40	0.47	0.29	0.94	0.37	0.52	0.32	0.21	0.20	0.32	0.07
Control Delay (s/veh)	61.4	55.5	10.1	107.3	48.5	69.4	5.4	2.7	65.7	8.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	55.5	10.1	107.3	48.5	69.4	5.4	2.7	65.7	8.7	2.2
Queue Length 50th (ft)	41	63	0	~156	69	46	37	5	15	105	2
Queue Length 95th (ft)	82	95	30	#300	105	#96	53	14	m40	m76	m4
Internal Link Dist (ft)		585			309		1241			1241	
Turn Bay Length (ft)	200		25	200		270		25	240		25
Base Capacity (vph)	165	1052	529	183	1014	105	2409	1105	105	2276	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.15	0.12	0.94	0.18	0.52	0.32	0.21	0.20	0.32	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

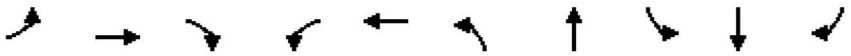
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	43	16	15	51	1003	24	959
v/c Ratio	0.61	0.20	0.15	0.13	0.49	0.39	0.23	0.39
Control Delay (s/veh)	62.6	19.7	56.3	42.1	58.5	11.5	50.7	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.6	19.7	56.3	42.1	58.5	11.5	50.7	6.0
Queue Length 50th (ft)	93	5	12	7	39	165	20	74
Queue Length 95th (ft)	150	38	35	29	73	307	m40	m120
Internal Link Dist (ft)		639		926		1246		1241
Turn Bay Length (ft)	200		100		180		280	
Base Capacity (vph)	526	509	526	525	105	2545	105	2432
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.08	0.03	0.03	0.49	0.39	0.23	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	81	40	47	6	63	49	966	20	741	116
v/c Ratio	0.55	0.15	0.16	0.06	0.27	0.40	0.36	0.17	0.29	0.10
Control Delay (s/veh)	67.3	45.8	3.8	54.8	44.8	50.8	3.0	53.3	1.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.3	45.8	3.8	54.8	44.8	50.8	3.0	53.3	1.5	0.3
Queue Length 50th (ft)	61	26	0	5	18	37	9	16	15	1
Queue Length 95th (ft)	114	64	11	19	42	75	75	m42	23	1
Internal Link Dist (ft)		517			319		1253		1246	
Turn Bay Length (ft)	90		50	300		270		240		300
Base Capacity (vph)	165	601	567	150	1083	135	2719	135	2583	1188
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.07	0.08	0.04	0.06	0.36	0.36	0.15	0.29	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	NBT	SBL	SBT
Lane Group Flow (vph)	1003	22	786
v/c Ratio	0.30	0.21	0.22
Control Delay (s/veh)	0.3	42.4	0.1
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.3	42.4	0.1
Queue Length 50th (ft)	3	17	0
Queue Length 95th (ft)	4	44	0
Internal Link Dist (ft)	764		1253
Turn Bay Length (ft)		250	
Base Capacity (vph)	3339	105	3610
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.30	0.21	0.22

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	289	71	29	222	104	63	834	94	73	633	74
v/c Ratio	0.49	0.68	0.16	0.14	0.63	0.26	0.38	0.42	0.10	0.46	0.22	0.08
Control Delay (s/veh)	40.5	41.4	4.9	55.0	51.5	6.4	57.7	18.8	2.3	63.8	8.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.5	41.4	4.9	55.0	51.5	6.4	57.7	18.8	2.3	63.8	8.2	3.4
Queue Length 50th (ft)	37	235	16	11	158	0	46	202	0	58	93	10
Queue Length 95th (ft)	61	326	28	27	219	34	93	312	20	111	121	26
Internal Link Dist (ft)		1525			272			428			382	
Turn Bay Length (ft)	180		160	240		240	275		275	250		300
Base Capacity (vph)	204	649	629	208	649	629	180	1993	944	160	2840	937
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.45	0.11	0.14	0.34	0.17	0.35	0.42	0.10	0.46	0.22	0.08

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	167	832	112	227	1537	262	740	226	466	979
v/c Ratio	0.82	0.85	0.21	0.82	1.03	0.86	0.75	0.42	1.06	0.55
Control Delay (s/veh)	85.5	50.6	6.1	41.1	30.8	73.5	44.8	14.7	103.3	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.5	50.6	6.1	41.1	30.8	73.5	44.8	14.7	103.3	30.8
Queue Length 50th (ft)	67	316	0	94	~427	196	275	49	~400	210
Queue Length 95th (ft)	#126	390	39	m75	m215	#325	322	111	#679	257
Internal Link Dist (ft)		816			2561		1187			367
Turn Bay Length (ft)	200		170	190		465			150	
Base Capacity (vph)	204	1052	554	276	1499	330	1173	622	440	1778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.79	0.20	0.82	1.03	0.79	0.63	0.36	1.06	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	1401	153	93	1662	182	201	460	84	406
v/c Ratio	1.27	1.14	0.22	0.89	1.42	0.27	0.99	0.60	0.80	0.28
Control Delay (s/veh)	204.0	92.8	3.5	68.0	221.4	13.3	116.0	31.4	101.9	16.4
Queue Delay	0.0	4.8	0.0	0.0	0.0	0.0	0.0	78.3	0.0	0.0
Total Delay (s/veh)	204.0	97.6	3.5	68.0	221.4	13.3	116.0	109.7	101.9	16.4
Queue Length 50th (ft)	~163	~682	21	70	~905	47	81	271	66	72
Queue Length 95th (ft)	m#228	m#705	m29	m52	m397	m28	#147	352	#144	100
Internal Link Dist (ft)		2561			2561			744		380
Turn Bay Length (ft)	100		150	225		200	260		100	
Base Capacity (vph)	135	1233	695	105	1173	675	204	766	105	1465
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	695	0	0	0	0	0	668	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.27	2.60	0.22	0.89	1.42	0.27	0.99	4.69	0.80	0.28

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	139	1051	229	179	1199	55	393	687	255	77	552
v/c Ratio	0.68	1.38	0.32	0.77	1.55	0.08	2.02	0.56	0.34	0.73	1.01
Control Delay (s/veh)	28.8	201.5	12.8	77.6	283.4	6.0	502.7	34.2	18.8	92.4	82.9
Queue Delay	125.0	3.5	68.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	153.8	205.0	81.0	77.6	283.4	6.0	502.7	34.2	18.8	92.4	82.9
Queue Length 50th (ft)	47	~1043	49	70	~1274	0	~476	226	100	60	~430
Queue Length 95th (ft)	m43	m#883	m42	#125	#1614	m24	#673	287	164	#141	#668
Internal Link Dist (ft)		1			670			1242			424
Turn Bay Length (ft)	200		140	150		160	215		125	250	
Base Capacity (vph)	204	760	716	233	775	729	195	1233	742	105	547
Starvation Cap Reductn	180	288	550	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	5.79	2.23	1.38	0.77	1.55	0.08	2.02	0.56	0.34	0.73	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑↕		↰	↑↕	
Traffic Vol, veh/h	27	3	39	14	17	58	33	1025	6	29	736	36
Future Vol, veh/h	27	3	39	14	17	58	33	1025	6	29	736	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	3	42	15	18	63	36	1114	7	32	800	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1521	2075	420	1654	2091	560	839	0	0	1121	0	0
Stage 1	883	883	-	1189	1189	-	-	-	-	-	-	-
Stage 2	638	1192	-	465	902	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	120	60	*889	*91	58	477	996	-	-	631	-	-
Stage 1	490	492	-	*203	264	-	-	-	-	-	-	-
Stage 2	436	263	-	*838	480	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	64	55	*889	*78	53	477	996	-	-	631	-	-
Mov Cap-2 Maneuver	197	159	-	*78	53	-	-	-	-	-	-	-
Stage 1	466	468	-	*195	254	-	-	-	-	-	-	-
Stage 2	338	253	-	*753	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.32	70.82	0.27	0.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	996	-	-	345	143	631	-	-
HCM Lane V/C Ratio	0.036	-	-	0.218	0.675	0.05	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	18.3	70.8	11	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	3.8	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	7	1293	19	31	1261	15	176	62
v/c Ratio	0.07	1.08	0.02	0.26	0.52	0.01	0.37	0.14
Control Delay (s/veh)	60.9	56.8	0.0	66.4	4.6	0.0	13.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.9	56.8	0.0	66.4	4.6	0.0	13.9	11.4
Queue Length 50th (ft)	5	~1163	0	25	82	0	28	3
Queue Length 95th (ft)	m7	m185	m0	m45	107	m0	90	39
Internal Link Dist (ft)		490			225		610	253
Turn Bay Length (ft)	167		420	175		215		
Base Capacity (vph)	105	1194	1031	165	2430	1101	478	437
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.08	0.02	0.19	0.52	0.01	0.37	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	1234	15	1186	144	31	98	209	36	169
v/c Ratio	1.67	0.98	0.01	0.58	0.15	0.30	0.37	0.72	0.09	0.36
Control Delay (s/veh)	345.0	28.3	0.0	8.2	1.6	61.7	56.8	61.2	37.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	345.0	28.3	0.0	8.2	1.6	61.7	56.8	61.2	37.9	7.6
Queue Length 50th (ft)	~225	400	0	193	5	23	38	155	24	0
Queue Length 95th (ft)	m#229	m#981	m0	m172	m10	57	66	224	49	54
Internal Link Dist (ft)		382		930			275		379	
Turn Bay Length (ft)	100				150	150				
Base Capacity (vph)	120	1265	1115	2043	965	105	541	586	791	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	0.98	0.01	0.58	0.15	0.30	0.18	0.36	0.05	0.22

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	12	19	238	1028	13	23	153	523	1657	27	565
v/c Ratio	0.10	0.15	0.84	1.36	0.02	0.03	1.34	0.38	1.11	0.24	0.45
Control Delay (s/veh)	49.9	51.1	54.0	199.6	21.7	0.1	185.9	3.6	80.5	54.3	29.3
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	49.9	51.1	54.2	199.6	21.7	0.1	185.9	3.6	80.5	54.3	29.4
Queue Length 50th (ft)	8	13	100	~1007	6	0	~138	36	~1367	18	161
Queue Length 95th (ft)	27	36	173	#1193	18	0	m52	m15	m588	46	201
Internal Link Dist (ft)		446			1655			774			637
Turn Bay Length (ft)	120		120	165		165	350		150	100	
Base Capacity (vph)	295	310	282	756	796	880	114	1391	1488	114	1245
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	1	0	0	0	0	0	0	0	64
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.06	0.85	1.36	0.02	0.03	1.34	0.38	1.11	0.24	0.48

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



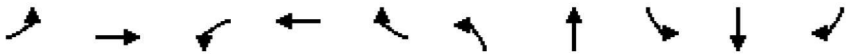
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	64	1327	1323	3117	63	1825
v/c Ratio	0.09	2.14	2.06	1.97	0.55	0.96
Control Delay (s/veh)	21.1	542.1	503.4	454.9	64.4	18.5
Queue Delay	0.1	0.0	0.0	0.6	0.0	0.0
Total Delay (s/veh)	21.2	542.1	503.4	455.6	64.4	18.5
Queue Length 50th (ft)	28	~1593	~1547	~1835	42	459
Queue Length 95th (ft)	51	#1687	#1641	m#831	m47	m315
Internal Link Dist (ft)		1240		1054		774
Turn Bay Length (ft)	775		225		240	
Base Capacity (vph)	722	619	643	1582	114	1903
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	226	0	0	264	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	2.14	2.06	2.36	0.55	0.96

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	288	271	137	111	172	264	2550	192	3693	222
v/c Ratio	2.20	0.77	0.51	0.23	0.23	2.02	1.86	0.72	2.23	0.27
Control Delay (s/veh)	588.9	47.1	50.2	32.0	10.2	510.2	415.1	54.2	574.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	588.9	47.1	50.2	32.0	10.2	510.2	415.1	54.2	574.5	4.9
Queue Length 50th (ft)	~328	144	90	63	34	~292	~1461	128	~2226	14
Queue Length 95th (ft)	#491	214	150	97	76	#450	#1573	m#115	m#1490	m0
Internal Link Dist (ft)		204		275			1244		1054	
Turn Bay Length (ft)	100		160			225		500		250
Base Capacity (vph)	131	626	268	639	754	131	1370	268	1653	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.20	0.43	0.51	0.17	0.23	2.02	1.86	0.72	2.23	0.27

Intersection Summary

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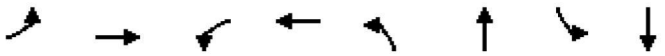
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	260	346	287	472	290	140	2720	383	47	4107	124
v/c Ratio	2.17	0.56	0.76	2.86	0.41	1.33	1.37	0.41	0.36	2.08	0.14
Control Delay (s/veh)	578.3	48.2	39.1	874.0	39.1	194.6	189.6	10.6	59.8	511.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	578.3	48.2	39.1	874.0	39.1	194.6	189.6	10.6	59.8	511.1	6.7
Queue Length 50th (ft)	~322	132	125	~627	96	~139	~1469	62	35	~2634	14
Queue Length 95th (ft)	#445	147	175	#760	112	m#124	m#1303	m59	67	#2588	45
Internal Link Dist (ft)		585			309		1241			1244	
Turn Bay Length (ft)	200		25	200		270		25	240		25
Base Capacity (vph)	120	1052	558	165	1127	105	1981	923	132	1970	918
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.17	0.33	0.51	2.86	0.26	1.33	1.37	0.41	0.36	2.08	0.14

Intersection Summary

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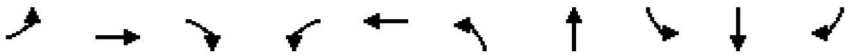
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	144	113	48	59	332	2728	190	4320
v/c Ratio	0.64	0.38	0.35	0.40	3.16	1.21	1.81	1.93
Control Delay (s/veh)	62.5	13.4	58.8	55.6	993.6	121.3	394.5	438.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.5	13.4	58.8	55.6	993.6	121.3	394.5	438.9
Queue Length 50th (ft)	108	4	36	41	~454	~1376	~221	~2737
Queue Length 95th (ft)	169	55	74	83	m#348	m#1012	m75	m#995
Internal Link Dist (ft)		639		926		1246		1241
Turn Bay Length (ft)	200		100		180		280	
Base Capacity (vph)	526	551	526	549	105	2251	105	2233
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.21	0.09	0.11	3.16	1.21	1.81	1.93

Intersection Summary

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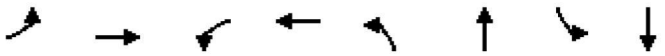
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	363	95	185	66	292	302	2739	67	3833	221
v/c Ratio	2.42	0.42	0.54	0.42	0.64	2.24	1.20	0.64	1.76	0.22
Control Delay (s/veh)	682.8	55.9	15.2	59.4	37.2	581.3	103.7	48.9	357.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	682.8	55.9	15.2	59.4	37.2	581.3	103.7	48.9	357.9	0.1
Queue Length 50th (ft)	~464	71	9	49	70	~379	~1357	56	~2311	0
Queue Length 95th (ft)	#656	123	78	94	110	m#328	m#1105	m31	m#883	m0
Internal Link Dist (ft)		517			319		1253		1246	
Turn Bay Length (ft)	90		50	300		270		240		300
Base Capacity (vph)	150	554	592	167	1061	135	2290	105	2178	1021
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.42	0.17	0.31	0.40	0.28	2.24	1.20	0.64	1.76	0.22

Intersection Summary

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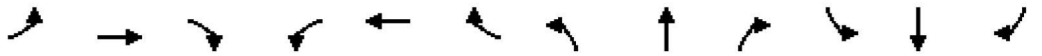
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	22	72	47	13	2696	356	3977
v/c Ratio	0.67	0.05	0.27	0.15	0.12	1.23	2.37	1.60
Control Delay (s/veh)	63.1	0.2	47.2	1.0	60.8	122.3	643.0	290.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.1	0.2	47.2	1.0	60.8	122.3	643.0	290.9
Queue Length 50th (ft)	117	0	51	0	9	~1423	~452	~2280
Queue Length 95th (ft)	171	0	88	0	m7	m#931	m#248	m#1197
Internal Link Dist (ft)		179		573		764		1253
Turn Bay Length (ft)	100		80		145		250	
Base Capacity (vph)	280	561	481	603	108	2199	150	2486
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.04	0.15	0.08	0.12	1.23	2.37	1.60

Intersection Summary

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	344	542	653	300	719	360	360	1976	242	182	3334	222
v/c Ratio	1.48	0.82	0.95	1.47	1.11	0.56	2.40	1.37	0.33	1.73	1.71	0.33
Control Delay (s/veh)	265.5	36.5	38.1	275.6	106.3	23.6	674.1	201.3	11.5	367.0	343.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	265.5	36.5	38.1	275.6	106.3	23.6	674.1	201.3	11.5	367.0	343.3	5.3
Queue Length 50th (ft)	~188	375	277	~164	~636	141	~459	~1063	50	~209	~1405	45
Queue Length 95th (ft)	m#211	m404	m#476	#248	#840	230	#632	#1162	106	m#104	m#669	m18
Internal Link Dist (ft)		1525			272			428			382	
Turn Bay Length (ft)	180		160	240		240	275		275	250		300
Base Capacity (vph)	233	665	687	204	649	639	150	1444	730	105	1945	676
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.48	0.82	0.95	1.47	1.11	0.56	2.40	1.37	0.33	1.73	1.71	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	399	1378	300	287	1381	263	820	279	359	986
v/c Ratio	1.14	1.17	0.48	1.23	0.92	1.35	0.76	0.47	1.14	0.52
Control Delay (s/veh)	139.8	124.8	19.3	158.9	9.0	227.8	42.7	16.3	137.7	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	139.8	124.8	19.3	158.9	9.0	227.8	42.7	16.3	137.7	30.1
Queue Length 50th (ft)	~186	~671	93	~136	150	~266	298	71	~336	211
Queue Length 95th (ft)	#287	#809	179	m#123	m110	#436	354	144	#575	255
Internal Link Dist (ft)		787			2556		525			575
Turn Bay Length (ft)	200		170	190		465			150	
Base Capacity (vph)	350	1173	621	233	1507	195	1233	655	316	1881
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	1.17	0.48	1.23	0.92	1.35	0.67	0.43	1.14	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	1568	208	51	1415	97	123	303	76	364
v/c Ratio	1.27	1.18	0.28	0.49	1.15	0.13	0.60	0.41	0.72	0.26
Control Delay (s/veh)	168.4	109.4	4.7	41.8	95.4	4.3	68.0	26.9	91.2	21.3
Queue Delay	0.0	7.9	0.0	0.0	0.0	0.0	0.0	2.8	118.1	0.0
Total Delay (s/veh)	168.4	117.4	4.7	41.8	95.4	4.3	68.0	29.7	209.4	21.3
Queue Length 50th (ft)	~154	~819	30	36	~681	19	48	160	59	84
Queue Length 95th (ft)	m#142	m#663	m26	m25	m353	m10	81	238	#141	120
Internal Link Dist (ft)		2556			2563			269		295
Turn Bay Length (ft)	100		150	225		200	260		100	
Base Capacity (vph)	120	1329	750	105	1233	734	204	746	105	1417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	940	0	0	0	0	0	326	81	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.28	4.03	0.28	0.49	1.15	0.13	0.60	0.72	3.17	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	185	1205	263	172	1193	49	255	516	224	86	629
v/c Ratio	0.79	1.52	0.35	0.74	1.51	0.07	1.55	0.45	0.32	0.72	1.15
Control Delay (s/veh)	52.7	257.8	2.7	92.4	269.0	5.0	309.7	34.2	19.9	86.1	124.3
Queue Delay	246.6	3.0	65.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	299.3	260.8	68.6	92.4	269.0	5.0	309.7	34.2	19.9	86.1	124.3
Queue Length 50th (ft)	79	~1345	31	72	~1325	0	~278	167	90	67	~571
Queue Length 95th (ft)	m70	m#1084	m25	#123	#1594	m21	#445	220	152	#150	#802
Internal Link Dist (ft)		1			574			1238			424
Turn Bay Length (ft)	200		140	150		160	215		125	250	
Base Capacity (vph)	233	791	741	233	791	741	165	1143	699	120	549
Starvation Cap Reductn	228	279	552	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	37.00	2.35	1.39	0.74	1.51	0.07	1.55	0.45	0.32	0.72	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	37.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	164	38	24	98	37	28	775	14	24	787	16
Future Vol, veh/h	24	164	38	24	98	37	28	775	14	24	787	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	167	39	24	100	38	29	791	14	24	803	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1363	1722	410	1389	1723	403	819	0	0	805	0	0
Stage 1	860	860	-	855	855	-	-	-	-	-	-	-
Stage 2	503	862	-	534	868	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	174	~ 113	*871	*165	113	603	1043	-	-	828	-	-
Stage 1	536	524	-	*323	378	-	-	-	-	-	-	-
Stage 2	525	375	-	*821	518	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	~ 10	~ 107	*871	*43	107	603	1043	-	-	828	-	-
Mov Cap-2 Maneuver	186	232	-	*43	107	-	-	-	-	-	-	-
Stage 1	520	508	-	*315	367	-	-	-	-	-	-	-
Stage 2	348	364	-	*511	503	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	74.47	$ 369.9	0.29	0.28
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	257	103	828	-	-
HCM Lane V/C Ratio	0.027	-	-	0.897	1.568	0.03	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	74.5	$ 369.9	9.5	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.8	12.3	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	25	1438	69	120	1360	14	109	40
v/c Ratio	0.24	1.11	0.06	1.00	0.52	0.01	0.36	0.14
Control Delay (s/veh)	66.3	65.1	0.0	125.7	5.3	0.3	19.2	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.3	65.1	0.0	125.7	5.3	0.3	19.2	12.3
Queue Length 50th (ft)	20	~1297	0	99	87	0	20	0
Queue Length 95th (ft)	m21	m63	m0	m#177	132	m0	74	29
Internal Link Dist (ft)		576			230		618	133
Turn Bay Length (ft)	167		420	175		215		
Base Capacity (vph)	105	1298	1125	120	2628	1188	303	280
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	1.11	0.06	1.00	0.52	0.01	0.36	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	170	1336	15	10	1352	87	10	68	98	110	81
v/c Ratio	0.46	0.96	0.01	0.09	0.73	0.10	0.10	0.29	0.54	0.36	0.25
Control Delay (s/veh)	43.8	25.4	0.0	54.7	20.2	1.3	55.7	52.3	62.0	47.0	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.8	25.4	0.0	54.7	20.2	1.3	55.7	52.3	62.0	47.0	10.8
Queue Length 50th (ft)	137	523	0	8	461	0	8	24	74	74	0
Queue Length 95th (ft)	m136	m#1115	m0	m7	m173	m0	26	48	125	135	44
Internal Link Dist (ft)		382			930			192		379	
Turn Bay Length (ft)	100		100	140		150	150				
Base Capacity (vph)	372	1394	1216	106	1853	886	105	539	586	791	720
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.96	0.01	0.09	0.73	0.10	0.10	0.13	0.17	0.14	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	18	127	781	33	23	152	415	2436	40	380
v/c Ratio	0.05	0.16	0.41	0.94	0.04	0.03	1.27	0.33	1.64	0.38	0.33
Control Delay (s/veh)	53.8	56.3	11.5	53.0	20.4	1.0	162.4	8.7	310.9	65.2	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay (s/veh)	53.8	56.3	11.5	53.0	20.4	1.0	162.4	8.7	311.2	65.2	32.3
Queue Length 50th (ft)	5	14	0	~641	15	0	~153	73	~2739	30	117
Queue Length 95th (ft)	19	38	54	#898	36	4	m64	m32	m262	68	161
Internal Link Dist (ft)		133			139			763			642
Turn Bay Length (ft)	120		120	165		165	350		150	100	
Base Capacity (vph)	270	285	312	828	871	877	120	1239	1486	105	1141
Starvation Cap Reductn	0	0	0	0	0	0	0	0	127	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.06	0.41	0.94	0.04	0.03	1.27	0.33	1.79	0.38	0.33

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



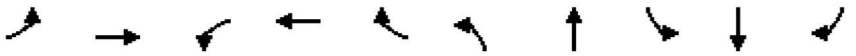
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	97	1018	1017	4026	41	1255
v/c Ratio	0.17	1.91	1.90	2.10	0.39	0.56
Control Delay (s/veh)	30.7	439.5	438.7	513.7	47.5	4.8
Queue Delay	0.8	0.0	0.0	0.5	0.0	0.0
Total Delay (s/veh)	31.4	439.5	438.7	514.2	47.5	4.8
Queue Length 50th (ft)	54	~1244	~1242	~2666	31	48
Queue Length 95th (ft)	97	#1514	#1513	m#940	m47	m67
Internal Link Dist (ft)		264		1056		763
Turn Bay Length (ft)	775		225		240	
Base Capacity (vph)	571	534	534	1913	105	2226
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	285	0	0	292	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	1.91	1.90	2.48	0.39	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	183	260	244	214	161	141	3498	333	2492	187
v/c Ratio	1.53	0.77	2.03	0.65	0.22	1.34	2.39	0.85	1.22	0.20
Control Delay (s/veh)	311.5	55.2	521.4	54.5	11.5	204.3	645.2	60.8	117.3	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	311.5	55.2	521.4	54.5	11.5	204.3	645.2	60.8	117.3	4.9
Queue Length 50th (ft)	~198	168	~296	156	36	~141	~2343	270	~1238	18
Queue Length 95th (ft)	#346	244	#462	220	82	m68	m#1263	m#236	m#353	m14
Internal Link Dist (ft)		201		208			1241		1056	
Turn Bay Length (ft)	100		160			225		500		250
Base Capacity (vph)	120	570	120	585	733	105	1466	392	2048	952
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.53	0.46	2.03	0.37	0.22	1.34	2.39	0.85	1.22	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



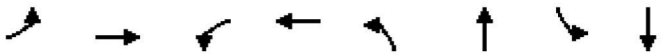
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	81	277	105	357	299	90	3541	546	47	2711	119
v/c Ratio	0.55	0.59	0.38	2.38	0.55	0.86	1.60	0.53	0.45	1.26	0.12
Control Delay (s/veh)	67.3	54.2	18.3	665.4	49.7	54.5	286.4	1.8	48.0	131.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.3	54.2	18.3	665.4	49.7	54.5	286.4	1.8	48.0	131.4	0.6
Queue Length 50th (ft)	61	107	16	~454	112	75	~2087	3	39	~1383	1
Queue Length 95th (ft)	114	147	66	#643	154	m45	m#67	m0	m33	m#981	m1
Internal Link Dist (ft)		585			309		1241			1241	
Turn Bay Length (ft)	200		25	200		270		25	240		25
Base Capacity (vph)	165	1052	529	150	1012	105	2217	1023	105	2150	995
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.26	0.20	2.38	0.30	0.86	1.60	0.53	0.45	1.26	0.12

Intersection Summary

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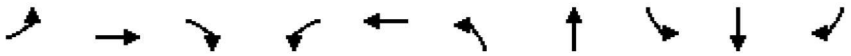
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	69	38	15	71	4262	26	3242
v/c Ratio	0.64	0.27	0.30	0.12	0.68	1.76	0.25	1.39
Control Delay (s/veh)	62.5	15.7	58.9	40.1	56.3	364.2	53.1	198.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.5	15.7	58.9	40.1	56.3	364.2	53.1	198.1
Queue Length 50th (ft)	105	5	29	7	53	~2664	19	~1801
Queue Length 95th (ft)	165	46	64	29	m29	m#1184	m16	m#1262
Internal Link Dist (ft)		639		926		1246		1241
Turn Bay Length (ft)	200		100		180		280	
Base Capacity (vph)	526	523	526	525	105	2421	105	2339
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.13	0.07	0.03	0.68	1.76	0.25	1.39

Intersection Summary

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Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



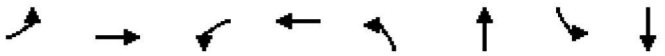
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	294	97	70	79	130	96	4081	65	2845	313
v/c Ratio	1.74	0.42	0.26	0.57	0.38	0.73	1.79	0.50	1.29	0.30
Control Delay (s/veh)	388.9	55.5	10.2	69.9	36.8	52.7	377.5	45.6	142.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	388.9	55.5	10.2	69.9	36.8	52.7	377.5	45.6	142.2	0.3
Queue Length 50th (ft)	~341	73	0	60	33	71	~2534	54	~1462	1
Queue Length 95th (ft)	#516	125	34	112	63	m45	m#1310	m42	m#57	m0
Internal Link Dist (ft)		517			319		1253		1246	
Turn Bay Length (ft)	90		50	300		270		240		300
Base Capacity (vph)	169	601	567	150	1087	135	2278	135	2212	1041
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.74	0.16	0.12	0.53	0.12	0.71	1.79	0.48	1.29	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



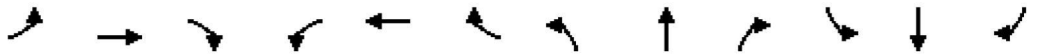
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	135	15	39	20	25	4107	59	2929
v/c Ratio	0.66	0.03	0.27	0.07	0.22	1.61	0.56	1.13
Control Delay (s/veh)	65.7	0.1	56.1	0.5	65.7	295.3	37.8	74.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.7	0.1	56.1	0.5	65.7	295.3	37.8	74.1
Queue Length 50th (ft)	101	0	28	0	19	~2456	43	~1368
Queue Length 95th (ft)	165	0	65	0	m8	m804	m36	m#1051
Internal Link Dist (ft)		285		573		764		1253
Turn Bay Length (ft)	100		80		145		250	
Base Capacity (vph)	255	601	481	584	115	2555	105	2584
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.02	0.08	0.03	0.22	1.61	0.56	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	287	733	408	207	662	276	627	3637	274	257	2274	303
v/c Ratio	1.41	1.13	0.60	1.01	1.02	0.43	3.48	2.52	0.38	2.14	1.20	0.42
Control Delay (s/veh)	231.1	109.7	27.4	122.8	80.0	15.8	Error	705.5	15.7	542.7	114.9	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	231.1	109.7	27.4	122.8	80.0	15.8	Error	705.5	15.7	542.7	114.9	7.1
Queue Length 50th (ft)	~155	~657	210	~85	~544	71	~865	~2472	80	~320	~801	77
Queue Length 95th (ft)	m#170	m#749	m270	#167	#774	148	#1092	#2578	151	m#272	m#648	m57
Internal Link Dist (ft)		1525			272			428			382	
Turn Bay Length (ft)	180		160	240		240	275		275	250		300
Base Capacity (vph)	204	649	675	204	649	649	180	1444	716	120	1901	713
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	1.13	0.60	1.01	1.02	0.43	3.48	2.52	0.38	2.14	1.20	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	167	836	112	242	1575	262	740	230	474	979
v/c Ratio	0.82	0.85	0.21	0.90	1.05	0.86	0.75	0.42	1.08	0.55
Control Delay (s/veh)	85.5	50.3	6.1	44.6	40.7	73.5	44.6	15.1	110.1	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.5	50.3	6.1	44.6	40.7	73.5	44.6	15.1	110.1	30.8
Queue Length 50th (ft)	67	314	0	~117	~471	196	275	52	~412	210
Queue Length 95th (ft)	#126	392	39	m77	m212	#325	322	115	#693	257
Internal Link Dist (ft)		816			2561		1187			367
Turn Bay Length (ft)	200		170	190		465			150	
Base Capacity (vph)	204	1052	554	269	1500	330	1173	621	438	1778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.79	0.20	0.90	1.05	0.79	0.63	0.37	1.08	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	1419	153	93	1720	182	201	460	84	406
v/c Ratio	1.27	1.15	0.22	0.89	1.47	0.27	0.99	0.60	0.80	0.28
Control Delay (s/veh)	203.5	98.9	3.5	67.7	242.6	13.4	116.0	31.4	101.9	16.4
Queue Delay	0.0	4.7	0.0	0.0	0.0	0.0	0.0	78.3	0.0	0.0
Total Delay (s/veh)	203.5	103.6	3.5	67.7	242.6	13.4	116.0	109.7	101.9	16.4
Queue Length 50th (ft)	~163	~695	21	70	~954	48	81	271	66	72
Queue Length 95th (ft)	m#225	m#711	m30	m52	m406	m27	#147	352	#144	100
Internal Link Dist (ft)		2561			2561			744		380
Turn Bay Length (ft)	100		150	225		200	260		100	
Base Capacity (vph)	135	1233	695	105	1173	673	204	766	105	1465
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	692	0	0	0	0	0	668	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.27	2.62	0.22	0.89	1.47	0.27	0.99	4.69	0.80	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	139	1061	237	179	1229	55	416	687	255	77	552
v/c Ratio	0.68	1.40	0.33	0.77	1.59	0.08	2.13	0.56	0.34	0.73	1.01
Control Delay (s/veh)	28.8	207.3	13.2	78.0	299.9	5.0	553.5	34.2	18.9	92.4	82.9
Queue Delay	127.2	3.5	67.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	156.0	210.8	81.0	78.0	299.9	5.0	553.5	34.2	18.9	92.4	82.9
Queue Length 50th (ft)	47	~1059	52	70	~1327	0	~513	226	100	60	~430
Queue Length 95th (ft)	m42	m#880	m44	m#124	#1643	m24	#713	287	165	#141	#668
Internal Link Dist (ft)		1			670			1242			424
Turn Bay Length (ft)	200		140	150		160	215		125	250	
Base Capacity (vph)	204	760	716	233	775	729	195	1233	741	105	547
Starvation Cap Reductn	181	288	547	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	6.04	2.25	1.40	0.77	1.59	0.08	2.13	0.56	0.34	0.73	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	3	39	28	17	79	33	1025	10	36	736	36
Future Vol, veh/h	27	3	39	28	17	79	33	1025	10	36	736	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	3	42	30	18	86	36	1114	11	39	800	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1536	2095	420	1671	2109	563	839	0	0	1125	0	0
Stage 1	898	898	-	1191	1191	-	-	-	-	-	-	-
Stage 2	638	1197	-	480	917	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	58	*889	*87	57	475	996	-	-	628	-	-
Stage 1	478	483	-	*202	263	-	-	-	-	-	-	-
Stage 2	436	261	-	*838	471	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	57	52	*889	*74	51	475	996	-	-	628	-	-
Mov Cap-2 Maneuver	182	152	-	*74	51	-	-	-	-	-	-	-
Stage 1	448	453	-	*195	254	-	-	-	-	-	-	-
Stage 2	319	252	-	*743	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.36	125.43	0.27	0.49
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	996	-	-	325	141	628	-	-
HCM Lane V/C Ratio	0.036	-	-	0.231	0.955	0.062	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	19.4	125.4	11.1	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	6.7	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	7	1293	28	56	1261	15	241	62
v/c Ratio	0.05	0.52	0.02	0.53	0.48	0.01	0.73	0.19
Control Delay (s/veh)	46.1	1.5	0.0	68.6	2.5	0.0	45.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.1	1.5	0.0	68.6	2.5	0.0	45.3	14.8
Queue Length 50th (ft)	4	28	0	46	32	0	118	3
Queue Length 95th (ft)	m7	m35	m0	m81	96	m0	#249	44
Internal Link Dist (ft)		490			389		610	253
Turn Bay Length (ft)	167		420	175		215		
Base Capacity (vph)	140	2496	1130	105	2695	1216	329	320
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.52	0.02	0.53	0.47	0.01	0.73	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	1317	15	1212	144	31	98	209	36	169
v/c Ratio	1.67	1.03	0.01	0.59	0.15	0.13	0.37	0.74	0.14	0.47
Control Delay (s/veh)	364.8	56.6	0.0	8.3	1.5	43.6	56.8	64.0	51.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	364.8	56.6	0.0	8.3	1.5	43.6	56.8	64.0	51.1	12.1
Queue Length 50th (ft)	~224	~1074	0	201	4	21	38	156	27	0
Queue Length 95th (ft)	m#374	#1446	m0	m179	m10	48	66	227	59	65
Internal Link Dist (ft)		382		930			295		379	
Turn Bay Length (ft)	100		100		150	150				
Base Capacity (vph)	120	1275	1123	2062	973	236	541	586	791	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	1.03	0.01	0.59	0.15	0.13	0.18	0.36	0.05	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	12	19	238	1031	13	23	153	523	1698	27	565
v/c Ratio	0.10	0.15	0.84	1.36	0.02	0.03	1.34	0.38	1.14	0.24	0.45
Control Delay (s/veh)	49.9	51.1	54.0	201.3	21.7	0.1	185.9	3.6	92.7	54.3	29.3
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	49.9	51.1	54.2	201.3	21.7	0.1	185.9	3.6	92.7	54.3	29.4
Queue Length 50th (ft)	8	13	100	~1011	6	0	~138	36	~1431	18	161
Queue Length 95th (ft)	27	36	173	#1196	18	0	m51	m15	m593	46	201
Internal Link Dist (ft)		446			1655			774			637
Turn Bay Length (ft)	120		120	165		165	350		150	100	
Base Capacity (vph)	295	310	282	756	796	880	114	1391	1488	114	1245
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	1	0	0	0	0	0	0	0	66
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.06	0.85	1.36	0.02	0.03	1.34	0.38	1.14	0.24	0.48

Intersection Summary

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Queue shown is maximum after two cycles.

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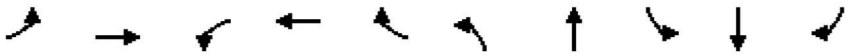
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	64	1334	1329	3171	63	1829
v/c Ratio	0.09	2.16	2.07	2.00	0.55	0.96
Control Delay (s/veh)	21.1	547.1	507.6	470.2	64.5	18.6
Queue Delay	0.1	0.0	0.0	0.7	0.0	0.0
Total Delay (s/veh)	21.2	547.1	507.6	470.9	64.5	18.6
Queue Length 50th (ft)	28	~1605	~1556	~1878	42	465
Queue Length 95th (ft)	51	#1697	#1650	m#833	m48	m315
Internal Link Dist (ft)		1240		1054		774
Turn Bay Length (ft)	775		225		240	
Base Capacity (vph)	722	619	643	1582	114	1903
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	226	0	0	277	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	2.16	2.07	2.43	0.55	0.96

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	288	271	138	111	172	264	2604	192	3709	222
v/c Ratio	2.20	0.77	0.51	0.23	0.23	2.02	1.90	0.72	2.25	0.28
Control Delay (s/veh)	588.9	47.1	50.1	32.0	10.2	510.2	432.4	54.3	581.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	588.9	47.1	50.1	32.0	10.2	510.2	432.4	54.3	581.2	4.9
Queue Length 50th (ft)	~328	144	91	63	34	~292	~1503	128	~2239	20
Queue Length 95th (ft)	#491	214	152	97	76	#450	#1614	m#113	m#1492	m0
Internal Link Dist (ft)		204		275			1244		1054	
Turn Bay Length (ft)	100		160			225		500		250
Base Capacity (vph)	131	626	270	639	754	131	1370	266	1649	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.20	0.43	0.51	0.17	0.23	2.02	1.90	0.72	2.25	0.28

Intersection Summary

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Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



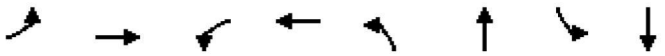
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	260	346	287	473	290	140	2780	388	47	4125	124
v/c Ratio	2.17	0.56	0.76	2.87	0.41	1.33	1.40	0.42	0.36	2.09	0.14
Control Delay (s/veh)	578.3	48.2	39.1	876.7	39.1	194.6	203.1	10.6	59.8	515.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	578.3	48.2	39.1	876.7	39.1	194.6	203.1	10.6	59.8	515.1	6.7
Queue Length 50th (ft)	~322	132	125	~629	96	~140	~1521	65	35	~2649	14
Queue Length 95th (ft)	#445	147	175	#761	112	m#122	m#1311	m58	67	#2602	45
Internal Link Dist (ft)		585			309		1241			1244	
Turn Bay Length (ft)	200		25	200		270		25	240		25
Base Capacity (vph)	120	1052	558	165	1127	105	1981	923	132	1970	918
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.17	0.33	0.51	2.87	0.26	1.33	1.40	0.42	0.36	2.09	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



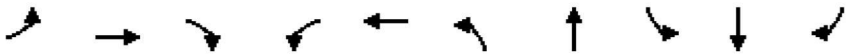
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	144	113	49	59	332	2790	190	4339
v/c Ratio	0.64	0.38	0.36	0.40	3.16	1.24	1.81	1.94
Control Delay (s/veh)	62.5	13.4	59.0	55.6	993.5	133.6	394.5	442.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.5	13.4	59.0	55.6	993.5	133.6	394.5	442.7
Queue Length 50th (ft)	108	4	37	41	~454	~1430	~221	~2754
Queue Length 95th (ft)	169	55	76	83	m#340	m#1013	m74	m#996
Internal Link Dist (ft)		639		926		1246		1241
Turn Bay Length (ft)	200		100		180		280	
Base Capacity (vph)	526	551	526	549	105	2251	105	2233
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.21	0.09	0.11	3.16	1.24	1.81	1.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



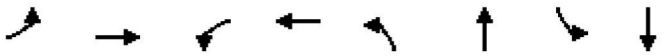
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	363	95	185	68	292	302	2808	67	3853	221
v/c Ratio	2.42	0.42	0.54	0.43	0.64	2.24	1.23	0.64	1.77	0.22
Control Delay (s/veh)	682.8	55.9	15.4	59.6	37.0	581.2	118.5	48.9	362.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	682.8	55.9	15.4	59.6	37.0	581.2	118.5	48.9	362.9	0.1
Queue Length 50th (ft)	~464	71	10	51	70	~380	~1417	56	~2328	0
Queue Length 95th (ft)	#656	123	79	96	110	m#321	m#1112	m31	m#887	m0
Internal Link Dist (ft)		517			319		1253		1246	
Turn Bay Length (ft)	90		50	300		270		240		300
Base Capacity (vph)	150	554	592	168	1061	135	2285	105	2175	1020
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.42	0.17	0.31	0.40	0.28	2.24	1.23	0.64	1.77	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	22	72	47	13	2769	356	3999
v/c Ratio	0.67	0.05	0.27	0.15	0.12	1.26	2.37	1.61
Control Delay (s/veh)	63.1	0.2	47.2	1.0	61.3	137.0	643.0	294.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.1	0.2	47.2	1.0	61.3	137.0	643.0	294.8
Queue Length 50th (ft)	117	0	51	0	9	~1488	~452	~2297
Queue Length 95th (ft)	171	0	88	0	m7	m#932	m#247	m#1197
Internal Link Dist (ft)		179		573		764		1253
Turn Bay Length (ft)	100		80		145		250	
Base Capacity (vph)	280	561	481	603	108	2198	150	2486
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.04	0.15	0.08	0.12	1.26	2.37	1.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	416	550	661	300	722	360	363	1976	242	182	3334	244
v/c Ratio	1.79	0.83	0.96	1.47	1.11	0.56	2.42	1.37	0.33	1.73	1.71	0.36
Control Delay (s/veh)	393.2	34.4	39.2	275.6	107.9	23.7	682.8	201.3	11.5	367.0	343.3	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	393.2	34.4	39.2	275.6	107.9	23.7	682.8	201.3	11.5	367.0	343.3	5.5
Queue Length 50th (ft)	~250	388	427	~164	~641	142	~464	~1063	50	~209	~1405	50
Queue Length 95th (ft)	m#258	m385	m437	#248	#844	231	#638	#1162	106	m#101	m#663	m20
Internal Link Dist (ft)		1525			272			428			382	
Turn Bay Length (ft)	180		160	240		240	275		275	250		300
Base Capacity (vph)	233	665	687	204	649	638	150	1444	730	105	1945	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.79	0.83	0.96	1.47	1.11	0.56	2.42	1.37	0.33	1.73	1.71	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	399	1394	300	296	1404	263	820	295	381	986
v/c Ratio	1.14	1.19	0.48	1.27	0.93	1.35	0.76	0.50	1.21	0.52
Control Delay (s/veh)	139.8	130.2	19.4	174.3	9.5	227.8	42.5	17.8	164.0	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	139.8	130.2	19.4	174.3	9.5	227.8	42.5	17.8	164.0	30.1
Queue Length 50th (ft)	~186	~684	94	~143	156	~266	298	83	~372	211
Queue Length 95th (ft)	#287	#823	179	m#125	m107	#436	354	160	#614	255
Internal Link Dist (ft)		787			2556		525			575
Turn Bay Length (ft)	200		170	190		465			150	
Base Capacity (vph)	350	1173	620	233	1507	195	1233	654	314	1881
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	1.19	0.48	1.27	0.93	1.35	0.67	0.45	1.21	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	1622	208	51	1446	97	123	303	76	364
v/c Ratio	1.27	1.22	0.28	0.49	1.17	0.13	0.60	0.41	0.72	0.26
Control Delay (s/veh)	168.5	127.4	4.8	41.8	106.2	4.3	68.0	26.9	91.2	21.3
Queue Delay	0.0	7.9	0.0	0.0	0.0	0.0	0.0	2.8	118.1	0.0
Total Delay (s/veh)	168.5	135.3	4.8	41.8	106.2	4.3	68.0	29.7	209.4	21.3
Queue Length 50th (ft)	~155	~866	29	36	~707	19	48	160	59	84
Queue Length 95th (ft)	m#138	m#682	m26	m25	m352	m10	81	238	#141	120
Internal Link Dist (ft)		2556			2563			269		295
Turn Bay Length (ft)	100		150	225		200	260		100	
Base Capacity (vph)	120	1329	748	105	1233	734	204	746	105	1417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	938	0	0	0	0	0	326	81	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.28	4.15	0.28	0.49	1.17	0.13	0.60	0.72	3.17	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	185	1236	285	172	1210	49	269	516	224	86	629
v/c Ratio	0.79	1.56	0.38	0.74	1.53	0.07	1.63	0.45	0.32	0.72	1.15
Control Delay (s/veh)	52.7	275.2	3.0	86.9	276.8	4.2	344.2	34.2	20.0	86.1	124.3
Queue Delay	273.8	3.0	65.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	326.5	278.2	68.2	86.9	276.8	4.2	344.2	34.2	20.0	86.1	124.3
Queue Length 50th (ft)	79	~1397	37	67	~1338	0	~300	167	90	67	~571
Queue Length 95th (ft)	m68	m#1074	m28	#123	#1583	m15	#471	220	152	#150	#802
Internal Link Dist (ft)		1			574			1238			424
Turn Bay Length (ft)	200		140	150		160	215		125	250	
Base Capacity (vph)	233	791	741	233	791	741	165	1143	699	120	549
Starvation Cap Reductn	229	279	544	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	46.25	2.41	1.45	0.74	1.53	0.07	1.63	0.45	0.32	0.72	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	62.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	164	38	33	98	50	28	775	29	46	787	16
Future Vol, veh/h	24	164	38	33	98	50	28	775	29	46	787	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	167	39	34	100	51	29	791	30	47	803	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1408	1783	410	1442	1776	410	819	0	0	820	0	0
Stage 1	905	905	-	863	863	-	-	-	-	-	-	-
Stage 2	503	878	-	579	913	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	158	~ 102	*871	*147	103	596	1043	-	-	817	-	-
Stage 1	497	495	-	*320	375	-	-	-	-	-	-	-
Stage 2	525	369	-	*821	490	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	-	~ 93	*871	*~ 29	~ 94	596	1043	-	-	817	-	-
Mov Cap-2 Maneuver	-	211	-	*~ 29	~ 94	-	-	-	-	-	-	-
Stage 1	469	466	-	*311	364	-	-	-	-	-	-	-
Stage 2	339	359	-	*474	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		$ 716.74	0.29	0.52
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	-	80	817	-	-
HCM Lane V/C Ratio	0.027	-	-	-	2.323	0.057	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	-	$ 716.7	9.7	-	-
HCM Lane LOS	A	-	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	17.2	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	25	1438	101	205	1360	14	150	40
v/c Ratio	0.24	0.61	0.09	1.24	0.52	0.01	0.50	0.13
Control Delay (s/veh)	75.3	1.8	0.0	181.8	3.4	0.0	28.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.3	1.8	0.0	181.8	3.4	0.0	28.3	1.3
Queue Length 50th (ft)	20	34	0	~197	61	0	47	0
Queue Length 95th (ft)	m20	m38	m0	#355	66	m0	115	3
Internal Link Dist (ft)		576			384		618	133
Turn Bay Length (ft)	167		420	175		215		
Base Capacity (vph)	105	2376	1097	165	2628	1188	300	313
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.61	0.09	1.24	0.52	0.01	0.50	0.13

Intersection Summary

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	170	1385	15	10	1435	87	10	68	98	110	81
v/c Ratio	1.03	0.99	0.01	0.09	0.63	0.08	0.10	0.28	0.59	0.37	0.23
Control Delay (s/veh)	111.9	33.9	0.0	65.7	11.8	0.5	55.7	51.5	66.4	48.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	111.9	33.9	0.0	65.7	11.8	0.5	55.7	51.5	66.4	48.1	4.4
Queue Length 50th (ft)	~133	413	0	8	207	0	8	24	74	74	0
Queue Length 95th (ft)	#281	#1561	m0	m7	m163	m0	26	47	130	137	19
Internal Link Dist (ft)		382			930			185		379	
Turn Bay Length (ft)	100		150	140		150	150				
Base Capacity (vph)	165	1403	1223	106	2284	1065	105	985	195	617	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.99	0.01	0.09	0.63	0.08	0.10	0.07	0.50	0.18	0.13

Intersection Summary

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	18	127	792	33	23	152	415	2459	40	380
v/c Ratio	0.05	0.16	0.41	0.96	0.04	0.03	1.27	0.33	1.65	0.38	0.33
Control Delay (s/veh)	53.8	56.3	11.5	55.4	20.4	1.0	162.4	8.6	317.7	65.2	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay (s/veh)	53.8	56.3	11.5	55.4	20.4	1.0	162.4	8.6	318.1	65.2	32.3
Queue Length 50th (ft)	5	14	0	~658	15	0	~153	73	~2777	30	117
Queue Length 95th (ft)	19	38	54	#915	36	4	m63	m32	m265	68	161
Internal Link Dist (ft)		133			139			763			642
Turn Bay Length (ft)	120		120	165		165	350		150	100	
Base Capacity (vph)	270	285	312	828	871	877	120	1239	1486	105	1141
Starvation Cap Reductn	0	0	0	0	0	0	0	0	126	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.06	0.41	0.96	0.04	0.03	1.27	0.33	1.81	0.38	0.33

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



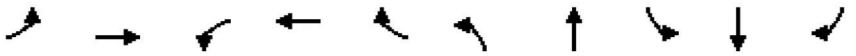
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	97	1038	1037	4055	41	1266
v/c Ratio	0.17	1.94	1.94	2.12	0.39	0.57
Control Delay (s/veh)	30.7	455.9	455.1	520.4	47.7	4.8
Queue Delay	0.8	0.0	0.0	0.5	0.0	0.0
Total Delay (s/veh)	31.4	455.9	455.1	520.9	47.7	4.8
Queue Length 50th (ft)	54	~1280	~1277	~2691	32	48
Queue Length 95th (ft)	97	#1550	#1549	m#940	m47	m66
Internal Link Dist (ft)		264		1056		763
Turn Bay Length (ft)	775		225		240	
Base Capacity (vph)	571	534	534	1913	105	2226
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	285	0	0	298	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	1.94	1.94	2.51	0.39	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	183	260	248	214	161	141	3529	333	2540	187
v/c Ratio	1.53	0.77	2.07	0.65	0.22	1.34	2.41	0.85	1.24	0.20
Control Delay (s/veh)	311.5	55.2	535.6	54.5	11.5	204.3	654.6	61.0	128.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	311.5	55.2	535.6	54.5	11.5	204.3	654.6	61.0	128.0	4.9
Queue Length 50th (ft)	~198	168	~303	156	36	~141	~2369	270	~1279	18
Queue Length 95th (ft)	#346	244	#469	220	82	m68	m#1263	m225	m#358	m14
Internal Link Dist (ft)		201		208			1241		1056	
Turn Bay Length (ft)	100		160			225		500		250
Base Capacity (vph)	120	570	120	585	733	105	1466	392	2048	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.53	0.46	2.07	0.37	0.22	1.34	2.41	0.85	1.24	0.20

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



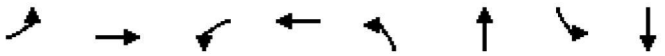
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	81	277	105	361	299	90	3571	549	47	2764	119
v/c Ratio	0.55	0.59	0.38	2.41	0.55	0.86	1.61	0.54	0.45	1.29	0.12
Control Delay (s/veh)	67.3	54.2	18.3	677.0	49.7	54.3	292.5	1.8	48.2	142.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.3	54.2	18.3	677.0	49.7	54.3	292.5	1.8	48.2	142.9	0.6
Queue Length 50th (ft)	61	107	16	~461	112	75	~2113	3	39	~1426	1
Queue Length 95th (ft)	114	147	66	#651	154	m45	m#67	m0	m33	m#985	m1
Internal Link Dist (ft)		585			309		1241			1241	
Turn Bay Length (ft)	200		25	200		270		25	240		25
Base Capacity (vph)	165	1052	529	150	1012	105	2217	1023	105	2150	995
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.26	0.20	2.41	0.30	0.86	1.61	0.54	0.45	1.29	0.12

Intersection Summary

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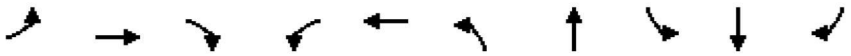
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	69	41	15	71	4300	26	3302
v/c Ratio	0.64	0.27	0.32	0.11	0.68	1.78	0.25	1.41
Control Delay (s/veh)	62.5	15.7	59.2	39.9	56.3	372.5	53.2	210.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.5	15.7	59.2	39.9	56.3	372.5	53.2	210.7
Queue Length 50th (ft)	105	5	31	7	53	~2699	19	~1856
Queue Length 95th (ft)	165	46	67	29	m28	m#1184	m16	m#1271
Internal Link Dist (ft)		639		926		1246		1241
Turn Bay Length (ft)	200		100		180		280	
Base Capacity (vph)	526	523	526	525	105	2416	105	2335
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.13	0.08	0.03	0.68	1.78	0.25	1.41

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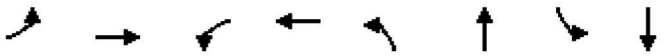
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	294	97	70	85	130	96	4121	65	2907	313
v/c Ratio	1.74	0.42	0.26	0.61	0.38	0.73	1.81	0.50	1.32	0.30
Control Delay (s/veh)	388.9	55.5	10.2	72.5	36.8	52.7	386.7	45.4	155.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	388.9	55.5	10.2	72.5	36.8	52.7	386.7	45.4	155.7	0.3
Queue Length 50th (ft)	~341	73	0	64	33	71	~2568	54	~1515	1
Queue Length 95th (ft)	#516	125	34	#120	63	m44	m#1311	m41	m#67	m0
Internal Link Dist (ft)		517			319		1253		1246	
Turn Bay Length (ft)	90		50	300		270		240		300
Base Capacity (vph)	169	601	567	150	1087	135	2274	135	2210	1039
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.74	0.16	0.12	0.57	0.12	0.71	1.81	0.48	1.32	0.30

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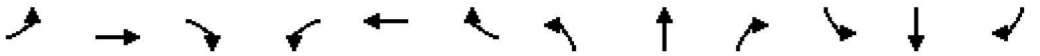
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	135	15	40	20	25	4150	59	2999
v/c Ratio	0.66	0.03	0.25	0.07	0.22	1.62	0.56	1.16
Control Delay (s/veh)	65.7	0.1	54.8	0.5	65.8	302.7	37.8	86.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.7	0.1	54.8	0.5	65.8	302.7	37.8	86.9
Queue Length 50th (ft)	101	0	28	0	19	~2493	43	~1428
Queue Length 95th (ft)	165	0	65	0	m8	m804	m35	m#1056
Internal Link Dist (ft)		285		573		764		1253
Turn Bay Length (ft)	100		80		145		250	
Base Capacity (vph)	255	600	481	584	115	2555	105	2584
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.03	0.08	0.03	0.22	1.62	0.56	1.16

Intersection Summary

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	330	738	412	207	670	276	634	3637	274	257	2274	378
v/c Ratio	1.62	1.14	0.61	1.01	1.03	0.43	3.52	2.52	0.38	2.14	1.20	0.53
Control Delay (s/veh)	319.1	99.4	16.3	122.8	83.1	15.8	Error	705.5	15.7	542.7	115.2	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	319.1	99.4	16.3	122.8	83.1	15.8	Error	705.5	15.7	542.7	115.2	9.7
Queue Length 50th (ft)	~189	~683	173	~85	~557	71	~876	~2472	80	~319	~801	129
Queue Length 95th (ft)	m#198	m#708	m199	#167	#787	148	#1104	#2578	151	m#267	m#622	m89
Internal Link Dist (ft)		1525			272			428			382	
Turn Bay Length (ft)	180		160	240		240	275		275	250		300
Base Capacity (vph)	204	649	675	204	649	649	180	1444	716	120	1901	711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.62	1.14	0.61	1.01	1.03	0.43	3.52	2.52	0.38	2.14	1.20	0.53

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