Appendix A

Scoping Agreement

City of Perris
www.cityofperris.org

CITY OF PERRIS
VMT SCOPING FORM FOR LAND USE PROJECTS

This Scoping Form acknowledges the City of Perris requirements for the evaluation of transportation impacts under CEQA. The analysis provided in this form should follow the City of Perris TIA Guidelines, dated May 12, 2020.

I. Project Description

Tract/Case No. DPR 21-00005

Project Name: Patterson-Nance warehouse (Duke)

Project Location: 33-acre site south of Harley Knox Blvd between Patterson Ave & Nevada Ave (Nance St to be vacated)

Project Description: 769.668 ksf warehouse with 5 driveways, to be constructed on vacant property

(Please attach a copy of the project Site Plan)

Current GP Land Use: Vacant **Proposed GP Land Use:** Warehouse

Current Zoning: General Industrial - PVCC SP **Proposed Zoning:** General Industrial - PVCC SP

If a project requires a General Plan Amendment or Zone change, then additional information and analysis should be provided to ensure the project is consistent with RHNA and RTP/SCS Strategies.

II. VMT Screening Criteria

A. Is the Project 100% affordable housing?	**YES**		**NO**	**X**	Attachments:
B. Is the Project within 1/2 mile of qualifying transit?	**YES**		**NO**	**X**	Attachments:
C. Is the Project a local serving land use?	**YES**		**NO**	**X**	Attachments:
D. Is the Project in a low VMT area?	**YES**		**NO**	**X**	Attachments:
E. Are the Project's Net Daily Trips less than 500 ADT?	**YES**		**NO**	**X**	Attachments:

Low VMT Area Evaluation:

Citywide VMT Averages[1]		
Citywide Home-Based VMT =	15.05	VMT/Capita
Citywide Employment-Based VMT =	11.62	VMT/Employee

WRCOG VMT MAP

Project TAZ	VMT Rate for Project TAZ[1]		Type of Project	
3754	13.42	VMT/Capita	Residential:	
	12.19	VMT/Employee	Non-Residential:	X

[1] Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation: ITE 10th Edition Trip Generation

Project Trip Generation: 1,077 Average Daily Trips (ADT)

Internal Trip Credit:	YES		NO	X	% Trip Credit:
Pass-By Trip Credit:	YES		NO	X	% Trip Credit:
Affordable Housing Credit:	YES		NO	X	% Trip Credit:
Existing Land Use Trip Credit:	YES		NO	X	Trip Credit:

Net Project Daily Trips: 1,077 Average Daily Trips (ADT) Attachments:

Does project trip generation warrant an LOS evaluation outside of CEQA? YES X NO

III. VMT Screening Summary

A. Is the Project presumed to have a less than significant impact on VMT?

A Project is presumed to have a less than significant impact on VMT if the Project satisfies at least one (1) of the VMT screening criteria.

Potentially Significant

B. Is mitigation required?

If the Project does not satisfy at least one (1) of the VMT screening criteria, then mitigation is required to reduce the Project's impact on VMT.

Mitigation Required

C. Is additional VMT modeling required to evaluate Project impacts?

YES	X	NO	

If the Project requires a zone change and/or General Plan Amendment AND generates 2,500 or more net daily trips, then additional VMT modeling using RIVTAM/RIVCOM is required. If the project generates less than 2,500 net daily trips, the Project TAZ VMT Rate can be used for mitigation purposes.

IV. MITIGATION

A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes:	**11.62**	**VMT/Employee**
B. Unmitigated Project TAZ VMT Rate:	**12.19**	**VMT/Employee**
C. Percentage Reduction Required to Achieve the Citywide Average VMT:	**4.68%**	

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates:	**CAPCOA Fact Sheets (City of Perris VMT Guidelines)**

Project Location Setting	**Suburban**

	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.	TRT-3 Provide Rideshare Program	3.00%
2.	TRT-7 Implement Commute Trip Reduction Marketing	2.00%
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
Total VMT Reduction (%)		**5.00%**

(Attach additional pages, if necessary, and a copy of all mitigation calculations.)

E. Mitigated Project TAZ VMT Rate:	**11.58**	**VMT/Employee**

F. Is the project pressumed to have a less than significant impact with mitigation?

Impact Adequately Mitigated

If the mitigated Project VMT rate is below the Citywide Average Rate, then the Project is presumed to have a less than significant impact with mitigation. If the answer is no, then additional VMT modeling may be required and a potentially significant and unavoidable impact may occur. All mitigation measures identified in Section IV.D. are subject to become Conditions of Approval of the project. Development review and processing fees should be submitted with, or prior to the submittal of this Form. The Planning Department staff will not process the Form prior to fees being paid to the City.

Prepared By		Developer/Applicant	
Company:	Albert A Webb Associates	**Company:**	Duke Realty
Contact:	Nicholas Lowe	**Contact:**	DJ Arellano
Address:	3788 McCray Street, Riverside, CA	**Address:**	200 Spectrum Center Dr #1600, Irvine, CA 92618
Phone:	951-207-0343	**Phone:**	949-797-7054
Email:	nick.lowe@webbassociates.com	**Email:**	dj.arellano@dukerealty.com
Date:	10/29/21	**Date:**	10/29/21

Approved by:

Perris Development Serivces Dept.	**Date**	**Perris Public Works Dept.**	**Date**

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Perris requirements for traffic impact analysis of the following project.

Case No. DPR 21-00005

Related Cases

SP No.

EIR No.

GPA No.

CZ No.

Project Name Patterson-Nance Warehouse (Duke)

Project Address 33-acre site south of Harley Knox Blvd between Patterson Ave & Nevada Ave

Project Description 769.668 ksf warehouse with 5 driveways, to be constructed on vacant property

	Consultant	**Developer**
Name	Albert A. Webb Associates	Duke Realty
Address	3788 McCray St Riverside, CA 92506	200 Spectrum Center Dr #1600 Irvine, CA 92618
Telephone	951-686-1070 (F) 951-788-1256	949-797-7054

A. Trip Generation Source: ITE 10th Edition

Current Land Use: Vacant — Proposed Land Use: Warehouse

Current Zoning: PVCC SP-GI — Proposed Zoning: PVCC SP-GI

	Current Trip Generation			**Proposed Trip Generation** (not PCE)		
Passenger Car	*In*	*Out*	*Total*	*In*	*Out*	*Total*
AM Trips	0	0	0	40	6	46
PM Trips	0	0	0	18	51	69
Truck						
AM Trips	0	0	0	8	8	16
PM Trips	0	0	0	4	5	9

Internal Trip Allowance ☐ Yes ☒ No (*N/A* Trip Discount)

Pass-By Trip Allowance ☐ Yes ☒ No (*N/A* Trip Discount)

B. Trip Geographic Distribution

Trucks	**N**	80 %	**S**	20 %	**E**	0 %	**W**	0 %
Passenger Cars	**N**	0 %	**S**	20 %	**E**	30 %	**W**	50 %

C. Background Traffic

Project Opening Year: 2024 — Annual Ambient Growth Rate: 3 %

Phase Year(s): N/A

Other area projects to be analyzed: To be provided by City

Forecast method: Build-up method

D. Study Intersections:

1. Patterson Ave @ Harley Knox Blvd
2. Patterson Ave @ California St / Project Dwy 2
3. Patterson Ave @ Nance St / Project Dwy 3
4. Patterson Ave @ Markham St
5. Nevada Ave @ Harley Knox Blvd
6. Nevada Ave @ Nance St / Project Dwy 5
7. Webster Ave @ Nance St
8. Webster Ave @ Markham St
9. Patterson Ave @ Project Dwy 1
10. Patterson Ave @ Project Dwy 4

E. Other Jurisdictional Impacts:

Is project within another city's sphere of influence or one mile of city boundaries? ☒Yes ☐ No

If so, name of City / Jurisdiction: County of Riverside, City of Moreno Valley

F. Site Plan (see attached figure)

G. Specific issues to be addressed (in addition to standard analysis described in the Guidelines)

To be filled out by City

- Conceptual striping plan for adjacent roadways along project frontage
- Truck turning templates at all project driveways providing truck access

H. Existing Conditions

Traffic Count Data: ☒ New ☐ Recent If recent, provide counts date: _____

I. Analysis Scenarios

1. Existing Conditions
2. Existing Conditions + Project
2. Opening Year Conditions + Project
3. Opening Year Conditions with Cumulative Projects + Project

J. Peak Hour Factor (PHF)

For Existing / Existing + Project Conditions	Existing PHF
For Opening Year Conditions	0.95 if large number of cumulative projects included; otherwise, existing PHF

Recommended by:



Consultant Engineer	8-18-2021 Date
Revised On:	9-28-2021 Date
Revised On:	10-29-2021 Date

Approved Scoping Agreement:

Consultant Traffic Engineer for the City of Perris	Date

Table 1: Trip Generation Rates

High-Cube Transload and Short-Term Storage Warehouse

Vehicle Type	PCE Factor[1]	Estimated Mix[2]	Units[3]	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Generation Rates (classification, non-PCE) [4]										
Passenger Cars[5]	-	-	KSF	1.18	0.052	0.008	**0.06**	0.023	0.067	**0.09**
2-axle Trucks	-	16.7%		0.037	0.0016	0.0017	**0.003**	0.0008	0.0009	**0.002**
3-axle Trucks	-	20.7%		0.046	0.0020	0.0021	**0.004**	0.0010	0.0011	**0.002**
4-axle Trucks	-	62.5%		0.138	0.0061	0.0064	**0.013**	0.0029	0.0033	**0.006**
Total		**100%**		**1.40**	**0.062**	**0.018**	**0.08**	**0.028**	**0.072**	**0.10**
Calculated Trip Generation Rates (PCE)										
Passenger Cars[5]	1	-	KSF	1.18	0.052	0.008	**0.06**	0.023	0.067	**0.09**
2-axle Trucks	1.5	16.7%		0.055	0.0025	0.0026	**0.005**	0.0012	0.0013	**0.003**
3-axle Trucks	2	20.7%		0.091	0.0041	0.0042	**0.008**	0.0019	0.0022	**0.004**
4-axle Trucks	3	62.5%		0.41	0.0184	0.0191	**0.038**	0.0088	0.0099	**0.019**
Total		**100%**		**1.74**	**0.077**	**0.034**	**0.11**	**0.035**	**0.080**	**0.12**

[1] PCE factors per San Bernardino County Transportation Authority

[2] Truck mix per High-Cube Warehouse Vehicle Trip Generation Analysis, ITE (2017); Warehouse Truck Trip Study, SCAQMD (2014)

[3] KSF = 1,000 square feet gross floor area

[4] ITE Trip Generation Manual 11th Ed, 2021 - Land Use 154, High-Cube Transload and Short-Term Warehouse

[5] Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

Table 2: Project Trip Generation

Patterson-Nance Warehouse Project (Duke)

Vehicle Type	PCE Factor[1]	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project Trip Generation (classification, non-PCE)									
Passenger Cars	-	770 KSF	908	40	6	**46**	18	51	**69**
2-axle Trucks	-		28	1	1	**2**	1	1	**2**
3-axle Trucks	-		35	2	2	**4**	1	1	**2**
4-axle Trucks	-		106	5	5	**10**	2	3	**5**
Total			**1,077**	**48**	**14**	**62**	**22**	**56**	**78**
Passenger Car Equivalent (PCE) Project Trip Generation									
Passenger Cars	1	770 KSF	908	40	6	**46**	18	51	**69**
2-axle Trucks	1.5		42	2	2	**4**	2	2	**4**
3-axle Trucks	2		70	4	4	**8**	2	2	**4**
4-axle Trucks	3		318	15	15	**30**	6	9	**15**
Total			**1,338**	**61**	**27**	**88**	**28**	**64**	**92**

[1] PCE factors per San Bernardino County Transportation Authority

[2] KSF = 1,000 square feet gross floor area

Figure 1: Study Intersections

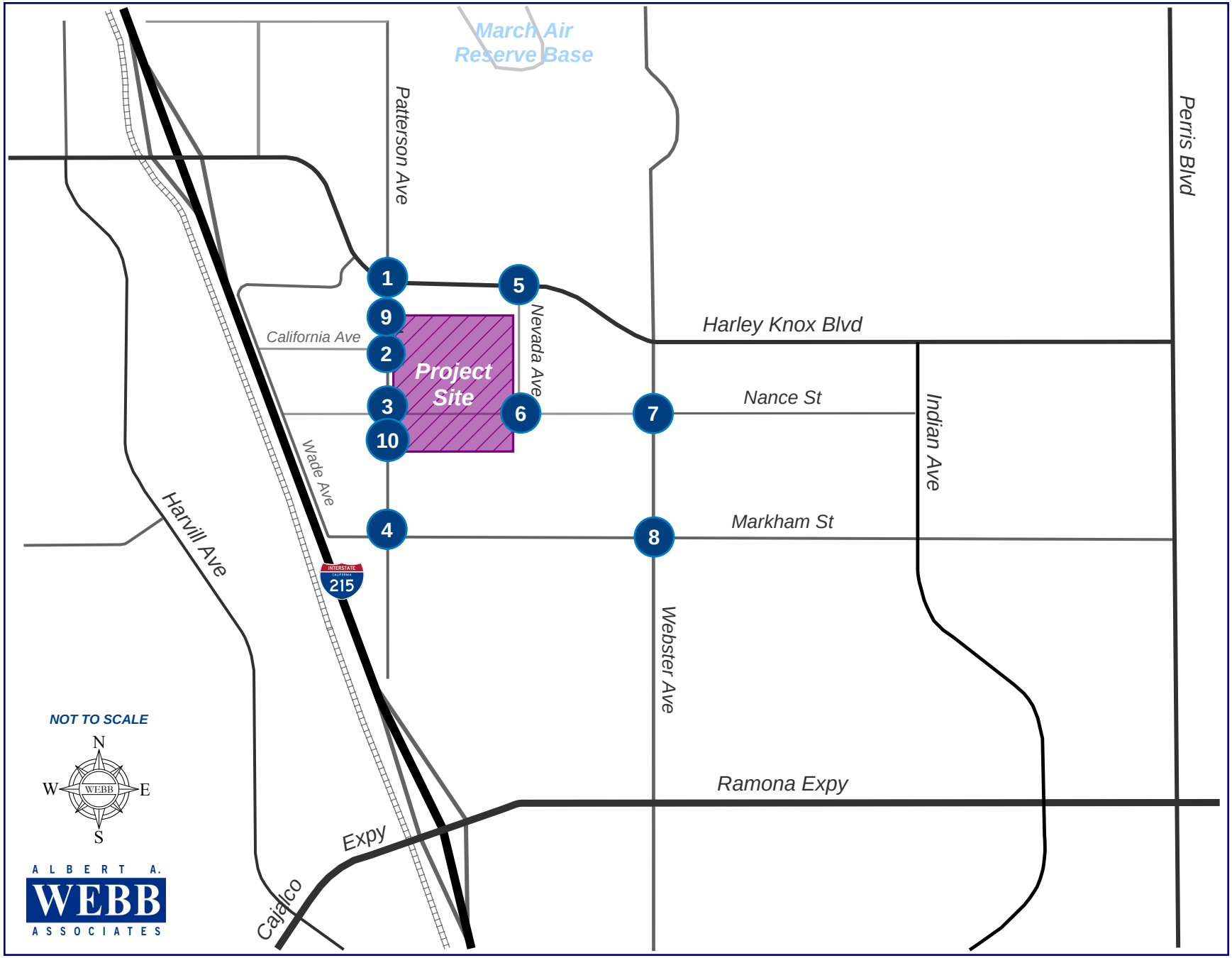


Figure 2: Project Trip Distribution - Passenger Cars

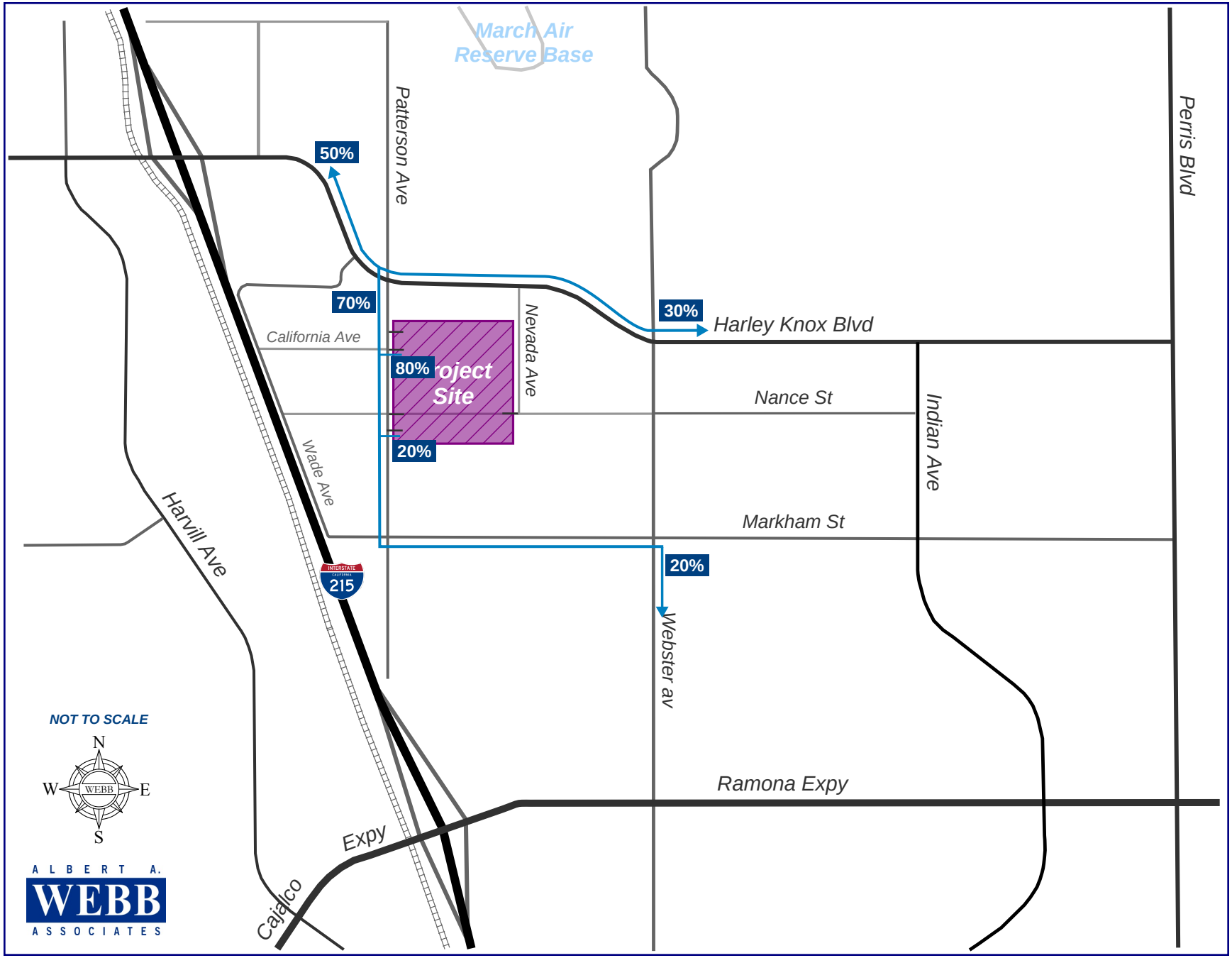
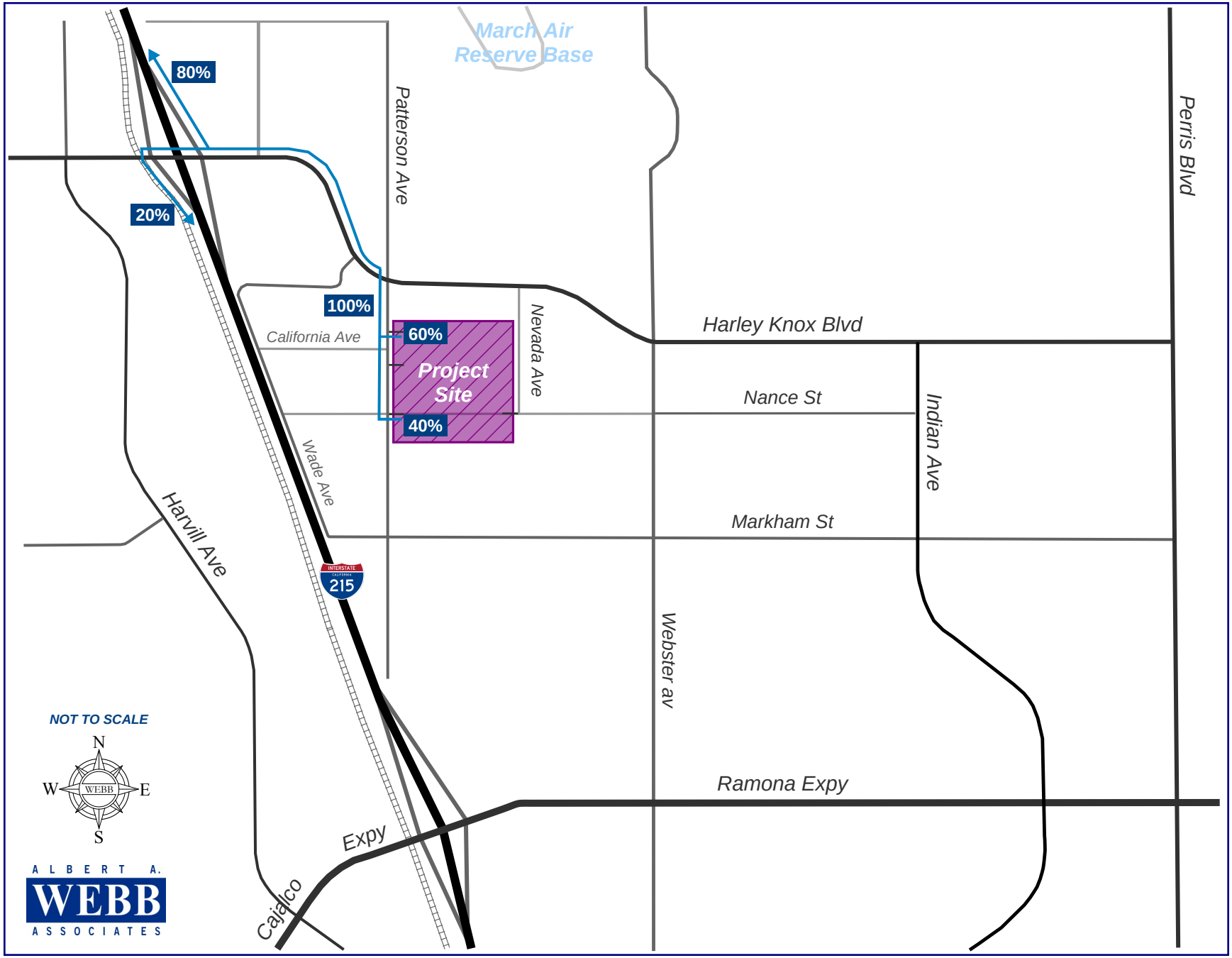
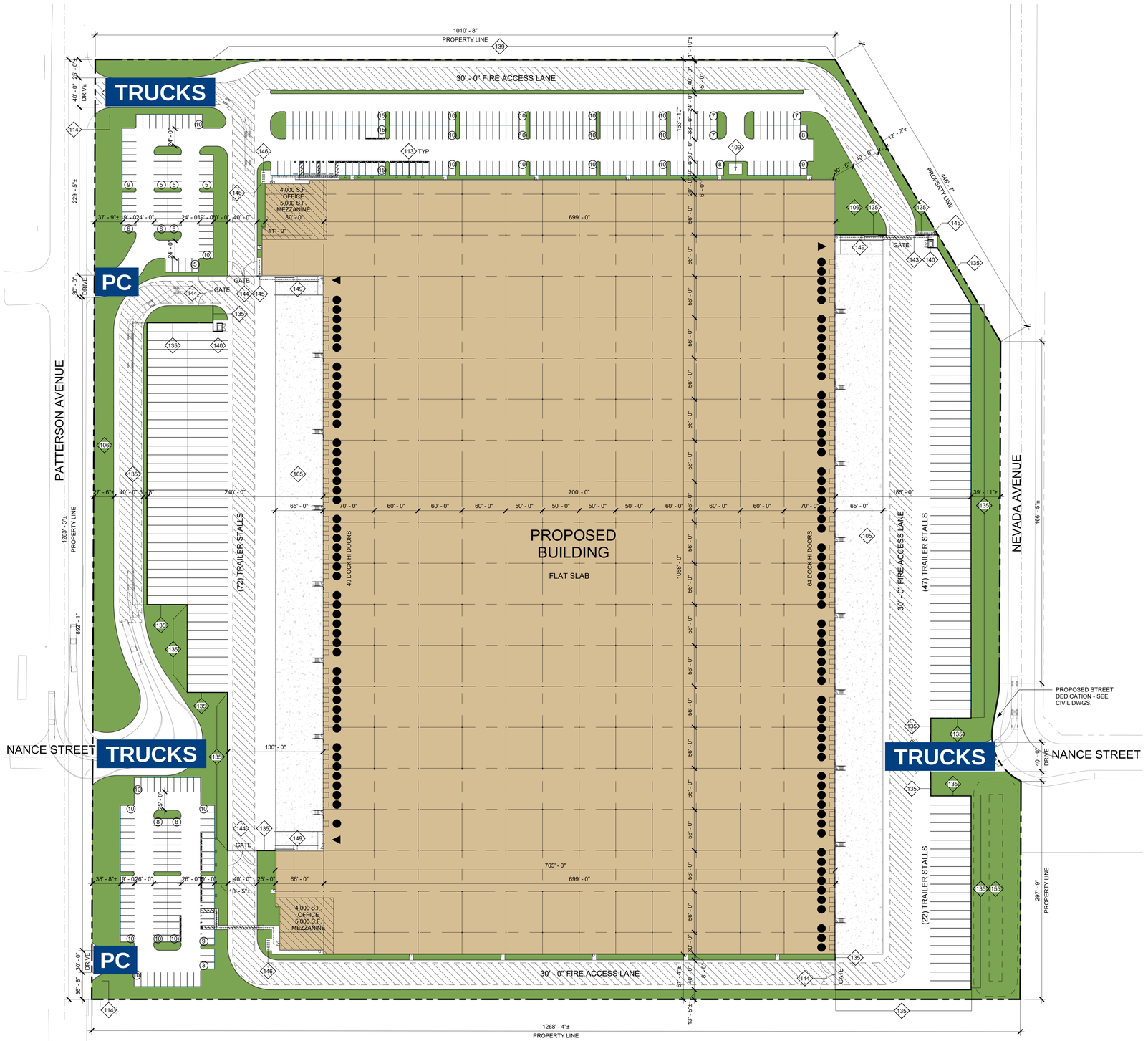


Figure 3: Project Trip Distribution - Trucks





1 PROPOSED SITE PLAN
1" = 60'-0"

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING
- BUILDING AREA
- STANDARD PARKING STALL PER CITY REQUIREMENT
- TYP. ACCESSIBLE PARKING STALL WITH 5' ACCESS AISLE PER CBC 2019 11B 502.2
- TYP. VAN ACCESSIBLE PARKING STALL WITH 8' ACCESS AISLE PER CBC 2019 11B 502.2
- CLEAN AIR PARKING STALL: PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE:

  CLEAN AIR/ VANPOOL/ EV

  PER CALGREEN 5.106.5.2.1
- ELECTRIC VEHICLE CHARGING STATION: EVCS STALL SHALL PROVIDE SURFACE MARKING STATING

  " EV CHARGING ONLY"

  IN LETTER 12" HIGH MINIMUM. THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE

  PER CBC 2019 11B-812.9 NOTE:FUTURE CHARGING SPACES QUALIFY AS DESIGNATED PARKING AS DESCRIBED IN SECTION 5.106.5.2 SHALL PROVIDE SURFACE MARKING STATING "CLEAN AIR/VANPOOL/EV"
- PATH OF TRAVEL
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR
- FIRE HYDRANT
- STREET LIGHT
- FIRE ACCESS LANE

SCOPE OF WORK

CONSTRUCT NEW ONE STORY CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH EXTERIOR LIGHTING, FIRE SPRINKLERS, ON SITE AND OFF-SITE IMPROVEMENTS INCLUDING GRADING, STORM DRAINS, WATER, SEWER, FIRE HYDRANTS, LANDSCAPE, IRRIGATION AND HARDSCAPE, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES AS SHOWN.

LEGAL DESCRIPTION

ASSESSOR'S PARCEL NO:

SEE SHEET C1 FOR LEGAL DESCRIPTION

SPECIFIC PLAN LEGEND: SOUTHWEST INDUSTRIAL PARK

ZONING: LIGHT INDUSTRIAL

SHEET INDEX

A1 SITE PLAN
A1.1 SITE DETAILS
A1.2 SITE DETAILS
A1.3 SITE DETAILS
A2 BUILDING FLOOR PLAN
A4 BUILDING EXTERIOR ELEVATIONS
C1 PRELIMINARY GRADING PLAN
C2 PRELIMINARY GRADING AND UTILITY
C3 PRELIMINARY WQMD PLAN
L1 CONCEPTUAL LANDSCAPE PLAN

DEVELOPER/OWNER

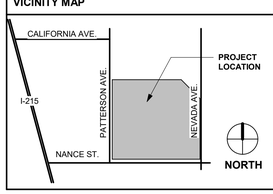
DUKE REALTY

ADDRESS: 200 SPECTRUM CENTER DRIVE, SUITE 1600
CONTACT: D.J. ARELLANO
PHONE: 865.776.1344
EMAIL: DJ.ARELLANO@DUKEREALTY.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
16201 SCIENTIFIC WAY
IRVINE, CA 92618
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: BRIDGET@HERDMAN-AD.COM

VICINITY MAP



KEYNOTES

102 PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
105 CONCRETE PAVING. SEE CIVIL DRAWINGS FOR ADITIONAL INFORMATION
106 @ SHADING, PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS.
109 (N) TRANSFORMER LOCATION. PROVIDE PIPE BOLLARD PROTECTION POSTS PER UTILITY COMPANY REQUIREMENTS.
113 FUTURE EV CHARGING ONLY PARKING STALL PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
114 ACCESSIBLE SITE ENTRANCE SIGN.
135 PAINTED CONCRETE TILT-UP SCREEN WALL OR TRASH ENCLOSURE WALL. PAINT BOTH SIDES AND TOP OF WALL. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
139 RETAINING WALL.
140 TRASH ENCLOSURE w/ ROOF COVERING.
143 MIN 8'-0" HIGH PAINTED STEEL ROLLING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
144 MIN 8'-0" HIGH PAINTED STEEL SWINGING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145 MIN 8'-0" HIGH PAINTED STEEL SWINGING PEDESTRIAN GATE IN SCREEN WALL OR TUBE STEEL FENCE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
146 2 POSITION BIKE RACK.
149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS.SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
155 STORMWATER RETENTION BASIN. SEE CIVIL & LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FORM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/A0.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE.
9. A CONCRETE SPLASH BLOCK SHALL BE PROVIDED AT THE BASE OF ALL EXTERIOR DOWNSPOUTS THAT DISCHARGE ON SURFACES OTHER THAN CONCRETE.
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FORREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE.

PROJECT INFORMATION

PROJECT INFORMATION - SCHEME 14			10.22.2021
GROSS SITE AREA	1,453,688	SF	33.37 AC
STREET DEDICATIONS	29,455	SF	0.68 AC
STREET VACATION	44,216	SF	1.02 AC
NET SITE AREA	1,468,449	SF	33.71 AC
MAX FAR			75%
NET FAR			52.4%
MAX COVERAGE			50.0%
NET COVERAGE			51.7%
MAX BUILDING HEIGHT			50'
SPECIFIC PLAN	PERRIS VALLEY COMMERCE CENTER		
ZONING	GI (GENERAL INDUSTRIAL)		
STREET SETBACK (PATTERSON)			25'
STREET SETBACK (NANCE)			25'
(25' FOR COLLECTOR STREETS + 15' SETBACK FOR MAX 50' BLDG HEIGHT)			
SIDE/REAR SETBACK (NOT ADJ TO RESIDENTIAL)			NONE
BUILDING AREA			769,668 SF
FOOTPRINT			759,668 SF
WAREHOUSE			751,668 SF
N/W OFFICE			4,000 SF
S/E OFFICE			4,000 SF
MEZZANINE			10,000 SF
N/W OFFICE			5,000 SF
S/E OFFICE			5,000 SF
PARKING REQUIRED			176
HIGH CUBE WAREHOUSE @ 1/1,000 <20K			20
HIGH CUBE WAREHOUSE @ 1/2,000 20K - 40K			10
HIGH CUBE WAREHOUSE @ 1/5,000 >40K			146
<10% OFFICE = COUNTED AS WAREHOUSE			0
PARKING PROVIDED			376
STANDARD			337
VAN ACCESSIBLE			2
STANDARD ACCESSIBLE			6
EV VAN ACCESSIBLE			1
EV STD ACCESSIBLE			1
EVCS (6%)			21
CLEAN AIR (8%)			8
TRAILER			141
BICYCLE PARKING (5%) REQUIRED			19
BICYCLE PARKING (5%) PROVIDED			20 (10 RACKS)
LANDSCAPE REQUIRED	10%		146,845 SF
LANDSCAPE PROVIDED	11.58%		169,995 SF

DUKE NANCE & PATTERSON
PERRIS, CA

PROJECT
3RD ENTITLEMENT SUBMITTAL

Duke REALTY

HERDMAN
ARCHITECTURE + DESIGN

A21-2001
10.22.2021

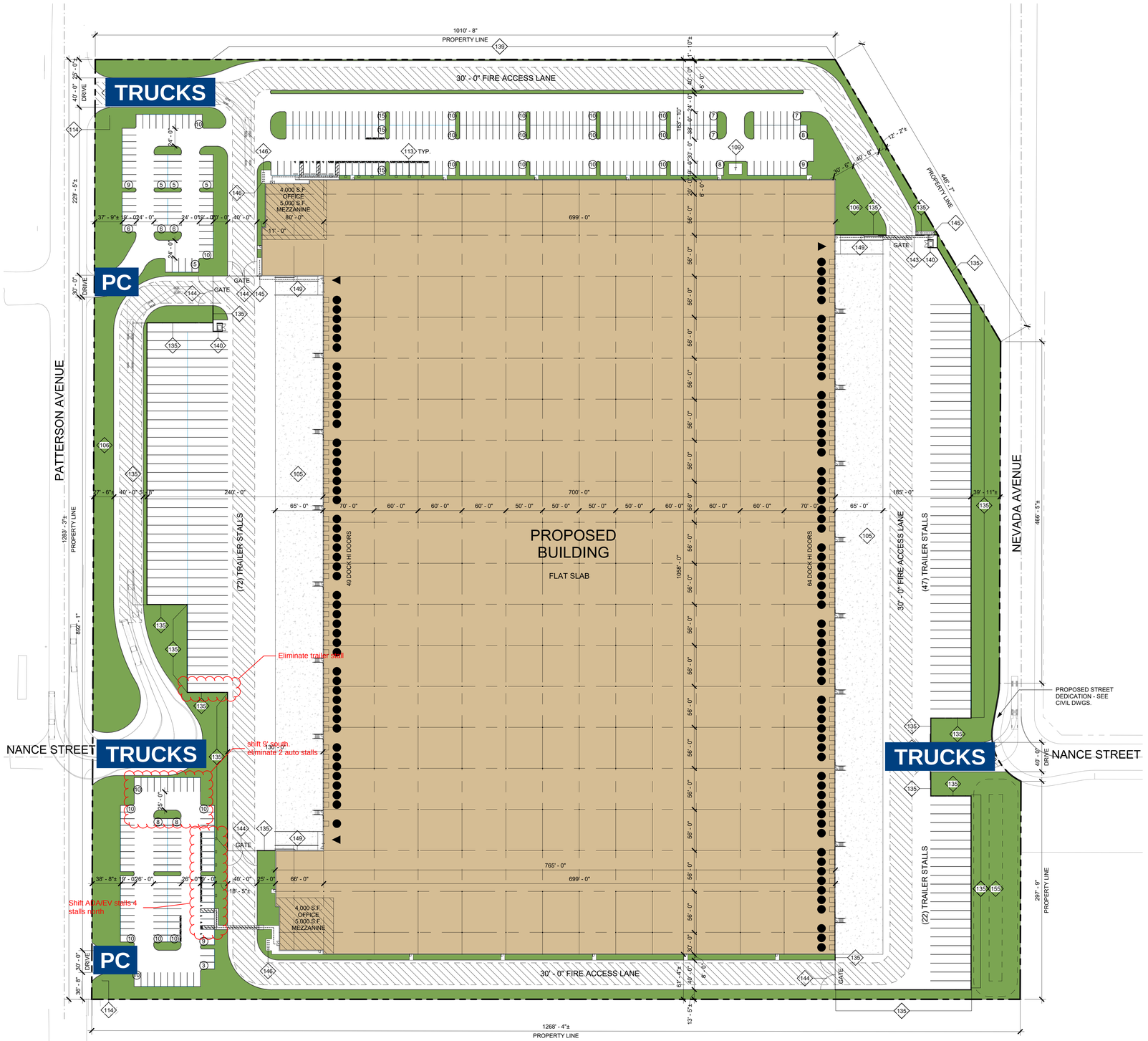
SITE PLAN

A1

10/25/2021 11:13:35 PM

Appendix B

Proposed Project Site Plan



1 PROPOSED SITE PLAN
1" = 60'-0"

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING
- BUILDING AREA
- STANDARD PARKING STALL PER CITY REQUIREMENT
- TYP. ACCESSIBLE PARKING STALL WITH 5' ACCESS AISLE PER CBC 2019 11B 502.2
- TYP. VAN ACCESSIBLE PARKING STALL WITH 8' ACCESS AISLE PER CBC 2019 11B 502.2
- CLEAN AIR PARKING STALL: PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE:

  CLEAN AIR/ VANPOOL/ EV

  PER CALGREEN 5.106.5.2.1
- ELECTRIC VEHICLE CHARGING STATION: EVCS STALL SHALL PROVIDE SURFACE MARKING STATING

  " EV CHARGING ONLY"

  IN LETTER 12" HIGH MINIMUM. THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE

  PER CBC 2019 11B-812.9 NOTE:FUTURE CHARGING SPACES QUALIFY AS DESIGNATED PARKING AS DESCRIBED IN SECTION 5.106.5.2 SHALL PROVIDE SURFACE MARKING STATING "CLEAN AIR/VANPOOL/EV"
- PATH OF TRAVEL
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR
- FIRE HYDRANT
- STREET LIGHT
- FIRE ACCESS LANE

KEYNOTES

102 PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
105 CONCRETE PAVING. SEE CIVIL DRAWINGS FOR ADITIONAL INFORMATION
106 @ SHADING, PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS.
109 (N) TRANSFORMER LOCATION. PROVIDE PIPE BOLLARD PROTECTION POSTS PER UTILITY COMPANY REQUIREMENTS.
113 FUTURE EV CHARGING ONLY PARKING STALL PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
114 ACCESSIBLE SITE ENTRANCE SIGN.
135 PAINTED CONCRETE TILT-UP SCREEN WALL OR TRASH ENCLOSURE WALL. PAINT BOTH SIDES AND TOP OF WALL. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
139 RETAINING WALL.
140 TRASH ENCLOSURE w/ ROOF COVERING.
143 MIN 8'-0" HIGH PAINTED STEEL ROLLING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
144 MIN 8'-0" HIGH PAINTED STEEL SWINGING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145 MIN 8'-0" HIGH PAINTED STEEL SWINGING PEDESTRIAN GATE IN SCREEN WALL OR TUBE STEEL FENCE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
146 2 POSITION BIKE RACK.
149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS.SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
155 STORMWATER RETENTION BASIN. SEE CIVIL & LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FORM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/A0.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE.
9. A CONCRETE SPLASH BLOCK SHALL BE PROVIDED AT THE BASE OF ALL EXTERIOR DOWNSPOUTS THAT DISCHARGE ON SURFACES OTHER THAN CONCRETE.
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FORREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE.

SCOPE OF WORK

CONSTRUCT NEW ONE STORY CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH EXTERIOR LIGHTING, FIRE SPRINKLERS, ON SITE AND OFF-SITE IMPROVEMENTS INCLUDING GRADING, STORM DRAINS, WATER, SEWER, FIRE HYDRANTS, LANDSCAPE, IRRIGATION AND HARDSCAPE, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES AS SHOWN.

LEGAL DESCRIPTION

ASSESSOR'S PARCEL NO:

SEE SHEET C1 FOR LEGAL DESCRIPTION

SPECIFIC PLAN LEGEND: SOUTHWEST INDUSTRIAL PARK

ZONING: LIGHT INDUSTRIAL

SHEET INDEX

A1 SITE PLAN
A1.1 SITE DETAILS
A1.2 SITE DETAILS
A1.3 SITE DETAILS
A2 BUILDING FLOOR PLAN
A4 BUILDING EXTERIOR ELEVATIONS
C1 PRELIMINARY GRADING PLAN
C2 PRELIMINARY GRADING AND UTILITY
C3 PRELIMINARY WQMD PLAN
L1 CONCEPTUAL LANDSCAPE PLAN

DEVELOPER/OWNER

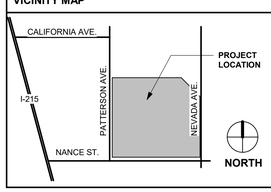
DUKE REALTY

ADDRESS: 200 SPECTRUM CENTER DRIVE, SUITE 1600
CONTACT: D.J. ARELLANO
PHONE: 865.776.1344
EMAIL: DJ.ARELLANO@DUKEREALTY.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
16201 SCIENTIFIC WAY
IRVINE, CA 92618
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: BRIDGET@HERDMAN-AD.COM

VICINITY MAP



PROJECT INFORMATION

PROJECT INFORMATION - SCHEME 14			10.22.2021
GROSS SITE AREA	1,453,688	SF	33.37 AC
STREET DEDICATIONS	29,455	SF	0.68 AC
STREET VACATION	44,216	SF	1.02 AC
NET SITE AREA	1,468,449	SF	33.71 AC
MAX FAR			75%
NET FAR			52.4%
MAX COVERAGE			50.0%
NET COVERAGE			51.7%
MAX BUILDING HEIGHT			50'
SPECIFIC PLAN	PERRIS VALLEY COMMERCE CENTER		
ZONING	GI (GENERAL INDUSTRIAL)		
STREET SETBACK (PATTERSON)			25'
STREET SETBACK (NANCE)			25'
(20' FOR COLLECTOR STREETS + 15' SETBACK FOR MAX 50' BLDG HEIGHT)			
SIDE/REAR SETBACK (NOT ADJ TO RESIDENTIAL)			NONE
BUILDING AREA			769,668 SF
FOOTPRINT			759,668 SF
WAREHOUSE			751,668 SF
N/W OFFICE			4,000 SF
S/E OFFICE			4,000 SF
MEZZANINE			10,000 SF
N/W OFFICE			5,000 SF
S/E OFFICE			5,000 SF
PARKING REQUIRED			176
HIGH CUBE WAREHOUSE @ 1/1,000 <20K			20
HIGH CUBE WAREHOUSE @ 1/2,000 20K - 40K			10
HIGH CUBE WAREHOUSE @ 1/5,000 >40K			146
<10% OFFICE = COUNTED AS WAREHOUSE			0
PARKING PROVIDED			376
STANDARD			337
VAN ACCESSIBLE			2
STANDARD ACCESSIBLE			6
EV VAN ACCESSIBLE			1
EV STD ACCESSIBLE			1
EVCS (6%)			21
CLEAN AIR (8%)			8
TRAILER			141
BICYCLE PARKING (5%) REQUIRED			19
BICYCLE PARKING (5%) PROVIDED			20 (10 RACKS)
LANDSCAPE REQUIRED	10%		146,845 SF
LANDSCAPE PROVIDED	11.58%		169,995 SF

DUKE NANCE & PATTERSON
PERRIS, CA

PROJECT
3RD ENTITLEMENT SUBMITTAL

Duke REALTY

HERDMAN
ARCHITECTURE + DESIGN

A21-2001
10.22.2021

SITE PLAN

A1

10/25/2021 11:13:35 PM

Appendix C

Traffic Volume Data

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

City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

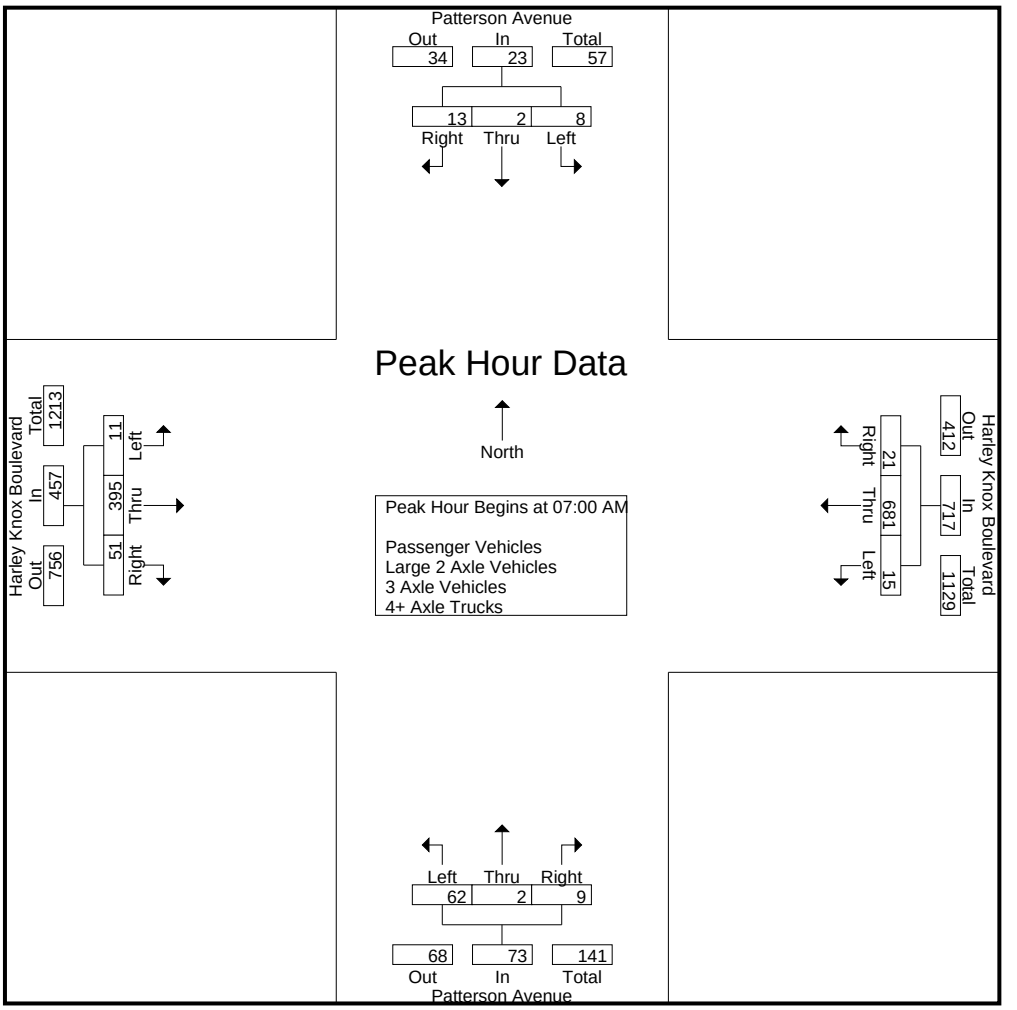
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	1	8	12	3	169	8	180	14	0	2	16	2	99	17	118	326
07:15 AM	0	1	1	2	7	164	2	173	18	1	1	20	4	101	9	114	309
07:30 AM	5	0	3	8	4	167	3	174	21	0	3	24	1	97	7	105	311
07:45 AM	0	0	1	1	1	181	8	190	9	1	3	13	4	98	18	120	324
Total	8	2	13	23	15	681	21	717	62	2	9	73	11	395	51	457	1270
08:00 AM	4	0	7	11	3	153	4	160	19	2	0	21	3	90	11	104	296
08:15 AM	0	1	4	5	4	125	3	132	16	0	1	17	0	89	15	104	258
08:30 AM	3	1	2	6	1	143	2	146	11	1	0	12	1	91	23	115	279
08:45 AM	0	5	3	8	0	98	3	101	7	0	0	7	5	81	24	110	226
Total	7	7	16	30	8	519	12	539	53	3	1	57	9	351	73	433	1059
Grand Total	15	9	29	53	23	1200	33	1256	115	5	10	130	20	746	124	890	2329
Apprch %	28.3	17	54.7		1.8	95.5	2.6		88.5	3.8	7.7		2.2	83.8	13.9		
Total %	0.6	0.4	1.2	2.3	1	51.5	1.4	53.9	4.9	0.2	0.4	5.6	0.9	32	5.3	38.2	
Passenger Vehicles	5	6	11	22	18	981	16	1015	89	4	9	102	13	508	104	625	1764
% Passenger Vehicles	33.3	66.7	37.9	41.5	78.3	81.8	48.5	80.8	77.4	80	90	78.5	65	68.1	83.9	70.2	75.7
Large 2 Axle Vehicles	1	2	2	5	1	46	2	49	5	0	0	5	1	42	2	45	104
% Large 2 Axle Vehicles	6.7	22.2	6.9	9.4	4.3	3.8	6.1	3.9	4.3	0	0	3.8	5	5.6	1.6	5.1	4.5
3 Axle Vehicles	9	1	1	11	1	45	5	51	5	1	1	7	1	46	2	49	118
% 3 Axle Vehicles	60	11.1	3.4	20.8	4.3	3.8	15.2	4.1	4.3	20	10	5.4	5	6.2	1.6	5.5	5.1
4+ Axle Trucks	0	0	15	15	3	128	10	141	16	0	0	16	5	150	16	171	343
% 4+ Axle Trucks	0	0	51.7	28.3	13	10.7	30.3	11.2	13.9	0	0	12.3	25	20.1	12.9	19.2	14.7

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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 07:00 AM																	
07:00 AM	3	**1**	**8**	**12**	3	169	**8**	180	14	0	2	16	2	99	17	118	**326**
07:15 AM	0	1	1	2	**7**	164	2	173	18	**1**	1	20	**4**	**101**	9	114	309
07:30 AM	**5**	0	3	8	4	167	3	174	**21**	0	**3**	**24**	1	97	7	105	311
07:45 AM	0	0	1	1	1	**181**	8	**190**	9	1	3	13	4	98	**18**	**120**	324
Total Volume	8	2	13	23	15	681	21	717	62	2	9	73	11	395	51	457	1270
% App. Total	34.8	8.7	56.5		2.1	95	2.9		84.9	2.7	12.3		2.4	86.4	11.2		
PHF	.400	.500	.406	.479	.536	.941	.656	.943	.738	.500	.750	.760	.688	.978	.708	.952	.974

Counts Unlimited, Inc.
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City of Perris
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File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
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:

	08:00 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	**4**	0	**7**	**11**	3	169	**8**	180	18	1	1	20	2	99	17	118
+15 mins.	0	1	4	5	**7**	164	2	173	**21**	0	**3**	**24**	**4**	**101**	9	114
+30 mins.	3	1	2	6	4	167	3	174	9	1	3	13	1	97	7	105
+45 mins.	0	**5**	3	8	1	**181**	8	**190**	19	**2**	0	21	4	98	**18**	**120**
Total Volume	7	7	16	30	15	681	21	717	67	4	7	78	11	395	51	457
% App. Total	23.3	23.3	53.3		2.1	95	2.9		85.9	5.1	9		2.4	86.4	11.2	
PHF	.438	.350	.571	.682	.536	.941	.656	.943	.798	.500	.583	.813	.688	.978	.708	.952

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File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
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Groups Printed- Passenger Vehicles

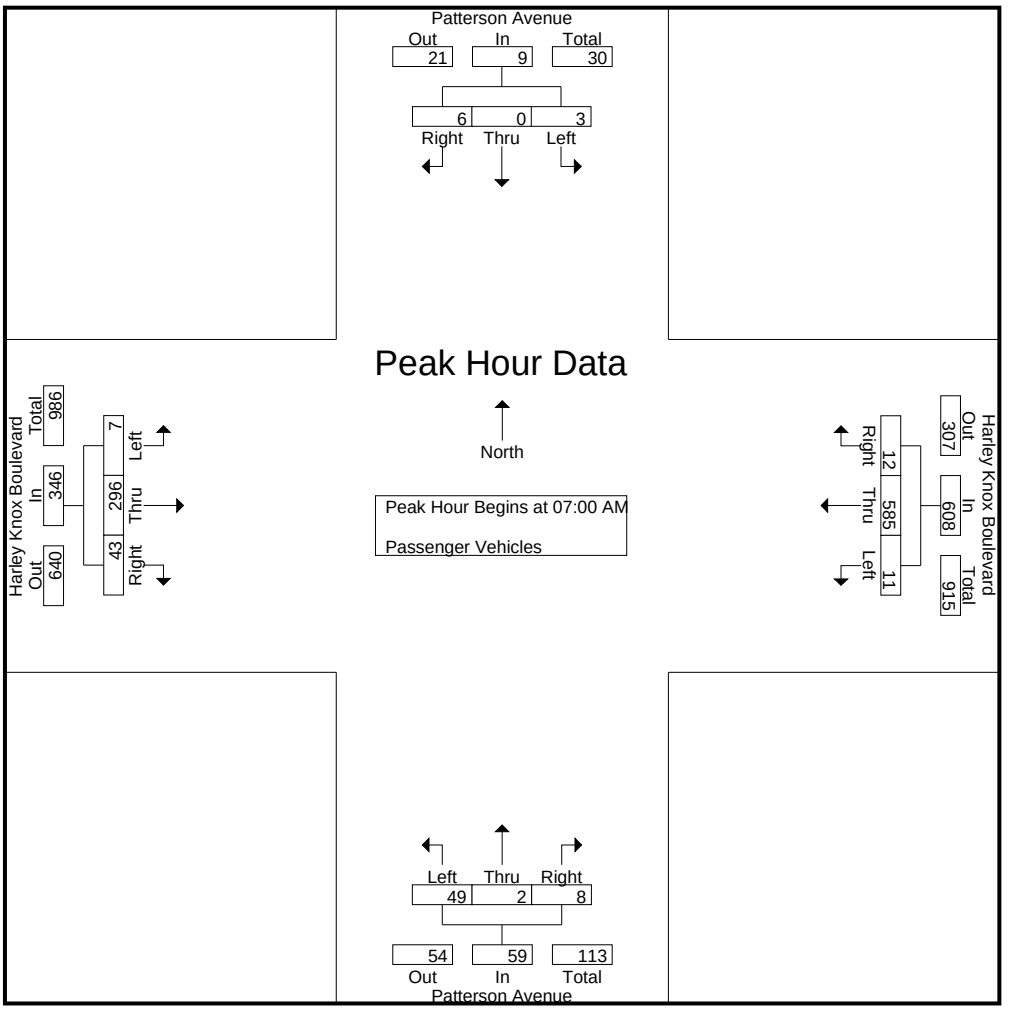
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	2	4	3	146	7	156	11	0	2	13	2	78	12	92	265
07:15 AM	0	0	1	1	5	139	0	144	14	1	1	16	3	75	8	86	247
07:30 AM	1	0	2	3	2	140	1	143	17	0	2	19	1	65	7	73	238
07:45 AM	0	0	1	1	1	160	4	165	7	1	3	11	1	78	16	95	272
Total	3	0	6	9	11	585	12	608	49	2	8	59	7	296	43	346	1022
08:00 AM	1	0	4	5	2	127	2	131	15	2	0	17	3	67	8	78	231
08:15 AM	0	1	0	1	4	96	1	101	12	0	1	13	0	52	12	64	179
08:30 AM	1	1	0	2	1	106	1	108	7	0	0	7	1	46	18	65	182
08:45 AM	0	4	1	5	0	67	0	67	6	0	0	6	2	47	23	72	150
Total	2	6	5	13	7	396	4	407	40	2	1	43	6	212	61	279	742
Grand Total	5	6	11	22	18	981	16	1015	89	4	9	102	13	508	104	625	1764
Apprch %	22.7	27.3	50		1.8	96.7	1.6		87.3	3.9	8.8		2.1	81.3	16.6		
Total %	0.3	0.3	0.6	1.2	1	55.6	0.9	57.5	5	0.2	0.5	5.8	0.7	28.8	5.9	35.4	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	**2**	**4**	3	146	**7**	156	11	0	2	13	2	**78**	12	92	265
07:15 AM	0	0	1	1	**5**	139	0	144	14	**1**	1	16	**3**	75	8	86	247
07:30 AM	1	0	2	3	2	140	1	143	**17**	0	2	**19**	1	65	7	73	238
07:45 AM	0	0	1	1	1	**160**	4	**165**	7	1	**3**	11	1	78	**16**	**95**	**272**
Total Volume	3	0	6	9	11	585	12	608	49	2	8	59	7	296	43	346	1022
% App. Total	33.3	0	66.7		1.8	96.2	2		83.1	3.4	13.6		2	85.5	12.4		
PHF	.375	.000	.750	.563	.550	.914	.429	.921	.721	.500	.667	.776	.583	.949	.672	.911	.939

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	**2**	**4**	3	146	**7**	156	11	0	2	13	2	**78**	12	92
+15 mins.	0	0	1	1	**5**	139	0	144	14	**1**	1	16	**3**	75	8	86
+30 mins.	1	0	2	3	2	140	1	143	**17**	0	2	**19**	1	65	7	73
+45 mins.	0	0	1	1	1	**160**	4	**165**	7	1	**3**	11	1	78	**16**	**95**
Total Volume	3	0	6	9	11	585	12	608	49	2	8	59	7	296	43	346
% App. Total	33.3	0	66.7		1.8	96.2	2		83.1	3.4	13.6		2	85.5	12.4	
PHF	.375	.000	.750	.563	.550	.914	.429	.921	.721	.500	.667	.776	.583	.949	.672	.911

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File Name : 01_PER_Patteson_Harley AM
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

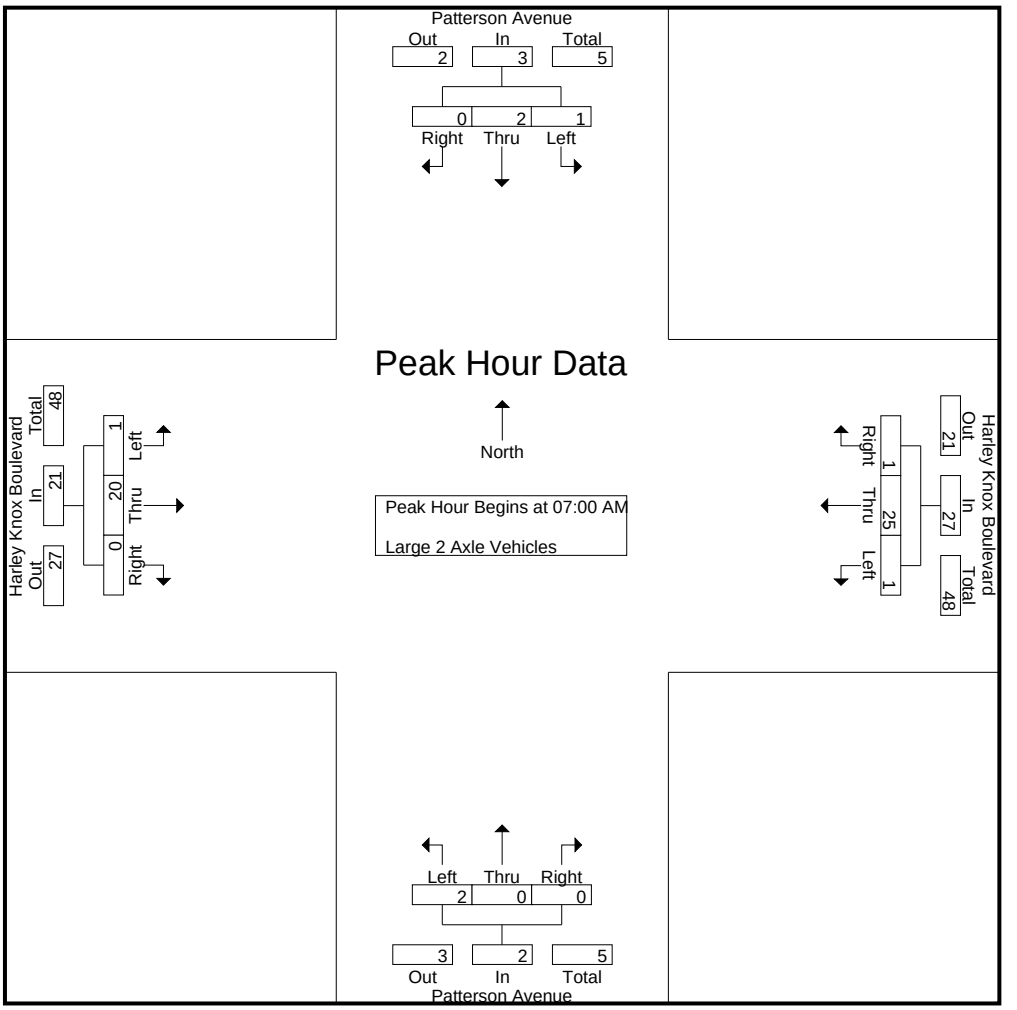
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	6	1	7	1	0	0	1	0	9	0	9	18
07:15 AM	0	1	0	1	1	7	0	8	1	0	0	1	0	4	0	4	14
07:30 AM	1	0	0	1	0	6	0	6	0	0	0	0	0	6	0	6	13
07:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	1	1	0	2	8
Total	1	2	0	3	1	25	1	27	2	0	0	2	1	20	0	21	53
08:00 AM	0	0	1	1	0	5	0	5	1	0	0	1	0	3	0	3	10
08:15 AM	0	0	0	0	0	6	1	7	1	0	0	1	0	9	1	10	18
08:30 AM	0	0	1	1	0	7	0	7	1	0	0	1	0	7	1	8	17
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	2	2	0	21	1	22	3	0	0	3	0	22	2	24	51
Grand Total	1	2	2	5	1	46	2	49	5	0	0	5	1	42	2	45	104
Apprch %	20	40	40		2	93.9	4.1		100	0	0		2.2	93.3	4.4		
Total %	1	1.9	1.9	4.8	1	44.2	1.9	47.1	4.8	0	0	4.8	1	40.4	1.9	43.3	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	6	**1**	7	**1**	0	0	**1**	0	**9**	0	**9**	**18**
07:15 AM	0	1	0	1	**1**	**7**	0	**8**	1	0	0	1	0	4	0	4	14
07:30 AM	**1**	0	0	1	0	6	0	6	0	0	0	0	0	6	0	6	13
07:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	**1**	1	0	2	8
Total Volume	1	2	0	3	1	25	1	27	2	0	0	2	1	20	0	21	53
% App. Total	33.3	66.7	0		3.7	92.6	3.7		100	0	0		4.8	95.2	0		
PHF	.250	.500	.000	.750	.250	.893	.250	.844	.500	.000	.000	.500	.250	.556	.000	.583	.736

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
Start Date : 11/10/2021



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	0	6	**1**	7	**1**	0	0	**1**	0	**9**	0	**9**
+15 mins.	0	1	0	1	**1**	**7**	0	**8**	1	0	0	1	0	4	0	4
+30 mins.	**1**	0	0	1	0	6	0	6	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	**1**	1	0	2
Total Volume	1	2	0	3	1	25	1	27	2	0	0	2	1	20	0	21
% App. Total	33.3	66.7	0		3.7	92.6	3.7		100	0	0		4.8	95.2	0	
PHF	.250	.500	.000	.750	.250	.893	.250	.844	.500	.000	.000	.500	.250	.556	.000	.583

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

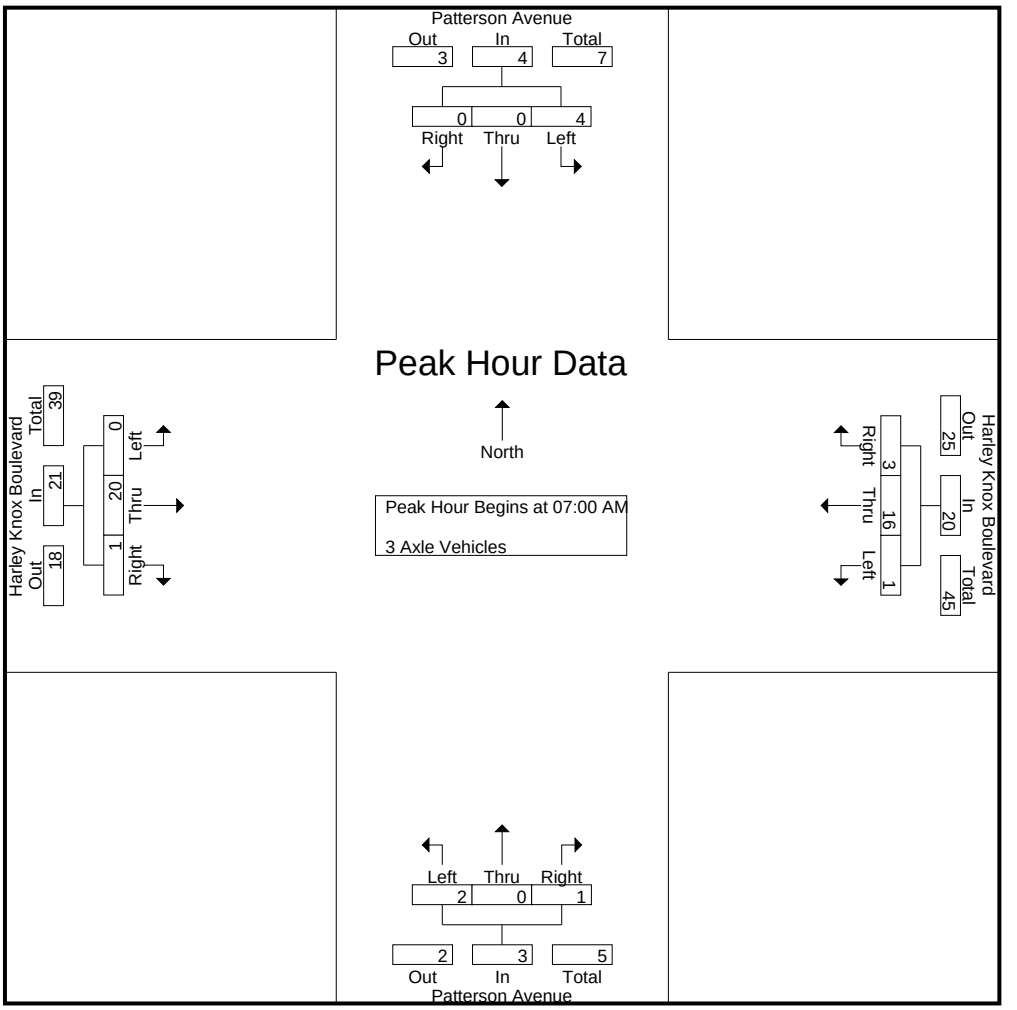
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	4	0	4	9
07:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	3	0	3	7
07:30 AM	3	0	0	3	1	4	1	6	1	0	1	2	0	5	0	5	16
07:45 AM	0	0	0	0	0	5	2	7	0	0	0	0	0	8	1	9	16
Total	4	0	0	4	1	16	3	20	2	0	1	3	0	20	1	21	48
08:00 AM	3	0	0	3	0	3	0	3	1	0	0	1	0	3	0	3	10
08:15 AM	0	0	1	1	0	11	0	11	2	0	0	2	0	7	1	8	22
08:30 AM	2	0	0	2	0	6	0	6	0	1	0	1	0	9	0	9	18
08:45 AM	0	1	0	1	0	9	2	11	0	0	0	0	1	7	0	8	20
Total	5	1	1	7	0	29	2	31	3	1	0	4	1	26	1	28	70
Grand Total	9	1	1	11	1	45	5	51	5	1	1	7	1	46	2	49	118
Apprch %	81.8	9.1	9.1		2	88.2	9.8		71.4	14.3	14.3		2	93.9	4.1		
Total %	7.6	0.8	0.8	9.3	0.8	38.1	4.2	43.2	4.2	0.8	0.8	5.9	0.8	39	1.7	41.5	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	4	0	4	9
07:15 AM	0	0	0	0	0	3	0	3	**1**	0	0	1	0	3	0	3	7
07:30 AM	**3**	0	0	**3**	**1**	4	1	6	1	0	**1**	**2**	0	5	0	5	**16**
07:45 AM	0	0	0	0	0	**5**	**2**	**7**	0	0	0	0	0	**8**	**1**	**9**	16
Total Volume	4	0	0	4	1	16	3	20	2	0	1	3	0	20	1	21	48
% App. Total	100	0	0		5	80	15		66.7	0	33.3		0	95.2	4.8		
PHF	.333	.000	.000	.333	.250	.800	.375	.714	.500	.000	.250	.375	.000	.625	.250	.583	.750

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	4	0	4	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	3	0	3	**1**	0	0	1	0	3	0	3
+30 mins.	**3**	0	0	**3**	**1**	4	1	6	1	0	**1**	**2**	0	5	0	5
+45 mins.	0	0	0	0	0	**5**	**2**	**7**	0	0	0	0	0	**8**	**1**	**9**
Total Volume	4	0	0	4	1	16	3	20	2	0	1	3	0	20	1	21
% App. Total	100	0	0		5	80	15		66.7	0	33.3		0	95.2	4.8	
PHF	.333	.000	.000	.333	.250	.800	.375	.714	.500	.000	.250	.375	.000	.625	.250	.583

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

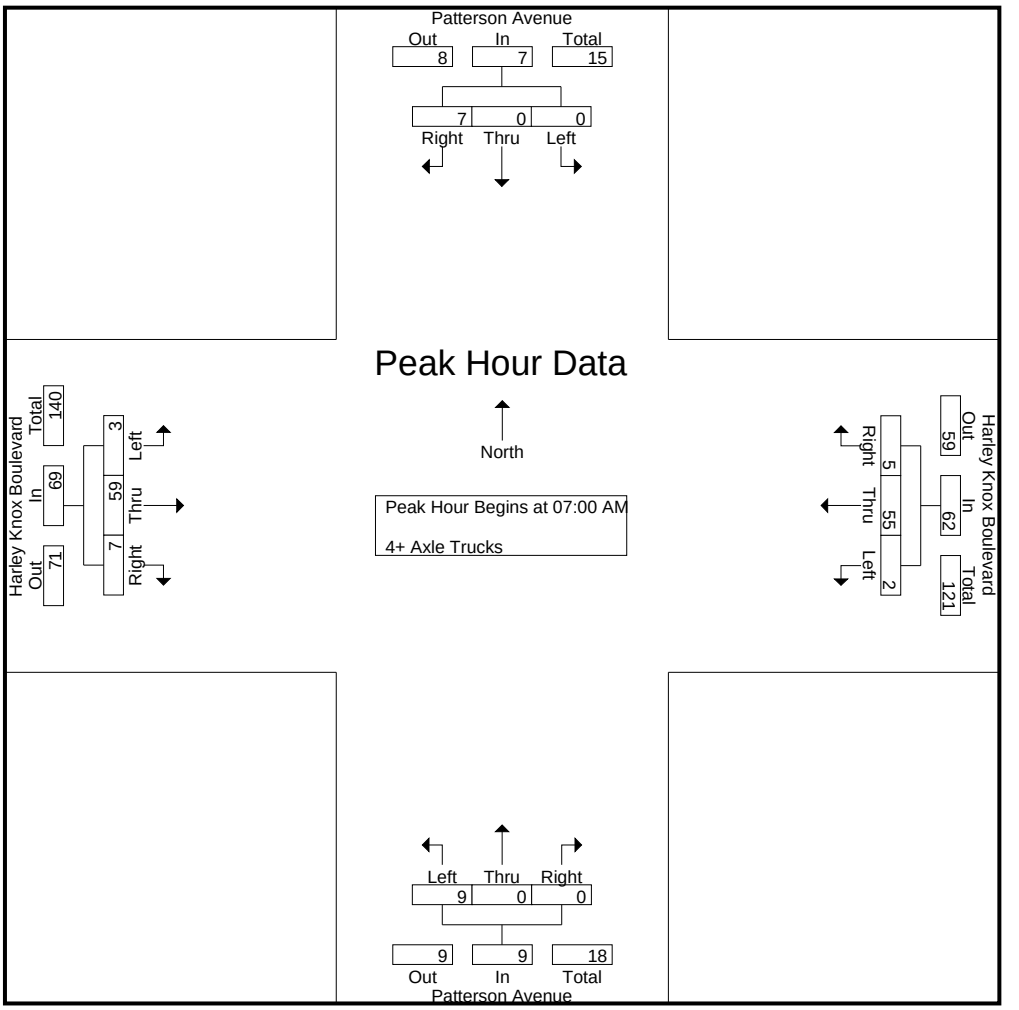
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	6	6	0	13	0	13	2	0	0	2	0	8	5	13	34
07:15 AM	0	0	0	0	1	15	2	18	2	0	0	2	1	19	1	21	41
07:30 AM	0	0	1	1	1	17	1	19	3	0	0	3	0	21	0	21	44
07:45 AM	0	0	0	0	0	10	2	12	2	0	0	2	2	11	1	14	28
Total	0	0	7	7	2	55	5	62	9	0	0	9	3	59	7	69	147
08:00 AM	0	0	2	2	1	18	2	21	2	0	0	2	0	17	3	20	45
08:15 AM	0	0	3	3	0	12	1	13	1	0	0	1	0	21	1	22	39
08:30 AM	0	0	1	1	0	24	1	25	3	0	0	3	0	29	4	33	62
08:45 AM	0	0	2	2	0	19	1	20	1	0	0	1	2	24	1	27	50
Total	0	0	8	8	1	73	5	79	7	0	0	7	2	91	9	102	196
Grand Total	0	0	15	15	3	128	10	141	16	0	0	16	5	150	16	171	343
Apprch %	0	0	100		2.1	90.8	7.1		100	0	0		2.9	87.7	9.4		
Total %	0	0	4.4	4.4	0.9	37.3	2.9	41.1	4.7	0	0	4.7	1.5	43.7	4.7	49.9	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**6**	**6**	0	13	0	13	2	0	0	2	0	8	**5**	13	34
07:15 AM	0	0	0	0	**1**	15	**2**	18	2	0	0	2	1	19	1	**21**	41
07:30 AM	0	0	1	1	1	**17**	1	**19**	**3**	0	0	**3**	0	**21**	0	21	**44**
07:45 AM	0	0	0	0	0	10	2	12	2	0	0	2	**2**	11	1	14	28
Total Volume	0	0	7	7	2	55	5	62	9	0	0	9	3	59	7	69	147
% App. Total	0	0	100		3.2	88.7	8.1		100	0	0		4.3	85.5	10.1		
PHF	.000	.000	.292	.292	.500	.809	.625	.816	.750	.000	.000	.750	.375	.702	.350	.821	.835

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**6**	**6**	0	13	0	13	2	0	0	2	0	8	**5**	13
+15 mins.	0	0	0	0	**1**	15	**2**	18	2	0	0	2	1	19	1	**21**
+30 mins.	0	0	1	1	1	**17**	1	**19**	**3**	0	0	**3**	0	**21**	0	21
+45 mins.	0	0	0	0	0	10	2	12	2	0	0	2	**2**	11	1	14
Total Volume	0	0	7	7	2	55	5	62	9	0	0	9	3	59	7	69
% App. Total	0	0	100		3.2	88.7	8.1		100	0	0		4.3	85.5	10.1	
PHF	.000	.000	.292	.292	.500	.809	.625	.816	.750	.000	.000	.750	.375	.702	.350	.821

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

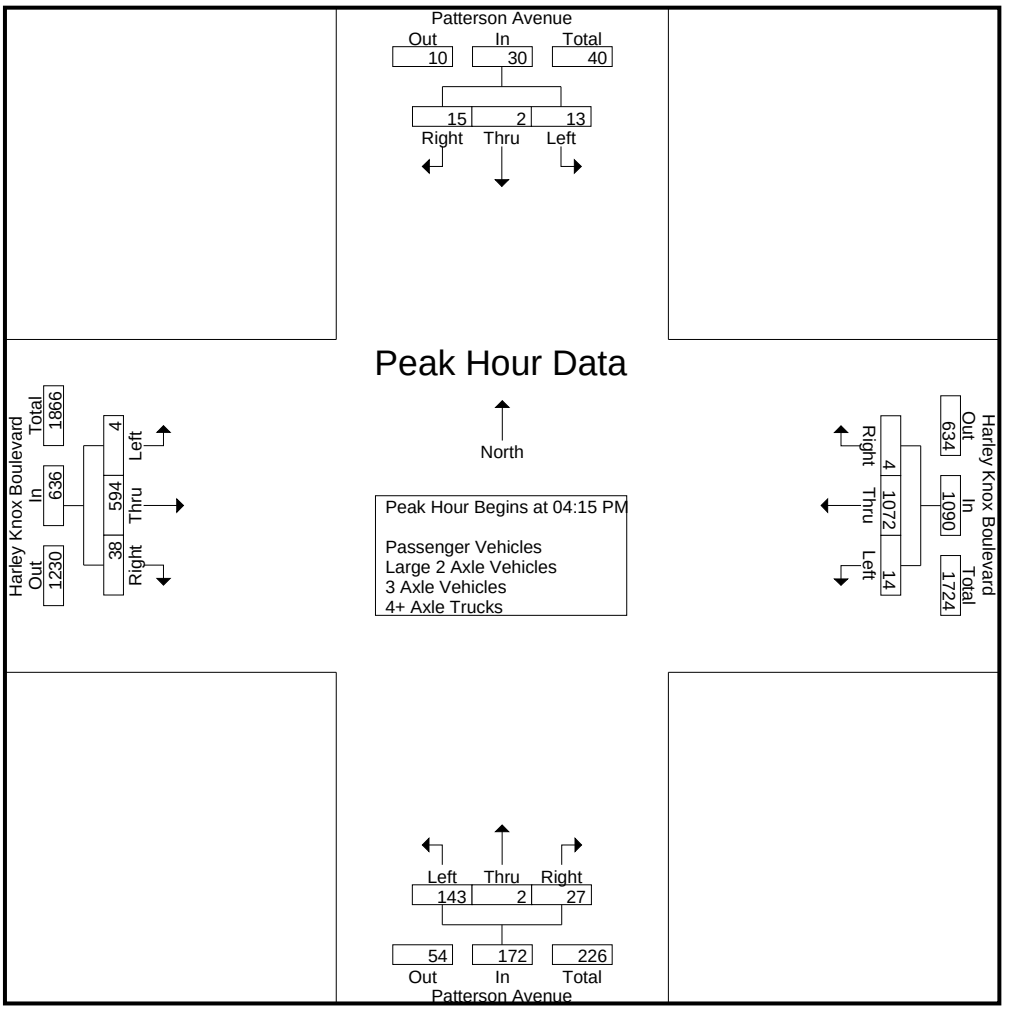
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	1	4	8	3	229	3	235	23	0	4	27	3	143	8	154	424
04:15 PM	0	1	6	7	3	254	2	259	38	0	5	43	1	146	12	159	468
04:30 PM	8	0	1	9	1	300	0	301	48	0	8	56	0	148	11	159	525
04:45 PM	2	1	3	6	5	275	2	282	26	2	6	34	1	145	5	151	473
Total	13	3	14	30	12	1058	7	1077	135	2	23	160	5	582	36	623	1890
05:00 PM	3	0	5	8	5	243	0	248	31	0	8	39	2	155	10	167	462
05:15 PM	2	1	1	4	3	166	1	170	14	0	2	16	4	113	7	124	314
05:30 PM	2	2	0	4	5	157	2	164	50	1	11	62	1	112	12	125	355
05:45 PM	2	0	0	2	3	183	1	187	26	1	1	28	1	105	16	122	339
Total	9	3	6	18	16	749	4	769	121	2	22	145	8	485	45	538	1470
Grand Total	22	6	20	48	28	1807	11	1846	256	4	45	305	13	1067	81	1161	3360
Apprch %	45.8	12.5	41.7		1.5	97.9	0.6		83.9	1.3	14.8		1.1	91.9	7		
Total %	0.7	0.2	0.6	1.4	0.8	53.8	0.3	54.9	7.6	0.1	1.3	9.1	0.4	31.8	2.4	34.6	
Passenger Vehicles	18	3	18	39	22	1612	7	1641	227	1	38	266	8	902	64	974	2920
% Passenger Vehicles	81.8	50	90	81.2	78.6	89.2	63.6	88.9	88.7	25	84.4	87.2	61.5	84.5	79	83.9	86.9
Large 2 Axle Vehicles	0	1	0	1	0	41	0	41	7	1	0	8	0	27	3	30	80
% Large 2 Axle Vehicles	0	16.7	0	2.1	0	2.3	0	2.2	2.7	25	0	2.6	0	2.5	3.7	2.6	2.4
3 Axle Vehicles	2	2	2	6	1	41	1	43	1	2	6	9	3	73	7	83	141
% 3 Axle Vehicles	9.1	33.3	10	12.5	3.6	2.3	9.1	2.3	0.4	50	13.3	3	23.1	6.8	8.6	7.1	4.2
4+ Axle Trucks	2	0	0	2	5	113	3	121	21	0	1	22	2	65	7	74	219
% 4+ Axle Trucks	9.1	0	0	4.2	17.9	6.3	27.3	6.6	8.2	0	2.2	7.2	15.4	6.1	8.6	6.4	6.5

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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	0	**1**	**6**	7	3	254	**2**	259	38	0	5	43	1	146	**12**	159	468
04:30 PM	**8**	0	1	**9**	1	**300**	0	**301**	**48**	0	**8**	**56**	0	148	11	159	**525**
04:45 PM	2	1	3	6	**5**	275	2	282	26	**2**	6	34	1	145	5	151	473
05:00 PM	3	0	5	8	5	243	0	248	31	0	8	39	**2**	**155**	10	**167**	462
Total Volume	13	2	15	30	14	1072	4	1090	143	2	27	172	4	594	38	636	1928
% App. Total	43.3	6.7	50		1.3	98.3	0.4		83.1	1.2	15.7		0.6	93.4	6		
PHF	.406	.500	.625	.833	.700	.893	.500	.905	.745	.250	.844	.768	.500	.958	.792	.952	.918

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City of Perris
N/S: Patterson Avenue
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Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
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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				04:15 PM				04:15 PM			
+0 mins.	3	**1**	4	8	3	254	**2**	259	38	0	5	43	1	146	**12**	159
+15 mins.	0	1	**6**	7	1	**300**	0	**301**	**48**	0	**8**	**56**	0	148	11	159
+30 mins.	**8**	0	1	**9**	**5**	275	2	282	26	**2**	6	34	1	145	5	151
+45 mins.	2	1	3	6	5	243	0	248	31	0	8	39	**2**	**155**	10	**167**
Total Volume	13	3	14	30	14	1072	4	1090	143	2	27	172	4	594	38	636
% App. Total	43.3	10	46.7		1.3	98.3	0.4		83.1	1.2	15.7		0.6	93.4	6	
PHF	.406	.750	.583	.833	.700	.893	.500	.905	.745	.250	.844	.768	.500	.958	.792	.952

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

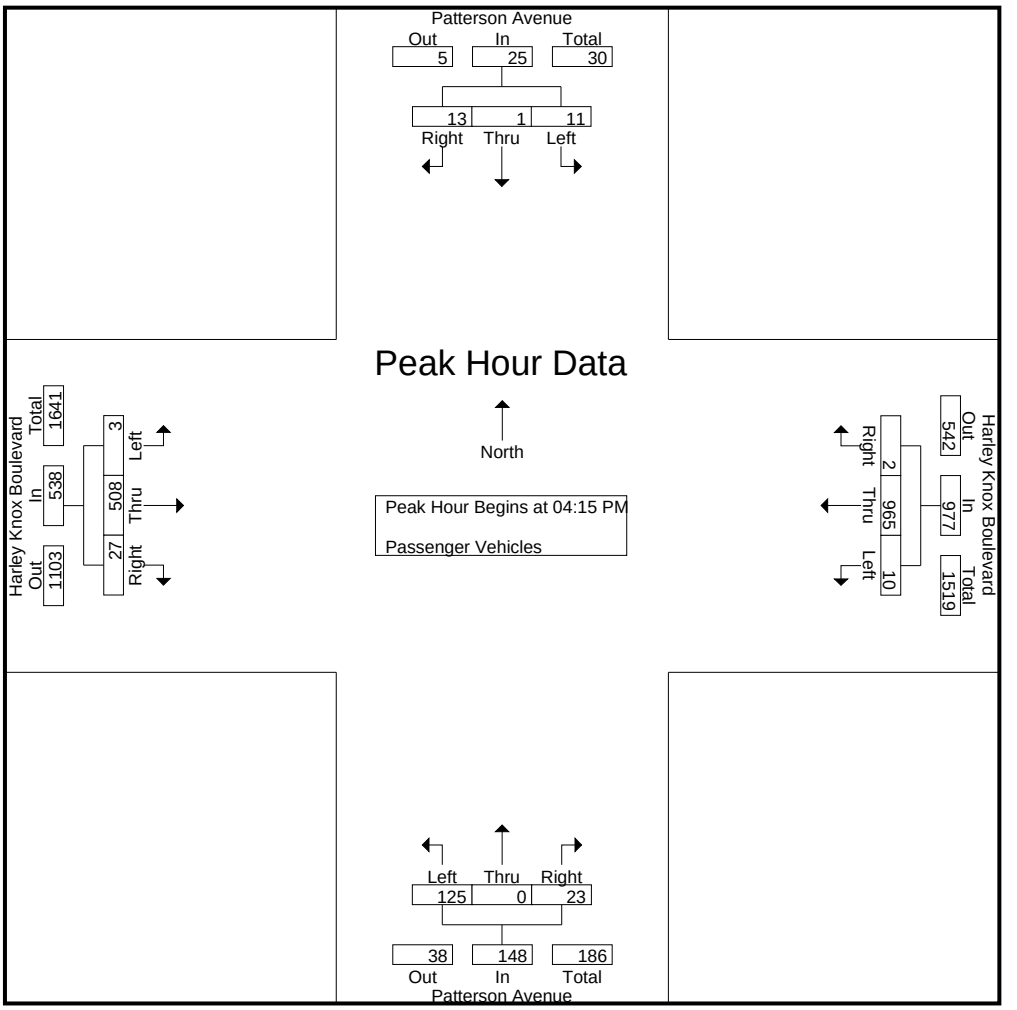
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	4	6	2	203	3	208	22	0	3	25	1	118	7	126	365
04:15 PM	0	0	6	6	2	221	1	224	29	0	3	32	1	125	10	136	398
04:30 PM	6	0	1	7	1	274	0	275	45	0	8	53	0	126	8	134	469
04:45 PM	2	1	2	5	4	248	1	253	24	0	4	28	1	124	3	128	414
Total	10	1	13	24	9	946	5	960	120	0	18	138	3	493	28	524	1646
05:00 PM	3	0	4	7	3	222	0	225	27	0	8	35	1	133	6	140	407
05:15 PM	2	1	1	4	3	146	1	150	12	0	1	13	3	91	4	98	265
05:30 PM	2	1	0	3	4	137	1	142	46	0	11	57	1	96	12	109	311
05:45 PM	1	0	0	1	3	161	0	164	22	1	0	23	0	89	14	103	291
Total	8	2	5	15	13	666	2	681	107	1	20	128	5	409	36	450	1274
Grand Total	18	3	18	39	22	1612	7	1641	227	1	38	266	8	902	64	974	2920
Apprch %	46.2	7.7	46.2		1.3	98.2	0.4		85.3	0.4	14.3		0.8	92.6	6.6		
Total %	0.6	0.1	0.6	1.3	0.8	55.2	0.2	56.2	7.8	0	1.3	9.1	0.3	30.9	2.2	33.4	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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	**6**	6	2	221	**1**	224	29	0	3	32	**1**	125	**10**	136	398
04:30 PM	**6**	0	1	**7**	1	**274**	0	**275**	**45**	0	**8**	**53**	0	126	8	134	**469**
04:45 PM	2	**1**	2	5	**4**	248	1	253	24	0	4	28	1	124	3	128	414
05:00 PM	3	0	4	7	3	222	0	225	27	0	8	35	1	**133**	6	**140**	407
Total Volume	11	1	13	25	10	965	2	977	125	0	23	148	3	508	27	538	1688
% App. Total	44	4	52		1	98.8	0.2		84.5	0	15.5		0.6	94.4	5		
PHF	.458	.250	.542	.893	.625	.880	.500	.888	.694	.000	.719	.698	.750	.955	.675	.961	.900

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City of Perris
N/S: Patterson Avenue
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File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
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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	**6**	6	2	221	**1**	224	29	0	3	32	**1**	125	**10**	136
+15 mins.	**6**	0	1	**7**	1	**274**	0	**275**	**45**	0	**8**	**53**	0	126	8	134
+30 mins.	2	**1**	2	5	**4**	248	1	253	24	0	4	28	1	124	3	128
+45 mins.	3	0	4	7	3	222	0	225	27	0	8	35	1	**133**	6	**140**
Total Volume	11	1	13	25	10	965	2	977	125	0	23	148	3	508	27	538
% App. Total	44	4	52		1	98.8	0.2		84.5	0	15.5		0.6	94.4	5	
PHF	.458	.250	.542	.893	.625	.880	.500	.888	.694	.000	.719	.698	.750	.955	.675	.961

Counts Unlimited, Inc.
PO Box 1178
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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

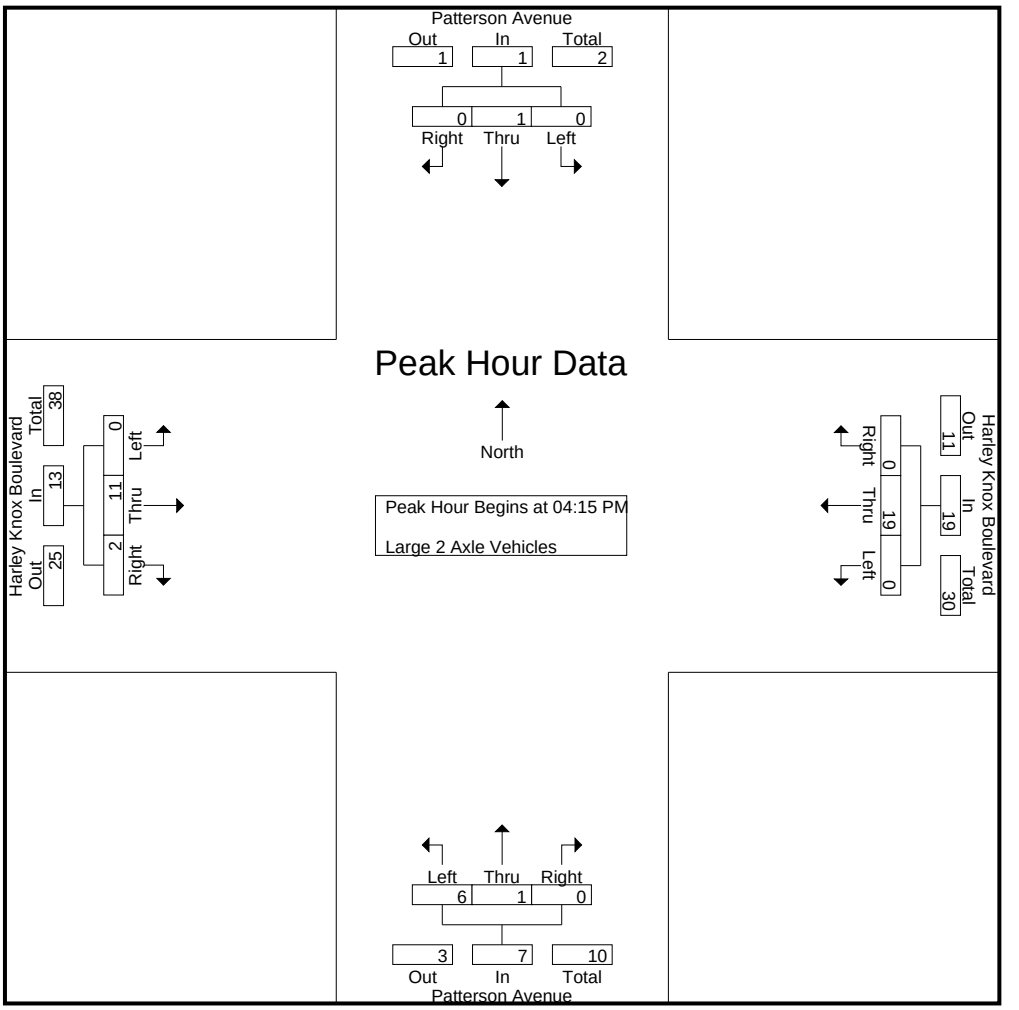
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	10	0	10	1	0	0	1	0	4	1	5	16
04:15 PM	0	1	0	1	0	6	0	6	3	0	0	3	0	4	0	4	14
04:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	2	0	2	7
04:45 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	1	1	2	6
Total	0	1	0	1	0	23	0	23	5	1	0	6	0	11	2	13	43
05:00 PM	0	0	0	0	0	6	0	6	2	0	0	2	0	4	1	5	13
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Total	0	0	0	0	0	18	0	18	2	0	0	2	0	16	1	17	37
Grand Total	0	1	0	1	0	41	0	41	7	1	0	8	0	27	3	30	80
Apprch %	0	100	0		0	100	0		87.5	12.5	0		0	90	10		
Total %	0	1.2	0	1.2	0	51.2	0	51.2	8.8	1.2	0	10	0	33.8	3.8	37.5	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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	**6**	0	**6**	**3**	0	0	**3**	0	**4**	0	4	**14**
04:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	2	0	2	7
04:45 PM	0	0	0	0	0	3	0	3	0	**1**	0	1	0	1	**1**	2	6
05:00 PM	0	0	0	0	0	6	0	6	2	0	0	2	0	4	1	**5**	13
Total Volume	0	1	0	1	0	19	0	19	6	1	0	7	0	11	2	13	40
% App. Total	0	100	0		0	100	0		85.7	14.3	0		0	84.6	15.4		
PHF	.000	.250	.000	.250	.000	.792	.000	.792	.500	.250	.000	.583	.000	.688	.500	.650	.714

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
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	**6**	0	**6**	**3**	0	0	**3**	0	**4**	0	4
+15 mins.	0	0	0	0	0	4	0	4	1	0	0	1	0	2	0	2
+30 mins.	0	0	0	0	0	3	0	3	0	**1**	0	1	0	1	**1**	2
+45 mins.	0	0	0	0	0	6	0	6	2	0	0	2	0	4	1	**5**
Total Volume	0	1	0	1	0	19	0	19	6	1	0	7	0	11	2	13
% App. Total	0	100	0		0	100	0		85.7	14.3	0		0	84.6	15.4	
PHF	.000	.250	.000	.250	.000	.792	.000	.792	.500	.250	.000	.583	.000	.688	.500	.650

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

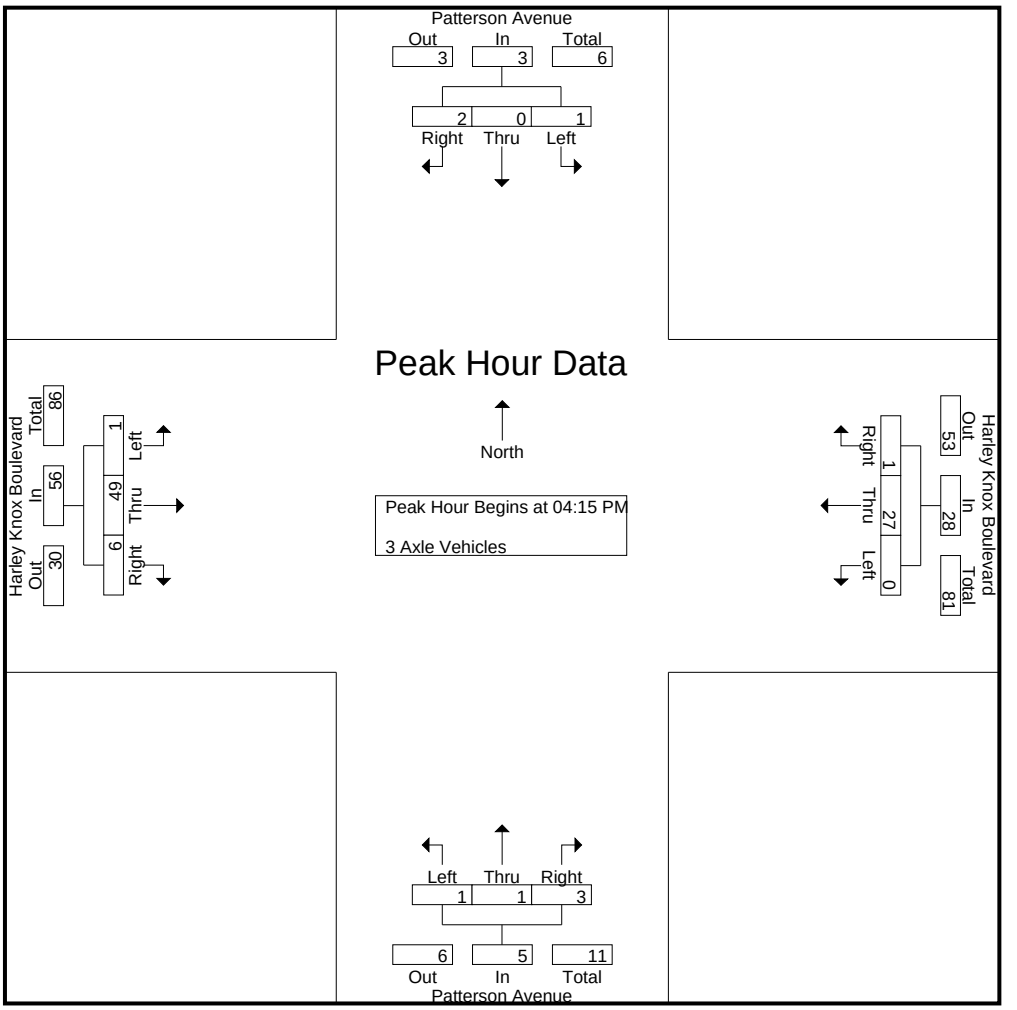
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	4	0	5	0	0	1	1	1	6	0	7	14
04:15 PM	0	0	0	0	0	10	0	10	1	0	2	3	0	10	1	11	24
04:30 PM	1	0	0	1	0	6	0	6	0	0	0	0	0	12	2	14	21
04:45 PM	0	0	1	1	0	6	1	7	0	1	1	2	0	17	1	18	28
Total	1	1	1	3	1	26	1	28	1	1	4	6	1	45	4	50	87
05:00 PM	0	0	1	1	0	5	0	5	0	0	0	0	1	10	2	13	19
05:15 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	7	0	7	12
05:30 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	7	0	7	11
05:45 PM	1	0	0	1	0	4	0	4	0	0	1	1	1	4	1	6	12
Total	1	1	1	3	0	15	0	15	0	1	2	3	2	28	3	33	54
Grand Total	2	2	2	6	1	41	1	43	1	2	6	9	3	73	7	83	141
Apprch %	33.3	33.3	33.3		2.3	95.3	2.3		11.1	22.2	66.7		3.6	88	8.4		
Total %	1.4	1.4	1.4	4.3	0.7	29.1	0.7	30.5	0.7	1.4	4.3	6.4	2.1	51.8	5	58.9	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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	**10**	0	**10**	**1**	0	**2**	**3**	0	10	1	11	24
04:30 PM	**1**	0	0	**1**	0	6	0	6	0	0	0	0	0	12	**2**	14	21
04:45 PM	0	0	**1**	1	0	6	**1**	7	0	**1**	1	2	0	**17**	1	**18**	**28**
05:00 PM	0	0	1	1	0	5	0	5	0	0	0	0	**1**	10	2	13	19
Total Volume	1	0	2	3	0	27	1	28	1	1	3	5	1	49	6	56	92
% App. Total	33.3	0	66.7		0	96.4	3.6		20	20	60		1.8	87.5	10.7		
PHF	.250	.000	.500	.750	.000	.675	.250	.700	.250	.250	.375	.417	.250	.721	.750	.778	.821

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
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	**10**	0	**10**	**1**	0	**2**	**3**	0	10	1	11
+15 mins.	**1**	0	0	**1**	0	6	0	6	0	0	0	0	0	12	**2**	14
+30 mins.	0	0	**1**	1	0	6	**1**	7	0	**1**	1	2	0	**17**	1	**18**
+45 mins.	0	0	1	1	0	5	0	5	0	0	0	0	**1**	10	2	13
Total Volume	1	0	2	3	0	27	1	28	1	1	3	5	1	49	6	56
% App. Total	33.3	0	66.7		0	96.4	3.6		20	20	60		1.8	87.5	10.7	
PHF	.250	.000	.500	.750	.000	.675	.250	.700	.250	.250	.375	.417	.250	.721	.750	.778

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

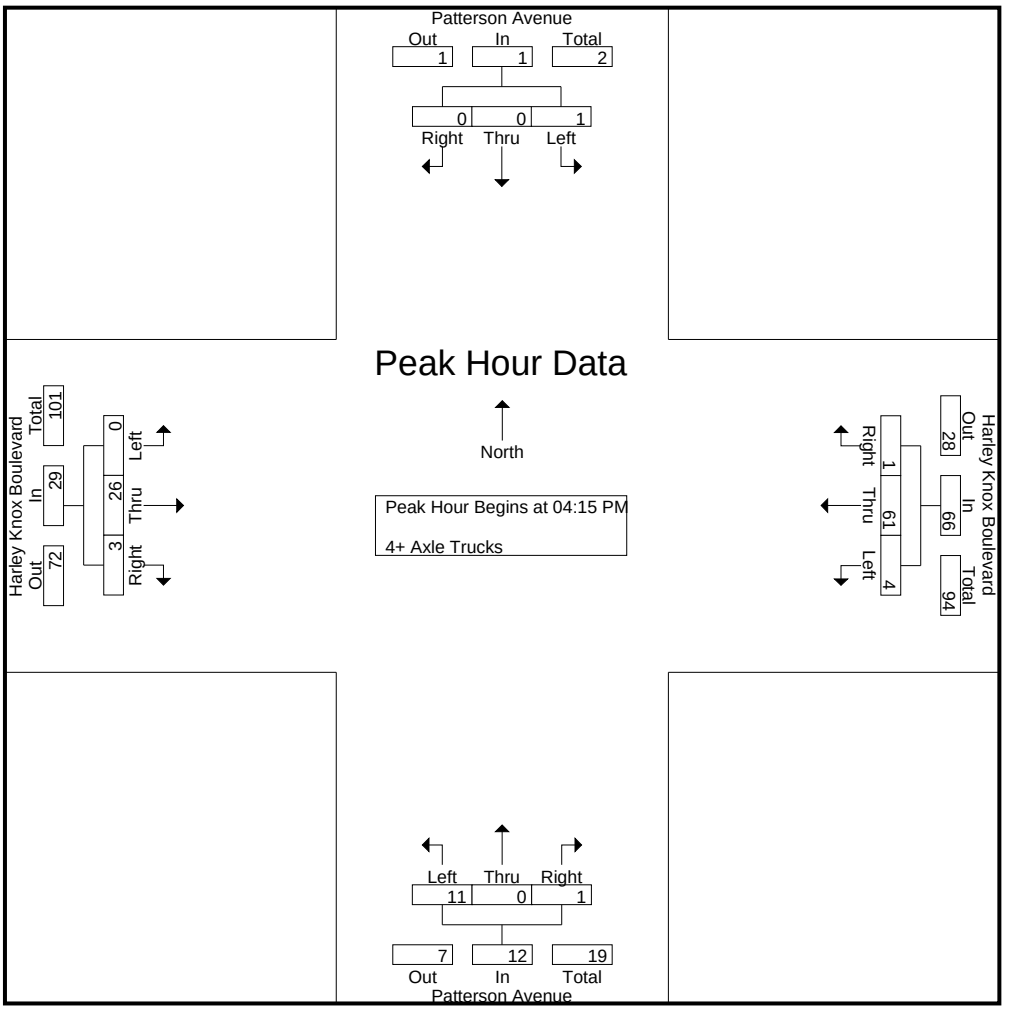
	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	12	0	12	0	0	0	0	1	15	0	16	29
04:15 PM	0	0	0	0	1	17	1	19	5	0	0	5	0	7	1	8	32
04:30 PM	1	0	0	1	0	16	0	16	2	0	0	2	0	8	1	9	28
04:45 PM	0	0	0	0	1	18	0	19	2	0	1	3	0	3	0	3	25
Total	2	0	0	2	2	63	1	66	9	0	1	10	1	33	2	36	114
05:00 PM	0	0	0	0	2	10	0	12	2	0	0	2	0	8	1	9	23
05:15 PM	0	0	0	0	0	12	0	12	2	0	0	2	1	9	3	13	27
05:30 PM	0	0	0	0	1	16	1	18	4	0	0	4	0	8	0	8	30
05:45 PM	0	0	0	0	0	12	1	13	4	0	0	4	0	7	1	8	25
Total	0	0	0	0	3	50	2	55	12	0	0	12	1	32	5	38	105
Grand Total	2	0	0	2	5	113	3	121	21	0	1	22	2	65	7	74	219
Apprch %	100	0	0		4.1	93.4	2.5		95.5	0	4.5		2.7	87.8	9.5		
Total %	0.9	0	0	0.9	2.3	51.6	1.4	55.3	9.6	0	0.5	10	0.9	29.7	3.2	33.8	

	Patterson Avenue Southbound				Harley Knox Boulevard Westbound				Patterson Avenue Northbound				Harley Knox 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	1	17	**1**	**19**	**5**	0	0	**5**	0	7	**1**	8	**32**
04:30 PM	**1**	0	0	**1**	0	16	0	16	2	0	0	2	0	**8**	1	**9**	28
04:45 PM	0	0	0	0	1	**18**	0	19	2	0	**1**	3	0	3	0	3	25
05:00 PM	0	0	0	0	**2**	10	0	12	2	0	0	2	0	8	1	9	23
Total Volume	1	0	0	1	4	61	1	66	11	0	1	12	0	26	3	29	108
% App. Total	100	0	0		6.1	92.4	1.5		91.7	0	8.3		0	89.7	10.3		
PHF	.250	.000	.000	.250	.500	.847	.250	.868	.550	.000	.250	.600	.000	.813	.750	.806	.844

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City of Perris
N/S: Patterson Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 01_PER_Patteson_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
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	1	17	**1**	**19**	**5**	0	0	**5**	0	7	**1**	8
+15 mins.	**1**	0	0	**1**	0	16	0	16	2	0	0	2	0	**8**	1	**9**
+30 mins.	0	0	0	0	1	**18**	0	19	2	0	**1**	3	0	3	0	3
+45 mins.	0	0	0	0	**2**	10	0	12	2	0	0	2	0	8	1	9
Total Volume	1	0	0	1	4	61	1	66	11	0	1	12	0	26	3	29
% App. Total	100	0	0		6.1	92.4	1.5		91.7	0	8.3		0	89.7	10.3	
PHF	.250	.000	.000	.250	.500	.847	.250	.868	.550	.000	.250	.600	.000	.813	.750	.806

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

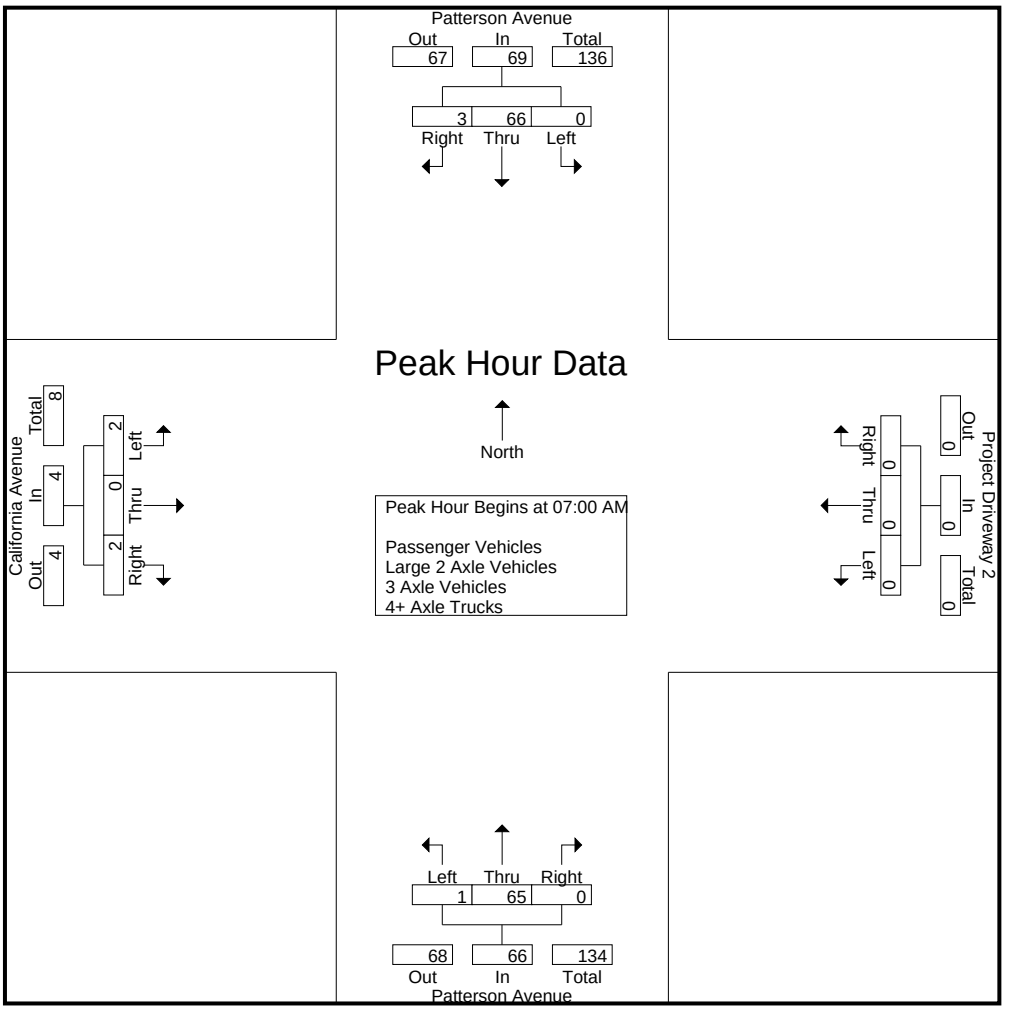
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	22	0	22	0	0	0	0	1	16	0	17	0	0	0	0	39
07:15 AM	0	16	1	17	0	0	0	0	0	17	0	17	1	0	0	1	35
07:30 AM	0	11	1	12	0	0	0	0	0	21	0	21	0	0	0	0	33
07:45 AM	0	17	1	18	0	0	0	0	0	11	0	11	1	0	2	3	32
Total	0	66	3	69	0	0	0	0	1	65	0	66	2	0	2	4	139
08:00 AM	0	14	0	14	0	0	0	0	0	16	0	16	0	0	0	0	30
08:15 AM	0	18	1	19	0	0	0	0	0	14	0	14	0	0	0	0	33
08:30 AM	0	25	0	25	0	0	0	0	0	12	0	12	0	0	0	0	37
08:45 AM	0	28	0	28	0	0	0	0	0	7	0	7	0	0	0	0	35
Total	0	85	1	86	0	0	0	0	0	49	0	49	0	0	0	0	135
Grand Total	0	151	4	155	0	0	0	0	1	114	0	115	2	0	2	4	274
Apprch %	0	97.4	2.6		0	0	0		0.9	99.1	0		50	0	50		
Total %	0	55.1	1.5	56.6	0	0	0	0	0.4	41.6	0	42	0.7	0	0.7	1.5	
Passenger Vehicles	0	126	2	128	0	0	0	0	1	90	0	91	0	0	2	2	221
% Passenger Vehicles	0	83.4	50	82.6	0	0	0	0	100	78.9	0	79.1	0	0	100	50	80.7
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
% Large 2 Axle Vehicles	0	4.6	0	4.5	0	0	0	0	0	6.1	0	6.1	0	0	0	0	5.1
3 Axle Vehicles	0	2	1	3	0	0	0	0	0	4	0	4	1	0	0	1	8
% 3 Axle Vehicles	0	1.3	25	1.9	0	0	0	0	0	3.5	0	3.5	50	0	0	25	2.9
4+ Axle Trucks	0	16	1	17	0	0	0	0	0	13	0	13	1	0	0	1	31
% 4+ Axle Trucks	0	10.6	25	11	0	0	0	0	0	11.4	0	11.3	50	0	0	25	11.3

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**22**	0	**22**	0	0	0	0	**1**	16	0	17	0	0	0	0	**39**
07:15 AM	0	16	**1**	17	0	0	0	0	0	17	0	17	**1**	0	0	1	35
07:30 AM	0	11	1	12	0	0	0	0	0	**21**	0	**21**	0	0	0	0	33
07:45 AM	0	17	1	18	0	0	0	0	0	11	0	11	1	0	**2**	**3**	32
Total Volume	0	66	3	69	0	0	0	0	1	65	0	66	2	0	2	4	139
% App. Total	0	95.7	4.3		0	0	0		1.5	98.5	0		50	0	50		
PHF	.000	.750	.750	.784	.000	.000	.000	.000	.250	.774	.000	.786	.500	.000	.250	.333	.891

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
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:

	08:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	14	0	14	0	0	0	0	**1**	16	0	17	0	0	0	0
+15 mins.	0	18	**1**	19	0	0	0	0	0	17	0	17	**1**	0	0	1
+30 mins.	0	25	0	25	0	0	0	0	0	**21**	0	**21**	0	0	0	0
+45 mins.	0	**28**	0	**28**	0	0	0	0	0	11	0	11	1	0	**2**	**3**
Total Volume	0	85	1	86	0	0	0	0	1	65	0	66	2	0	2	4
% App. Total	0	98.8	1.2		0	0	0		1.5	98.5	0		50	0	50	
PHF	.000	.759	.250	.768	.000	.000	.000	.000	.250	.774	.000	.786	.500	.000	.250	.333

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

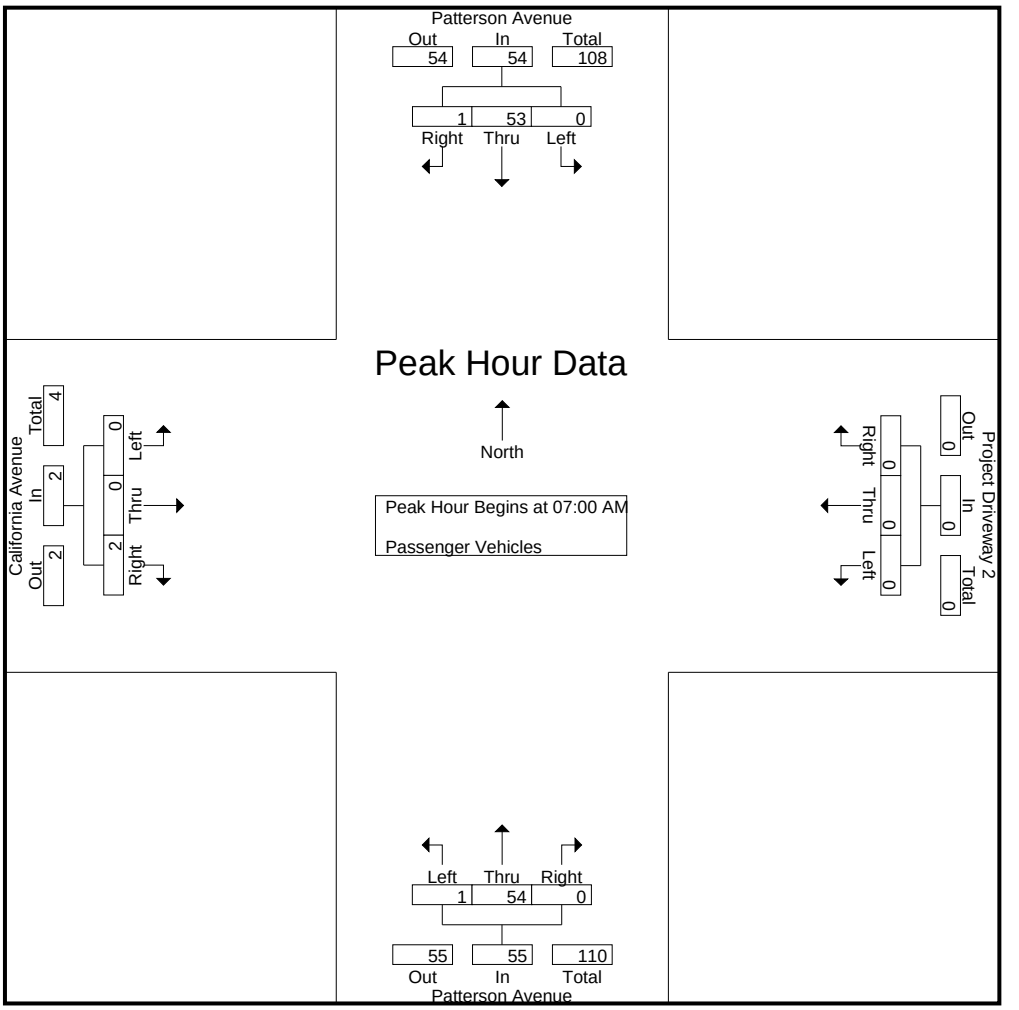
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	16	0	16	0	0	0	0	1	14	0	15	0	0	0	0	31
07:15 AM	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27
07:30 AM	0	8	0	8	0	0	0	0	0	16	0	16	0	0	0	0	24
07:45 AM	0	16	1	17	0	0	0	0	0	10	0	10	0	0	2	2	29
Total	0	53	1	54	0	0	0	0	1	54	0	55	0	0	2	2	111
08:00 AM	0	11	0	11	0	0	0	0	0	13	0	13	0	0	0	0	24
08:15 AM	0	15	1	16	0	0	0	0	0	11	0	11	0	0	0	0	27
08:30 AM	0	21	0	21	0	0	0	0	0	6	0	6	0	0	0	0	27
08:45 AM	0	26	0	26	0	0	0	0	0	6	0	6	0	0	0	0	32
Total	0	73	1	74	0	0	0	0	0	36	0	36	0	0	0	0	110
Grand Total	0	126	2	128	0	0	0	0	1	90	0	91	0	0	2	2	221
Apprch %	0	98.4	1.6		0	0	0		1.1	98.9	0		0	0	100		
Total %	0	57	0.9	57.9	0	0	0	0	0.5	40.7	0	41.2	0	0	0.9	0.9	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**16**	0	16	0	0	0	0	**1**	14	0	15	0	0	0	0	**31**
07:15 AM	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27
07:30 AM	0	8	0	8	0	0	0	0	0	**16**	0	**16**	0	0	0	0	24
07:45 AM	0	16	**1**	**17**	0	0	0	0	0	10	0	10	0	0	**2**	**2**	29
Total Volume	0	53	1	54	0	0	0	0	1	54	0	55	0	0	2	2	111
% App. Total	0	98.1	1.9		0	0	0		1.8	98.2	0		0	0	100		
PHF	.000	.828	.250	.794	.000	.000	.000	.000	.250	.844	.000	.859	.000	.000	.250	.250	.895

Counts Unlimited, Inc.
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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**16**	0	16	0	0	0	0	**1**	14	0	15	0	0	0	0
+15 mins.	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0
+30 mins.	0	8	0	8	0	0	0	0	0	**16**	0	**16**	0	0	0	0
+45 mins.	0	16	**1**	**17**	0	0	0	0	0	10	0	10	0	0	**2**	**2**
Total Volume	0	53	1	54	0	0	0	0	1	54	0	55	0	0	2	2
% App. Total	0	98.1	1.9		0	0	0		1.8	98.2	0		0	0	100	
PHF	.000	.828	.250	.794	.000	.000	.000	.000	.250	.844	.000	.859	.000	.000	.250	.250

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

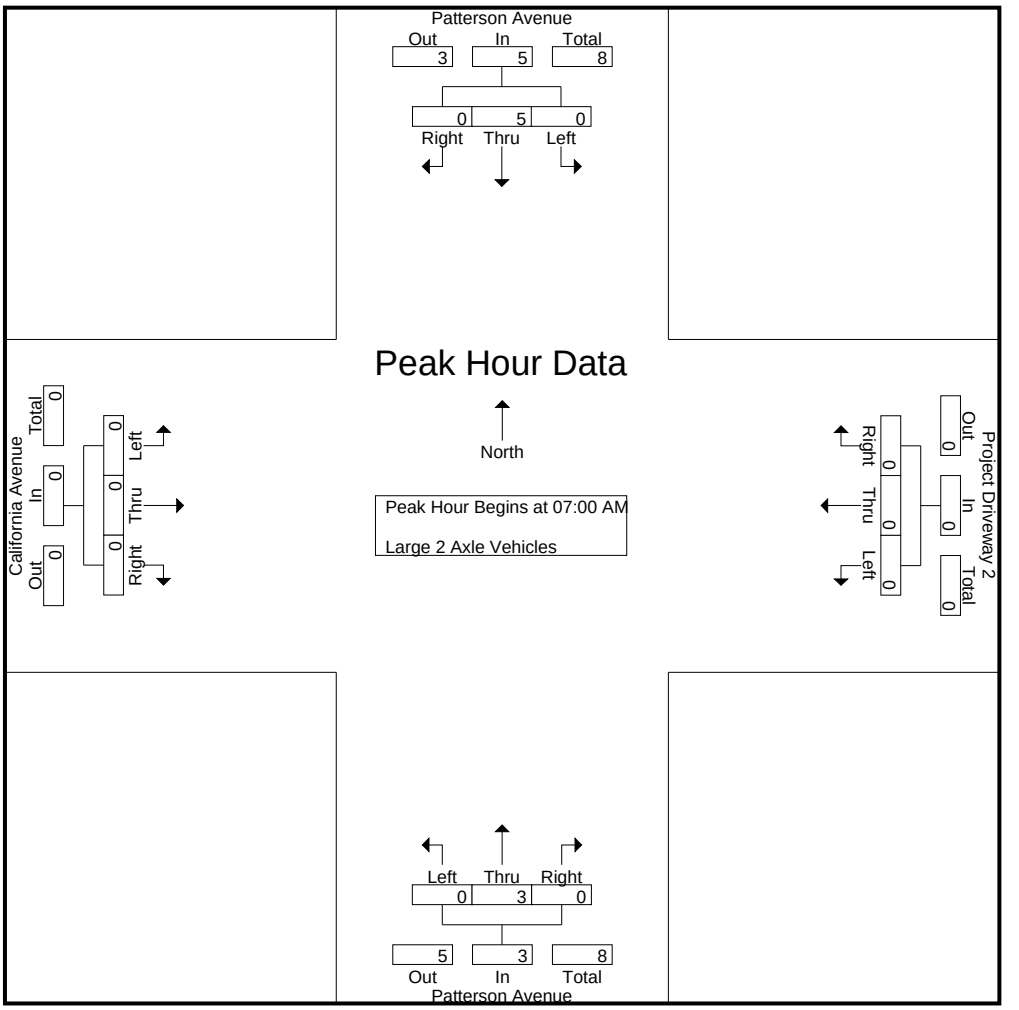
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:15 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	1	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	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Grand Total	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
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	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	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	1	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 Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.667

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	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	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

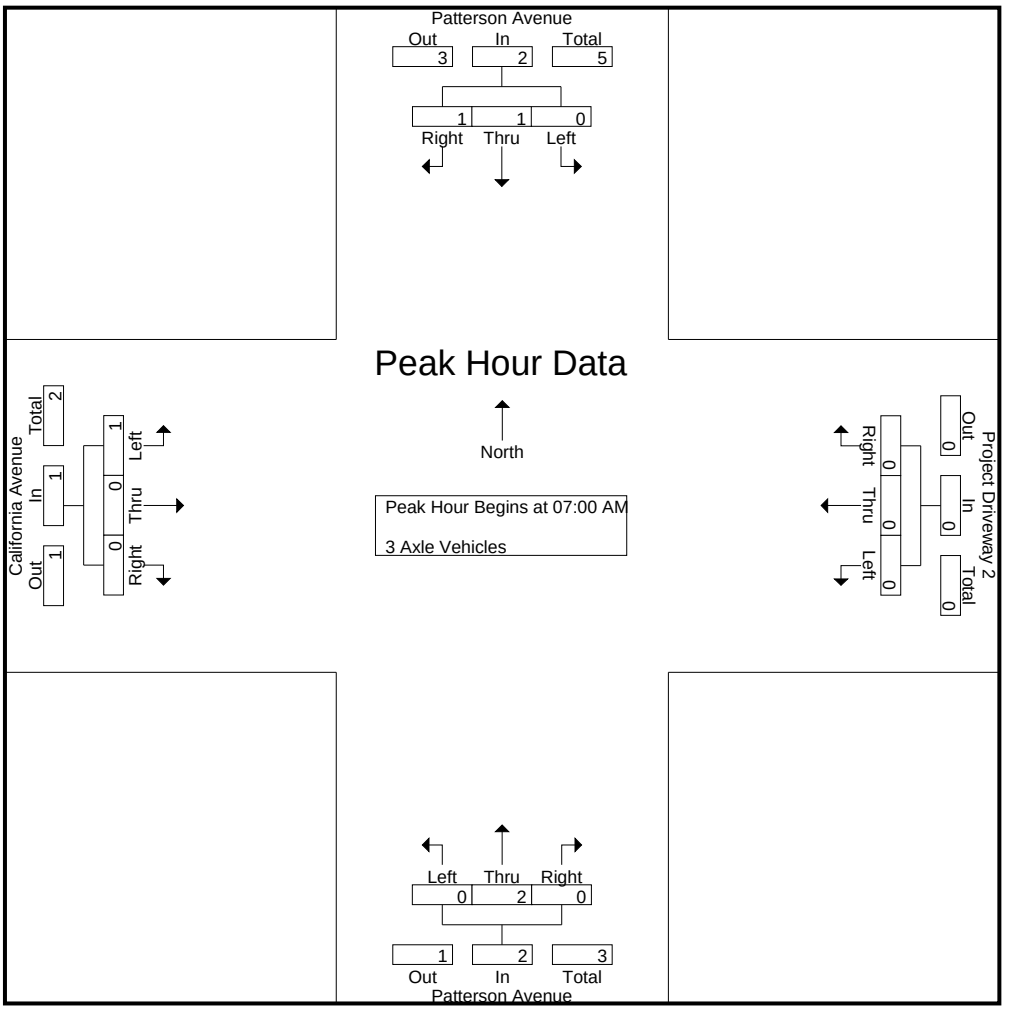
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	1	2	0	0	0	0	0	2	0	2	1	0	0	1	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	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	2	1	3	0	0	0	0	0	4	0	4	1	0	0	1	8
Apprch %	0	66.7	33.3		0	0	0		0	100	0		100	0	0		
Total %	0	25	12.5	37.5	0	0	0	0	0	50	0	50	12.5	0	0	12.5	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	1	1	2	0	0	0	0	0	2	0	2	1	0	0	1	5
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.417

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	**1**	**1**	**2**	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	**1**	0	0	**1**
Total Volume	0	1	1	2	0	0	0	0	0	2	0	2	1	0	0	1
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0	
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

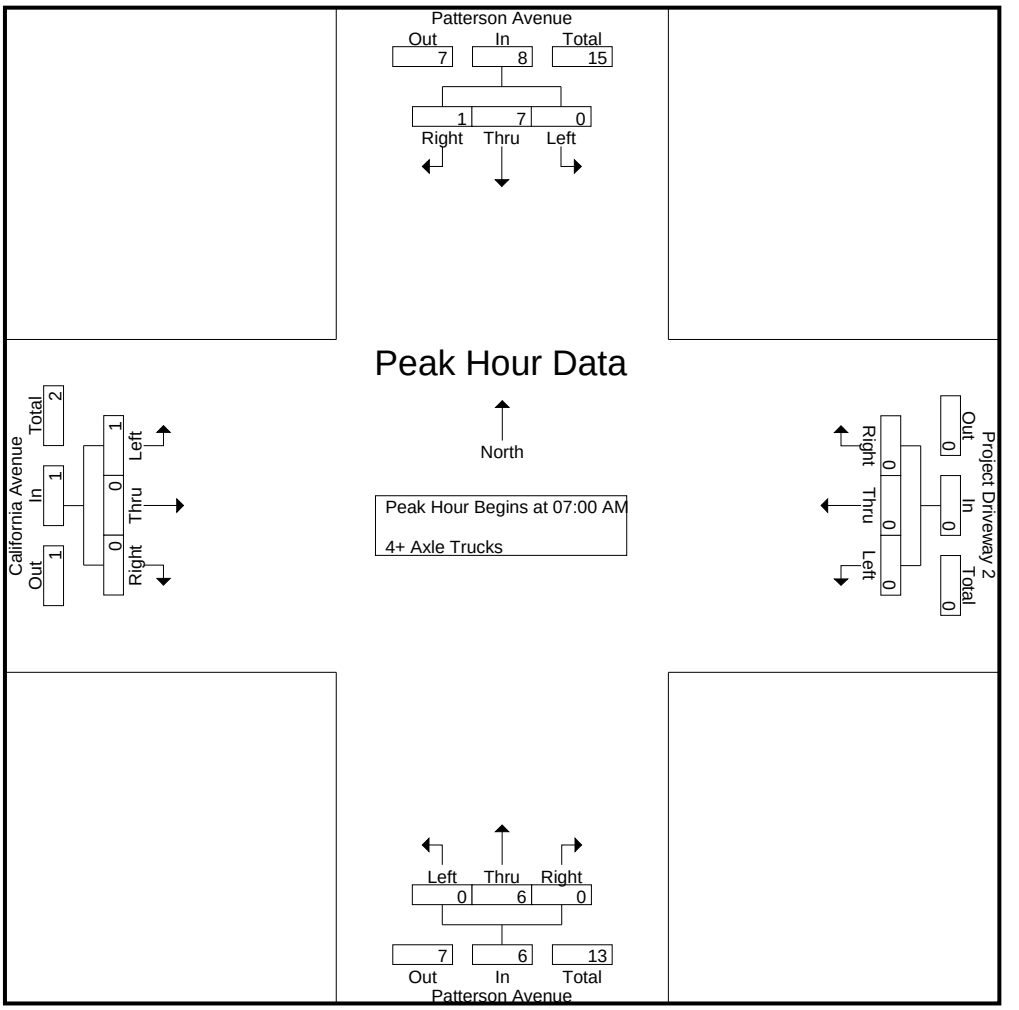
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:15 AM	0	1	1	2	0	0	0	0	0	1	0	1	1	0	0	1	4
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	7	1	8	0	0	0	0	0	6	0	6	1	0	0	1	15
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	9	0	9	0	0	0	0	0	7	0	7	0	0	0	0	16
Grand Total	0	16	1	17	0	0	0	0	0	13	0	13	1	0	0	1	31
Apprch %	0	94.1	5.9		0	0	0		0	100	0		100	0	0		
Total %	0	51.6	3.2	54.8	0	0	0	0	0	41.9	0	41.9	3.2	0	0	3.2	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
07:15 AM	0	1	**1**	2	0	0	0	0	0	1	0	1	**1**	0	0	**1**	4
07:30 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	7	1	8	0	0	0	0	0	6	0	6	1	0	0	1	15
% App. Total	0	87.5	12.5		0	0	0		0	100	0		100	0	0		
PHF	.000	.438	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.750

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali AM
Site Code : 06721659
Start Date : 11/10/2021
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	**1**	2	0	0	0	0	0	1	0	1	**1**	0	0	**1**
+30 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	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	7	1	8	0	0	0	0	0	6	0	6	1	0	0	1
% App. Total	0	87.5	12.5		0	0	0		0	100	0		100	0	0	
PHF	.000	.438	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

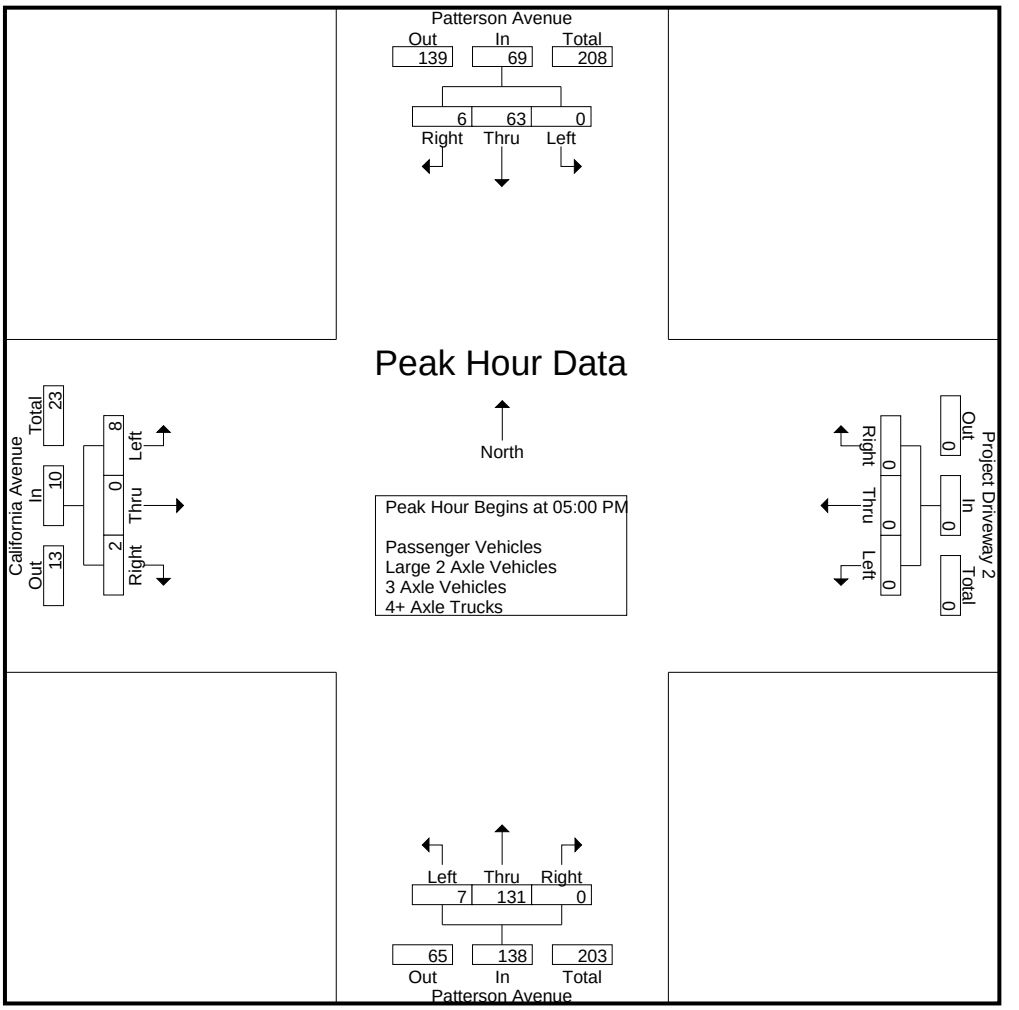
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	10	1	11	0	0	0	0	0	24	0	24	0	0	1	1	36
04:15 PM	0	15	0	15	0	0	0	0	0	41	0	41	0	0	1	1	57
04:30 PM	0	8	1	9	0	0	0	0	0	59	0	59	0	0	0	0	68
04:45 PM	0	9	0	9	0	0	0	0	0	27	0	27	0	0	0	0	36
Total	0	42	2	44	0	0	0	0	0	151	0	151	0	0	2	2	197
05:00 PM	0	14	2	16	0	0	0	0	1	32	0	33	3	0	0	3	52
05:15 PM	0	12	1	13	0	0	0	0	3	16	0	19	1	0	2	3	35
05:30 PM	0	18	3	21	0	0	0	0	1	58	0	59	3	0	0	3	83
05:45 PM	0	19	0	19	0	0	0	0	2	25	0	27	1	0	0	1	47
Total	0	63	6	69	0	0	0	0	7	131	0	138	8	0	2	10	217
Grand Total	0	105	8	113	0	0	0	0	7	282	0	289	8	0	4	12	414
Apprch %	0	92.9	7.1		0	0	0		2.4	97.6	0		66.7	0	33.3		
Total %	0	25.4	1.9	27.3	0	0	0	0	1.7	68.1	0	69.8	1.9	0	1	2.9	
Passenger Vehicles	0	82	4	86	0	0	0	0	7	250	0	257	7	0	3	10	353
% Passenger Vehicles	0	78.1	50	76.1	0	0	0	0	100	88.7	0	88.9	87.5	0	75	83.3	85.3
Large 2 Axle Vehicles	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
% Large 2 Axle Vehicles	0	4.8	0	4.4	0	0	0	0	0	2.8	0	2.8	0	0	0	0	3.1
3 Axle Vehicles	0	7	3	10	0	0	0	0	0	6	0	6	1	0	1	2	18
% 3 Axle Vehicles	0	6.7	37.5	8.8	0	0	0	0	0	2.1	0	2.1	12.5	0	25	16.7	4.3
4+ Axle Trucks	0	11	1	12	0	0	0	0	0	18	0	18	0	0	0	0	30
% 4+ Axle Trucks	0	10.5	12.5	10.6	0	0	0	0	0	6.4	0	6.2	0	0	0	0	7.2

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	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	0	14	2	16	0	0	0	0	1	32	0	33	**3**	0	0	**3**	52
05:15 PM	0	12	1	13	0	0	0	0	**3**	16	0	19	1	0	**2**	3	35
05:30 PM	0	18	**3**	**21**	0	0	0	0	1	**58**	0	**59**	3	0	0	3	**83**
05:45 PM	0	**19**	0	19	0	0	0	0	2	25	0	27	1	0	0	1	47
Total Volume	0	63	6	69	0	0	0	0	7	131	0	138	8	0	2	10	217
% App. Total	0	91.3	8.7		0	0	0		5.1	94.9	0		80	0	20		
PHF	.000	.829	.500	.821	.000	.000	.000	.000	.583	.565	.000	.585	.667	.000	.250	.833	.654

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PO Box 1178
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(951)268-6268

City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	05:00 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	0	14	2	16	0	0	0	0	0	41	0	41	**3**	0	0	**3**
+15 mins.	0	12	1	13	0	0	0	0	0	**59**	0	**59**	1	0	**2**	3
+30 mins.	0	18	**3**	**21**	0	0	0	0	0	27	0	27	3	0	0	3
+45 mins.	0	**19**	0	19	0	0	0	0	**1**	32	0	33	1	0	0	1
Total Volume	0	63	6	69	0	0	0	0	1	159	0	160	8	0	2	10
% App. Total	0	91.3	8.7		0	0	0		0.6	99.4	0		80	0	20	
PHF	.000	.829	.500	.821	.000	.000	.000	.000	.250	.674	.000	.678	.667	.000	.250	.833

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

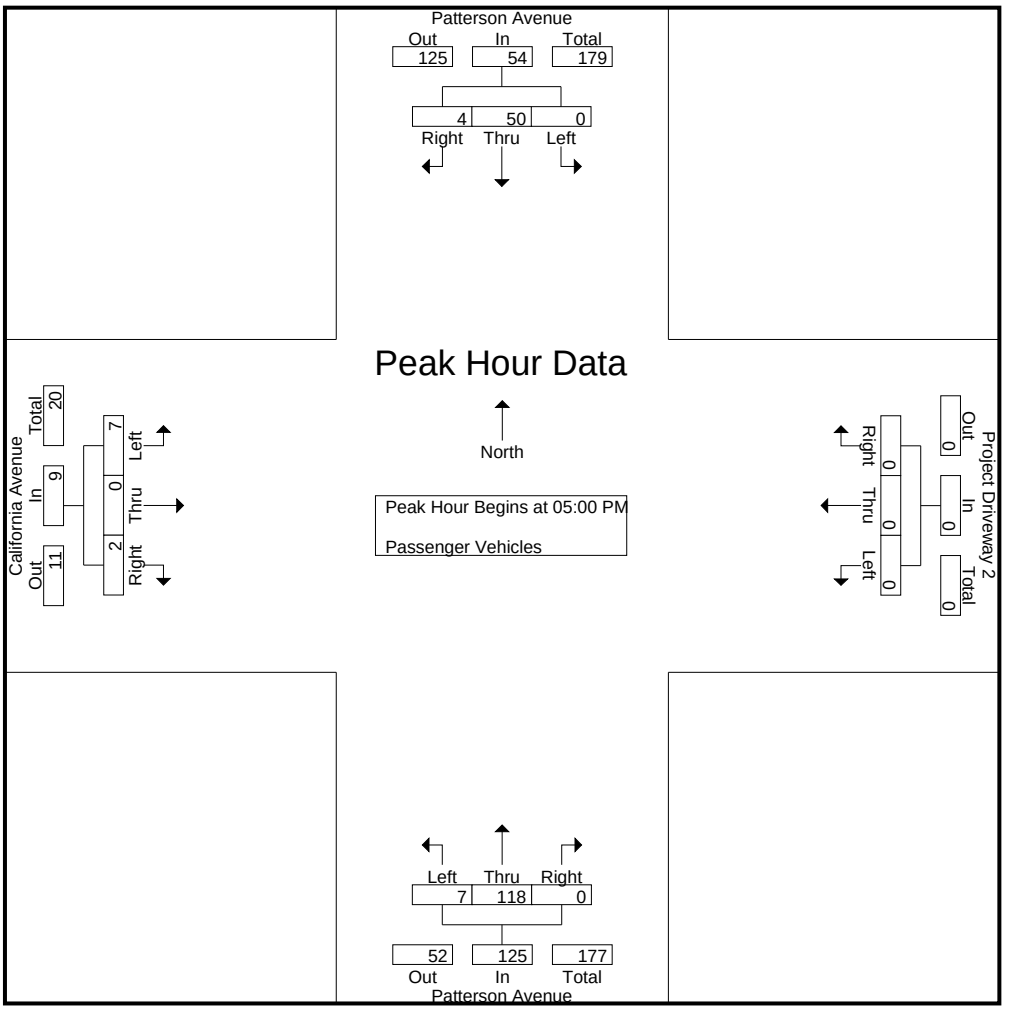
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	8	0	8	0	0	0	0	0	23	0	23	0	0	0	0	31
04:15 PM	0	11	0	11	0	0	0	0	0	30	0	30	0	0	1	1	42
04:30 PM	0	7	0	7	0	0	0	0	0	57	0	57	0	0	0	0	64
04:45 PM	0	6	0	6	0	0	0	0	0	22	0	22	0	0	0	0	28
Total	0	32	0	32	0	0	0	0	0	132	0	132	0	0	1	1	165
05:00 PM	0	8	2	10	0	0	0	0	1	29	0	30	3	0	0	3	43
05:15 PM	0	10	0	10	0	0	0	0	3	13	0	16	1	0	2	3	29
05:30 PM	0	15	2	17	0	0	0	0	1	55	0	56	2	0	0	2	75
05:45 PM	0	17	0	17	0	0	0	0	2	21	0	23	1	0	0	1	41
Total	0	50	4	54	0	0	0	0	7	118	0	125	7	0	2	9	188
Grand Total	0	82	4	86	0	0	0	0	7	250	0	257	7	0	3	10	353
Apprch %	0	95.3	4.7		0	0	0		2.7	97.3	0		70	0	30		
Total %	0	23.2	1.1	24.4	0	0	0	0	2	70.8	0	72.8	2	0	0.8	2.8	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	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	8	**2**	10	0	0	0	0	1	29	0	30	**3**	0	0	**3**	43
05:15 PM	0	10	0	10	0	0	0	0	**3**	13	0	16	1	0	**2**	3	29
05:30 PM	0	15	2	**17**	0	0	0	0	1	**55**	0	**56**	2	0	0	2	**75**
05:45 PM	0	**17**	0	17	0	0	0	0	2	21	0	23	1	0	0	1	41
Total Volume	0	50	4	54	0	0	0	0	7	118	0	125	7	0	2	9	188
% App. Total	0	92.6	7.4		0	0	0		5.6	94.4	0		77.8	0	22.2		
PHF	.000	.735	.500	.794	.000	.000	.000	.000	.583	.536	.000	.558	.583	.000	.250	.750	.627

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
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	8	**2**	10	0	0	0	0	1	29	0	30	**3**	0	0	**3**
+15 mins.	0	10	0	10	0	0	0	0	**3**	13	0	16	1	0	**2**	3
+30 mins.	0	15	2	**17**	0	0	0	0	1	**55**	0	**56**	2	0	0	2
+45 mins.	0	**17**	0	17	0	0	0	0	2	21	0	23	1	0	0	1
Total Volume	0	50	4	54	0	0	0	0	7	118	0	125	7	0	2	9
% App. Total	0	92.6	7.4		0	0	0		5.6	94.4	0		77.8	0	22.2	
PHF	.000	.735	.500	.794	.000	.000	.000	.000	.583	.536	.000	.558	.583	.000	.250	.750

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

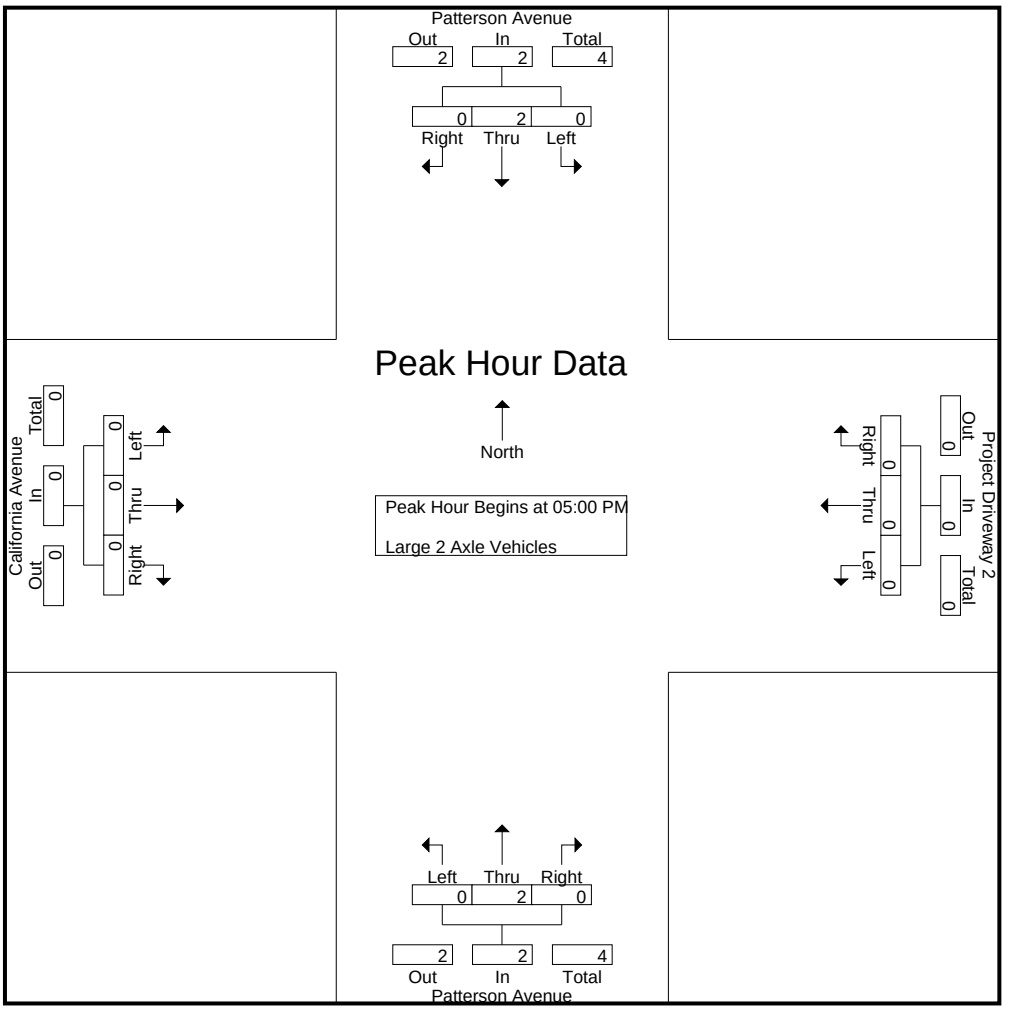
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	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	2	0	2	0	0	0	0	4
Grand Total	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	38.5	0	38.5	0	0	0	0	0	61.5	0	61.5	0	0	0	0	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	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 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	.250	.000	.250	.000	.000	.000	.000	.333

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	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	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	.250	.000	.250	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

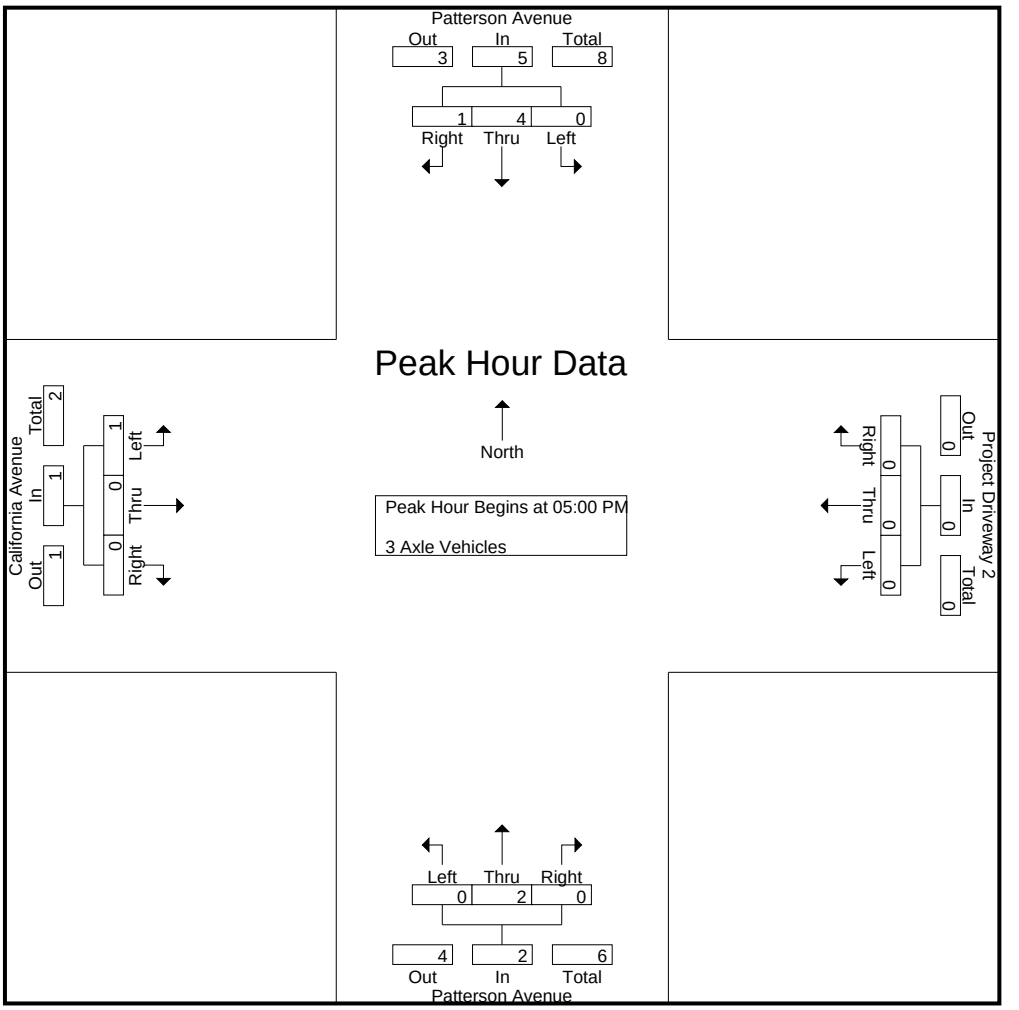
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
04:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	3	2	5	0	0	0	0	0	4	0	4	0	0	1	1	10
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	1	5	0	0	0	0	0	2	0	2	1	0	0	1	8
Grand Total	0	7	3	10	0	0	0	0	0	6	0	6	1	0	1	2	18
Apprch %	0	70	30		0	0	0		0	100	0		50	0	50		
Total %	0	38.9	16.7	55.6	0	0	0	0	0	33.3	0	33.3	5.6	0	5.6	11.1	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	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	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:30 PM	0	1	**1**	2	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**3**
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	4	1	5	0	0	0	0	0	2	0	2	1	0	0	1	8
% App. Total	0	80	20		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.667

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
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	**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	**1**	0	**1**	0	0	0	0
+30 mins.	0	1	**1**	2	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	1	5	0	0	0	0	0	2	0	2	1	0	0	1
% App. Total	0	80	20		0	0	0		0	100	0		100	0	0	
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250

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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

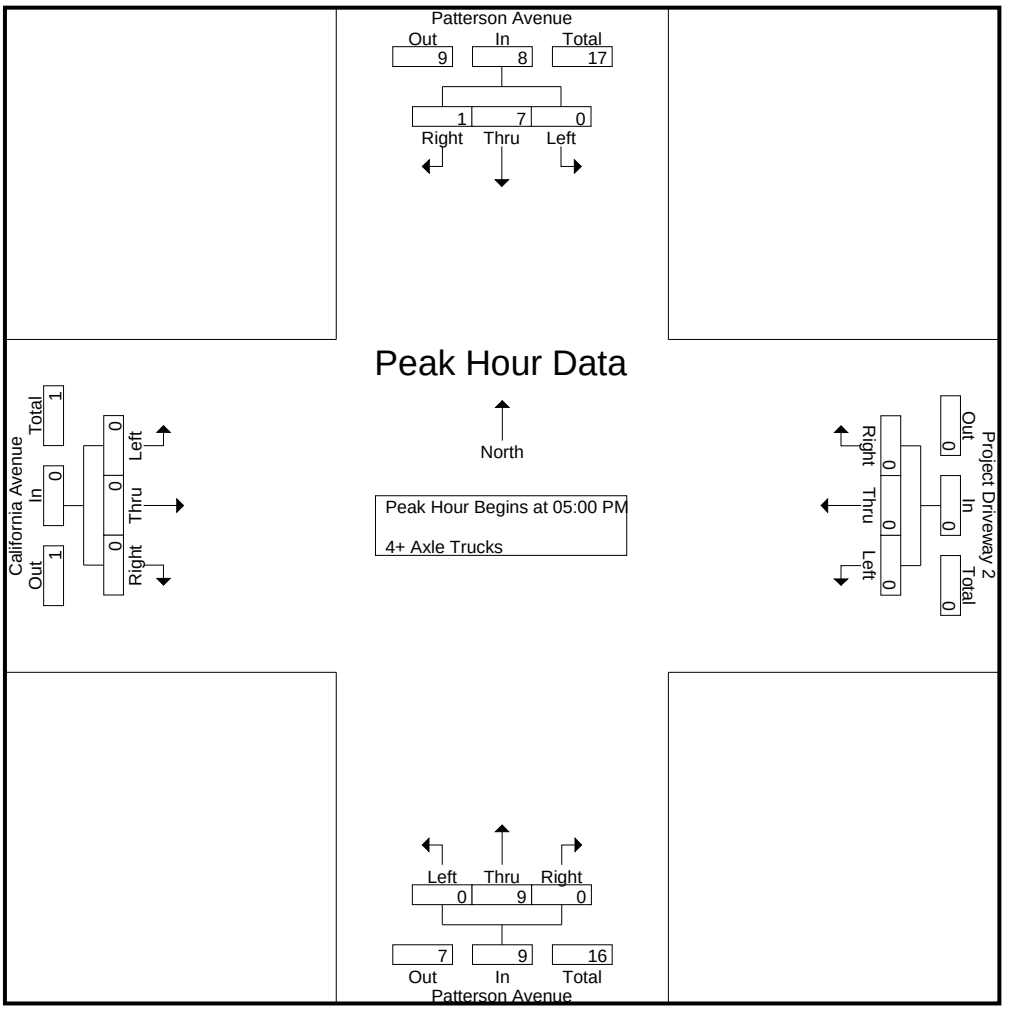
	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
05:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:15 PM	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	7	1	8	0	0	0	0	0	9	0	9	0	0	0	0	17
Grand Total	0	11	1	12	0	0	0	0	0	18	0	18	0	0	0	0	30
Apprch %	0	91.7	8.3		0	0	0		0	100	0		0	0	0		
Total %	0	36.7	3.3	40	0	0	0	0	0	60	0	60	0	0	0	0	

	Patterson Avenue Southbound				Project Driveway 2 Westbound				Patterson Avenue Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
05:15 PM	0	2	**1**	3	0	0	0	0	0	2	0	2	0	0	0	0	**5**
05:30 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	0	7	1	8	0	0	0	0	0	9	0	9	0	0	0	0	17
% App. Total	0	87.5	12.5		0	0	0		0	100	0		0	0	0		
PHF	.000	.583	.250	.667	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.850

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PO Box 1178
Corona, CA 92878
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City of Perris
N/S: Patterson Avenue
E/W: California Ave/Project Driveway 2
Weather: Clear

File Name : 02_PER_Patteson_Cali PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	2	**1**	3	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	7	1	8	0	0	0	0	0	9	0	9	0	0	0	0
% App. Total	0	87.5	12.5		0	0	0		0	100	0		0	0	0	
PHF	.000	.583	.250	.667	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

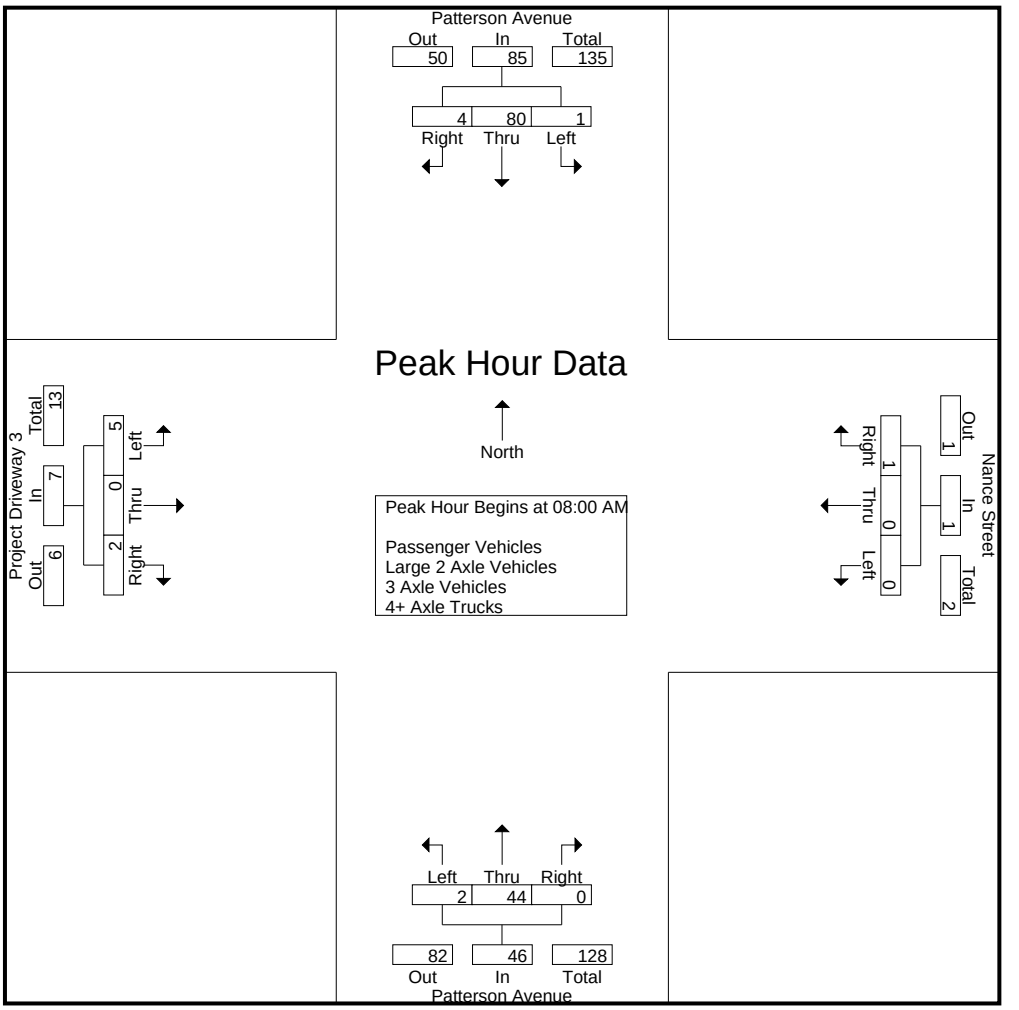
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	21	1	22	0	0	0	0	0	17	0	17	0	0	0	0	39
07:15 AM	0	14	2	16	0	0	0	0	1	17	0	18	1	0	0	1	35
07:30 AM	0	10	0	10	0	0	0	0	1	20	0	21	0	0	0	0	31
07:45 AM	0	17	2	19	0	0	0	0	0	11	0	11	1	0	0	1	31
Total	0	62	5	67	0	0	0	0	2	65	0	67	2	0	0	2	136
08:00 AM	0	14	0	14	0	0	0	0	1	15	0	16	2	0	0	2	32
08:15 AM	0	16	2	18	0	0	0	0	0	13	0	13	1	0	0	1	32
08:30 AM	1	24	1	26	0	0	1	1	1	10	0	11	1	0	1	2	40
08:45 AM	0	26	1	27	0	0	0	0	0	6	0	6	1	0	1	2	35
Total	1	80	4	85	0	0	1	1	2	44	0	46	5	0	2	7	139
Grand Total	1	142	9	152	0	0	1	1	4	109	0	113	7	0	2	9	275
Apprch %	0.7	93.4	5.9		0	0	100		3.5	96.5	0		77.8	0	22.2		
Total %	0.4	51.6	3.3	55.3	0	0	0.4	0.4	1.5	39.6	0	41.1	2.5	0	0.7	3.3	
Passenger Vehicles	1	116	9	126	0	0	1	1	3	84	0	87	2	0	1	3	217
% Passenger Vehicles	100	81.7	100	82.9	0	0	100	100	75	77.1	0	77	28.6	0	50	33.3	78.9
Large 2 Axle Vehicles	0	8	0	8	0	0	0	0	1	7	0	8	5	0	1	6	22
% Large 2 Axle Vehicles	0	5.6	0	5.3	0	0	0	0	25	6.4	0	7.1	71.4	0	50	66.7	8
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
% 3 Axle Vehicles	0	1.4	0	1.3	0	0	0	0	0	5.5	0	5.3	0	0	0	0	2.9
4+ Axle Trucks	0	16	0	16	0	0	0	0	0	12	0	12	0	0	0	0	28
% 4+ Axle Trucks	0	11.3	0	10.5	0	0	0	0	0	11	0	10.6	0	0	0	0	10.2

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	14	0	14	0	0	0	0	**1**	**15**	0	**16**	**2**	0	0	**2**	32
08:15 AM	0	16	**2**	18	0	0	0	0	0	13	0	13	1	0	0	1	32
08:30 AM	**1**	24	1	26	0	0	**1**	**1**	1	10	0	11	1	0	**1**	2	**40**
08:45 AM	0	**26**	1	**27**	0	0	0	0	0	6	0	6	1	0	1	2	35
Total Volume	1	80	4	85	0	0	1	1	2	44	0	46	5	0	2	7	139
% App. Total	1.2	94.1	4.7		0	0	100		4.3	95.7	0		71.4	0	28.6		
PHF	.250	.769	.500	.787	.000	.000	.250	.250	.500	.733	.000	.719	.625	.000	.500	.875	.869

Counts Unlimited, Inc.
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Corona, CA 92878
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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021



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

	08:00 AM				07:45 AM				07:00 AM				08:00 AM			
+0 mins.	0	14	0	14	0	0	0	0	0	17	0	17	**2**	0	0	**2**
+15 mins.	0	16	**2**	18	0	0	0	0	**1**	17	0	18	1	0	0	1
+30 mins.	**1**	24	1	26	0	0	0	0	1	**20**	0	**21**	1	0	**1**	2
+45 mins.	0	**26**	1	**27**	0	0	**1**	**1**	0	11	0	11	1	0	1	2
Total Volume	1	80	4	85	0	0	1	1	2	65	0	67	5	0	2	7
% App. Total	1.2	94.1	4.7		0	0	100		3	97	0		71.4	0	28.6	
PHF	.250	.769	.500	.787	.000	.000	.250	.250	.500	.813	.000	.798	.625	.000	.500	.875

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
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File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

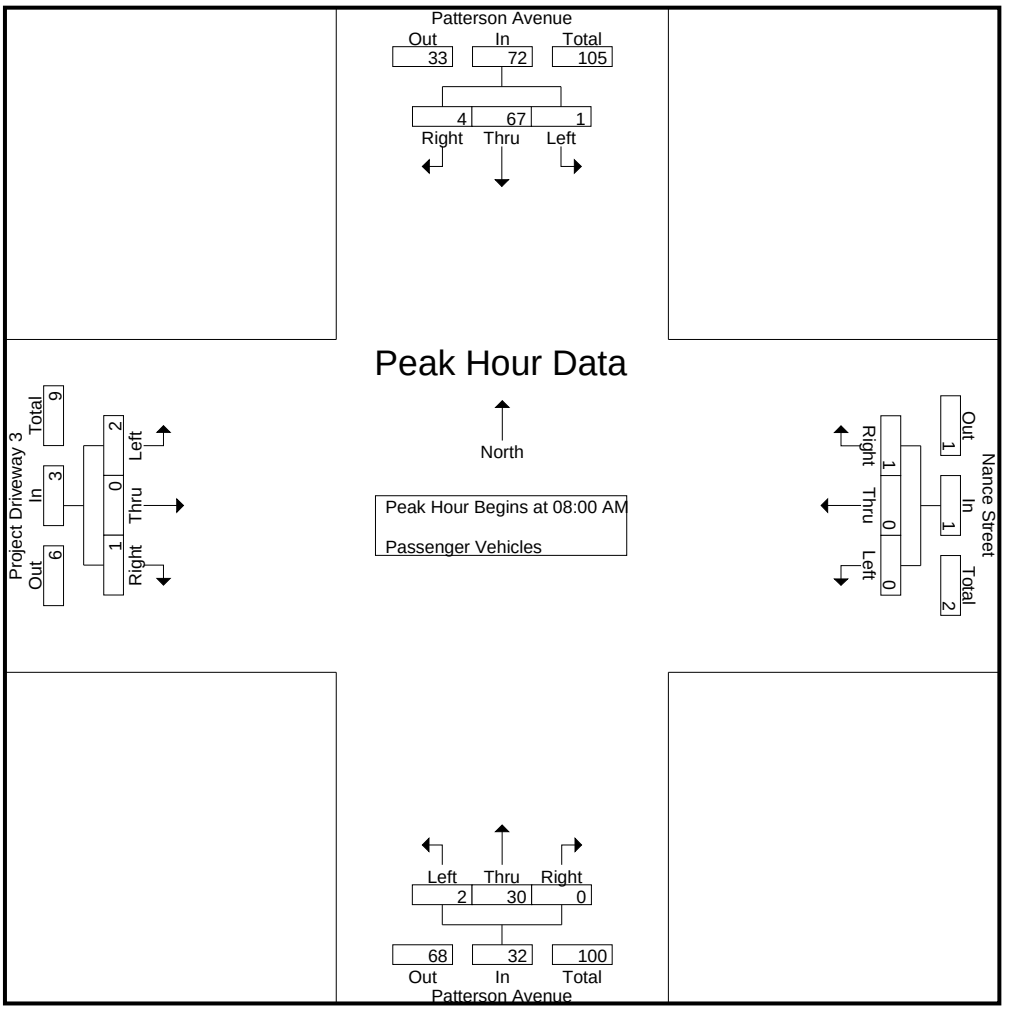
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	1	16	0	0	0	0	0	15	0	15	0	0	0	0	31
07:15 AM	0	11	2	13	0	0	0	0	1	13	0	14	0	0	0	0	27
07:30 AM	0	7	0	7	0	0	0	0	0	16	0	16	0	0	0	0	23
07:45 AM	0	16	2	18	0	0	0	0	0	10	0	10	0	0	0	0	28
Total	0	49	5	54	0	0	0	0	1	54	0	55	0	0	0	0	109
08:00 AM	0	11	0	11	0	0	0	0	1	11	0	12	0	0	0	0	23
08:15 AM	0	12	2	14	0	0	0	0	0	10	0	10	0	0	0	0	24
08:30 AM	1	20	1	22	0	0	1	1	1	4	0	5	1	0	1	2	30
08:45 AM	0	24	1	25	0	0	0	0	0	5	0	5	1	0	0	1	31
Total	1	67	4	72	0	0	1	1	2	30	0	32	2	0	1	3	108
Grand Total	1	116	9	126	0	0	1	1	3	84	0	87	2	0	1	3	217
Apprch %	0.8	92.1	7.1		0	0	100		3.4	96.6	0		66.7	0	33.3		
Total %	0.5	53.5	4.1	58.1	0	0	0.5	0.5	1.4	38.7	0	40.1	0.9	0	0.5	1.4	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	11	0	11	0	0	0	0	**1**	**11**	0	**12**	0	0	0	0	23
08:15 AM	0	12	**2**	14	0	0	0	0	0	10	0	10	0	0	0	0	24
08:30 AM	**1**	20	1	22	0	0	**1**	**1**	1	4	0	5	**1**	0	**1**	**2**	30
08:45 AM	0	**24**	1	**25**	0	0	0	0	0	5	0	5	1	0	0	1	**31**
Total Volume	1	67	4	72	0	0	1	1	2	30	0	32	2	0	1	3	108
% App. Total	1.4	93.1	5.6		0	0	100		6.2	93.8	0		66.7	0	33.3		
PHF	.250	.698	.500	.720	.000	.000	.250	.250	.500	.682	.000	.667	.500	.000	.250	.375	.871

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	11	0	11	0	0	0	0	**1**	**11**	0	**12**	0	0	0	0
+15 mins.	0	12	**2**	14	0	0	0	0	0	10	0	10	0	0	0	0
+30 mins.	**1**	20	1	22	0	0	**1**	**1**	1	4	0	5	**1**	0	**1**	**2**
+45 mins.	0	**24**	1	**25**	0	0	0	0	0	5	0	5	1	0	0	1
Total Volume	1	67	4	72	0	0	1	1	2	30	0	32	2	0	1	3
% App. Total	1.4	93.1	5.6		0	0	100		6.2	93.8	0		66.7	0	33.3	
PHF	.250	.698	.500	.720	.000	.000	.250	.250	.500	.682	.000	.667	.500	.000	.250	.375

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- Large 2 Axle Vehicles

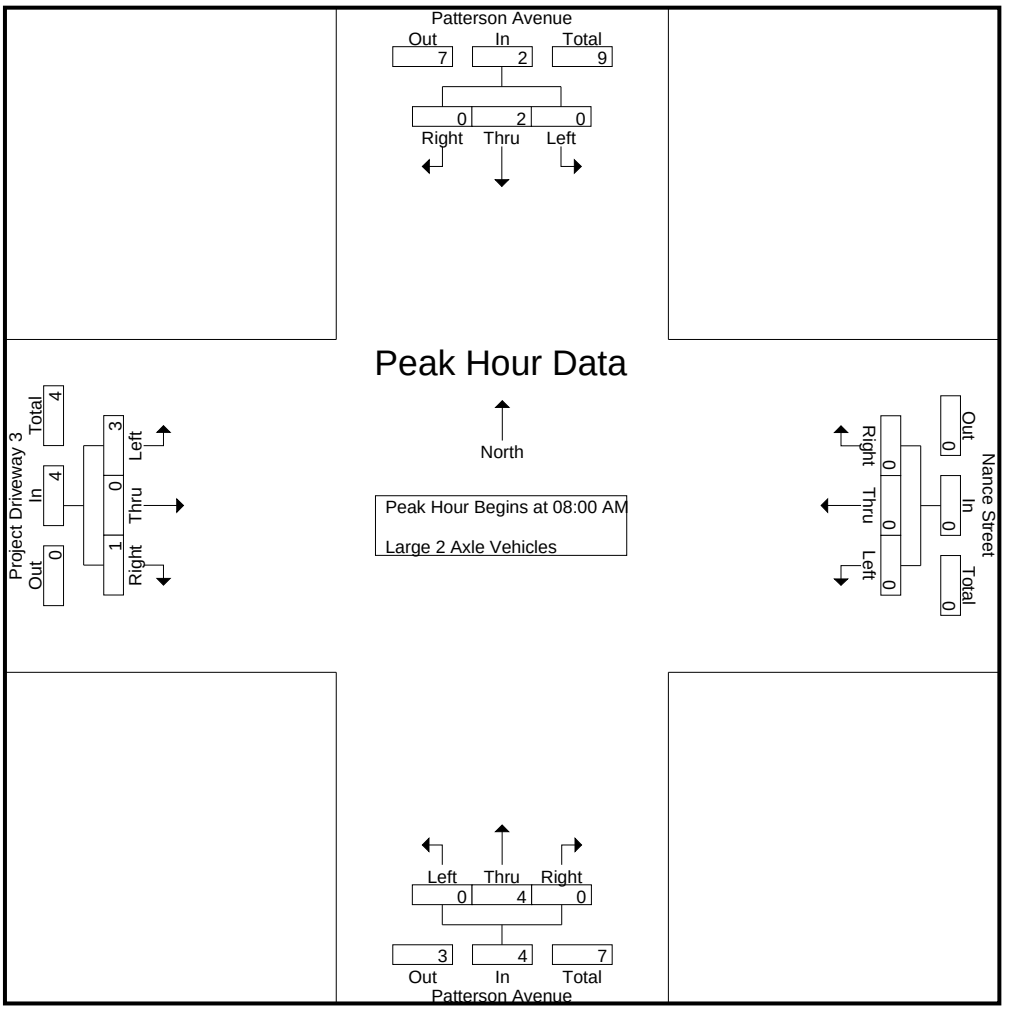
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
07:30 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	6	0	6	0	0	0	0	1	3	0	4	2	0	0	2	12
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	2	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
08:30 AM	0	1	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	1	1	1
Total	0	2	0	2	0	0	0	0	0	4	0	4	3	0	1	4	10
Grand Total	0	8	0	8	0	0	0	0	1	7	0	8	5	0	1	6	22
Apprch %	0	100	0		0	0	0		12.5	87.5	0		83.3	0	16.7		
Total %	0	36.4	0	36.4	0	0	0	0	4.5	31.8	0	36.4	22.7	0	4.5	27.3	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**	**4**
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1	3
08:30 AM	0	1	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	**1**	1	1
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	3	0	1	4	10
% App. Total	0	100	0		0	0	0		0	100	0		75	0	25		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.250	.500	.625

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City of Perris
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File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	1	0	0	1
+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	**1**	1
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	3	0	1	4
% App. Total	0	100	0		0	0	0		0	100	0		75	0	25	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.250	.500

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- 3 Axle Vehicles

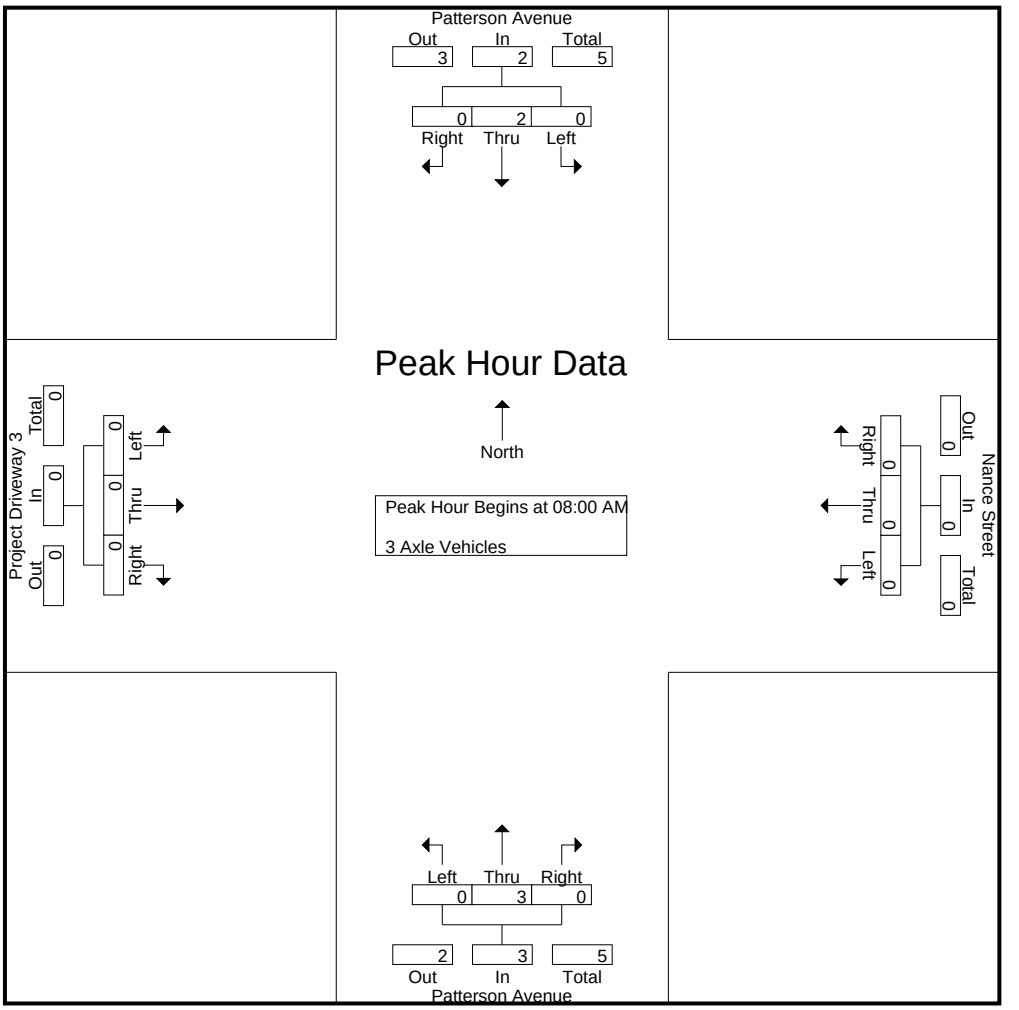
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	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	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Grand Total	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	25	0	25	0	0	0	0	0	75	0	75	0	0	0	0	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	**3**
08:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	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 Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.417

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City of Perris
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Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	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	2	0	2	0	0	0	0	0	3	0	3	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	.375	.000	.375	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

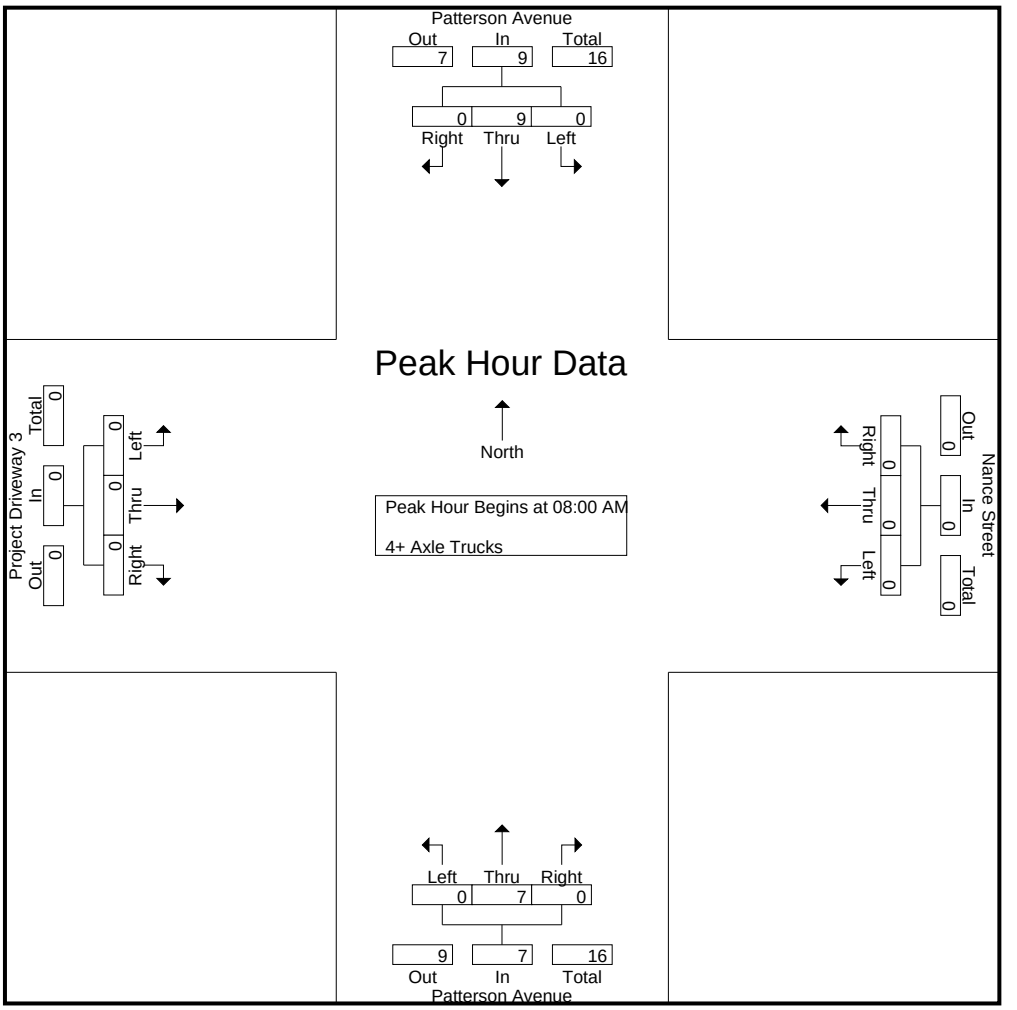
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	9	0	9	0	0	0	0	0	7	0	7	0	0	0	0	16
Grand Total	0	16	0	16	0	0	0	0	0	12	0	12	0	0	0	0	28
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	57.1	0	57.1	0	0	0	0	0	42.9	0	42.9	0	0	0	0	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	3	0	3	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**6**
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	9	0	9	0	0	0	0	0	7	0	7	0	0	0	0	16
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.667

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	2	0	2	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	3	0	3	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021

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

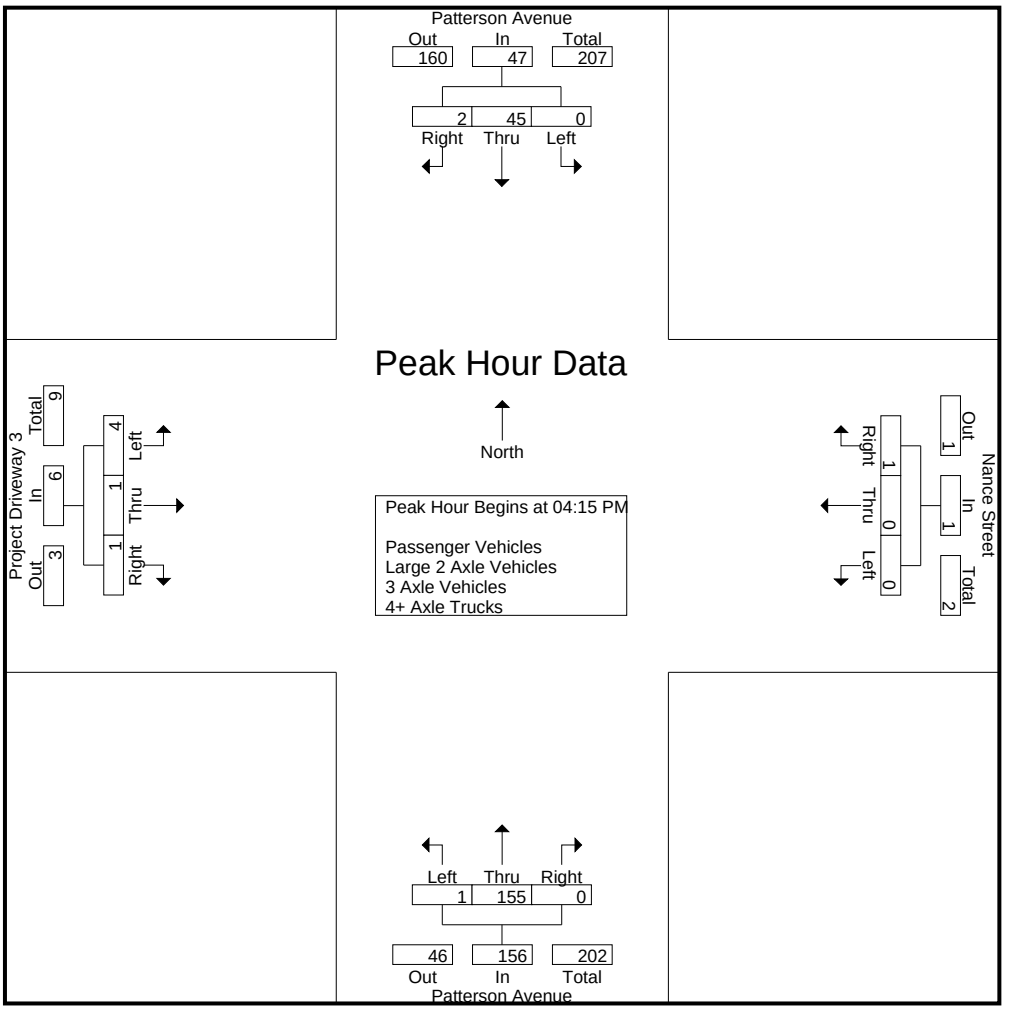
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	9	2	11	0	1	0	1	0	20	0	20	2	0	3	5	37
04:15 PM	0	16	1	17	0	0	0	0	1	40	0	41	0	0	0	0	58
04:30 PM	0	7	0	7	0	0	1	1	0	62	0	62	0	0	0	0	70
04:45 PM	0	9	0	9	0	0	0	0	0	25	0	25	1	0	0	1	35
Total	0	41	3	44	0	1	1	2	1	147	0	148	3	0	3	6	200
05:00 PM	0	13	1	14	0	0	0	0	0	28	0	28	3	1	1	5	47
05:15 PM	0	13	0	13	1	0	0	1	0	20	1	21	0	0	0	0	35
05:30 PM	0	17	1	18	0	0	2	2	0	55	0	55	0	0	0	0	75
05:45 PM	0	18	1	19	0	0	0	0	0	25	0	25	2	0	1	3	47
Total	0	61	3	64	1	0	2	3	0	128	1	129	5	1	2	8	204
Grand Total	0	102	6	108	1	1	3	5	1	275	1	277	8	1	5	14	404
Apprch %	0	94.4	5.6		20	20	60		0.4	99.3	0.4		57.1	7.1	35.7		
Total %	0	25.2	1.5	26.7	0.2	0.2	0.7	1.2	0.2	68.1	0.2	68.6	2	0.2	1.2	3.5	
Passenger Vehicles	0	80	3	83	1	1	3	5	1	238	1	240	7	1	2	10	338
% Passenger Vehicles	0	78.4	50	76.9	100	100	100	100	100	86.5	100	86.6	87.5	100	40	71.4	83.7
Large 2 Axle Vehicles	0	5	1	6	0	0	0	0	0	9	0	9	1	0	1	2	17
% Large 2 Axle Vehicles	0	4.9	16.7	5.6	0	0	0	0	0	3.3	0	3.2	12.5	0	20	14.3	4.2
3 Axle Vehicles	0	6	2	8	0	0	0	0	0	9	0	9	0	0	2	2	19
% 3 Axle Vehicles	0	5.9	33.3	7.4	0	0	0	0	0	3.3	0	3.2	0	0	40	14.3	4.7
4+ Axle Trucks	0	11	0	11	0	0	0	0	0	19	0	19	0	0	0	0	30
% 4+ Axle Trucks	0	10.8	0	10.2	0	0	0	0	0	6.9	0	6.9	0	0	0	0	7.4

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	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	0	**16**	**1**	**17**	0	0	0	0	**1**	40	0	41	0	0	0	0	58
04:30 PM	0	7	0	7	0	0	**1**	**1**	0	**62**	0	**62**	0	0	0	0	**70**
04:45 PM	0	9	0	9	0	0	0	0	0	25	0	25	1	0	0	1	35
05:00 PM	0	13	1	14	0	0	0	0	0	28	0	28	**3**	**1**	**1**	**5**	47
Total Volume	0	45	2	47	0	0	1	1	1	155	0	156	4	1	1	6	210
% App. Total	0	95.7	4.3		0	0	100		0.6	99.4	0		66.7	16.7	16.7		
PHF	.000	.703	.500	.691	.000	.000	.250	.250	.250	.625	.000	.629	.333	.250	.250	.300	.750

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	05:00 PM				04:45 PM				04:15 PM				05:00 PM			
+0 mins.	0	13	**1**	14	0	0	0	0	**1**	40	0	41	**3**	**1**	**1**	**5**
+15 mins.	0	13	0	13	0	0	0	0	0	**62**	0	**62**	0	0	0	0
+30 mins.	0	17	1	18	**1**	0	0	1	0	25	0	25	0	0	0	0
+45 mins.	0	**18**	1	**19**	0	0	**2**	**2**	0	28	0	28	2	0	1	3
Total Volume	0	61	3	64	1	0	2	3	1	155	0	156	5	1	2	8
% App. Total	0	95.3	4.7		33.3	0	66.7		0.6	99.4	0		62.5	12.5	25	
PHF	.000	.847	.750	.842	.250	.000	.250	.375	.250	.625	.000	.629	.417	.250	.500	.400

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City of Perris
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File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

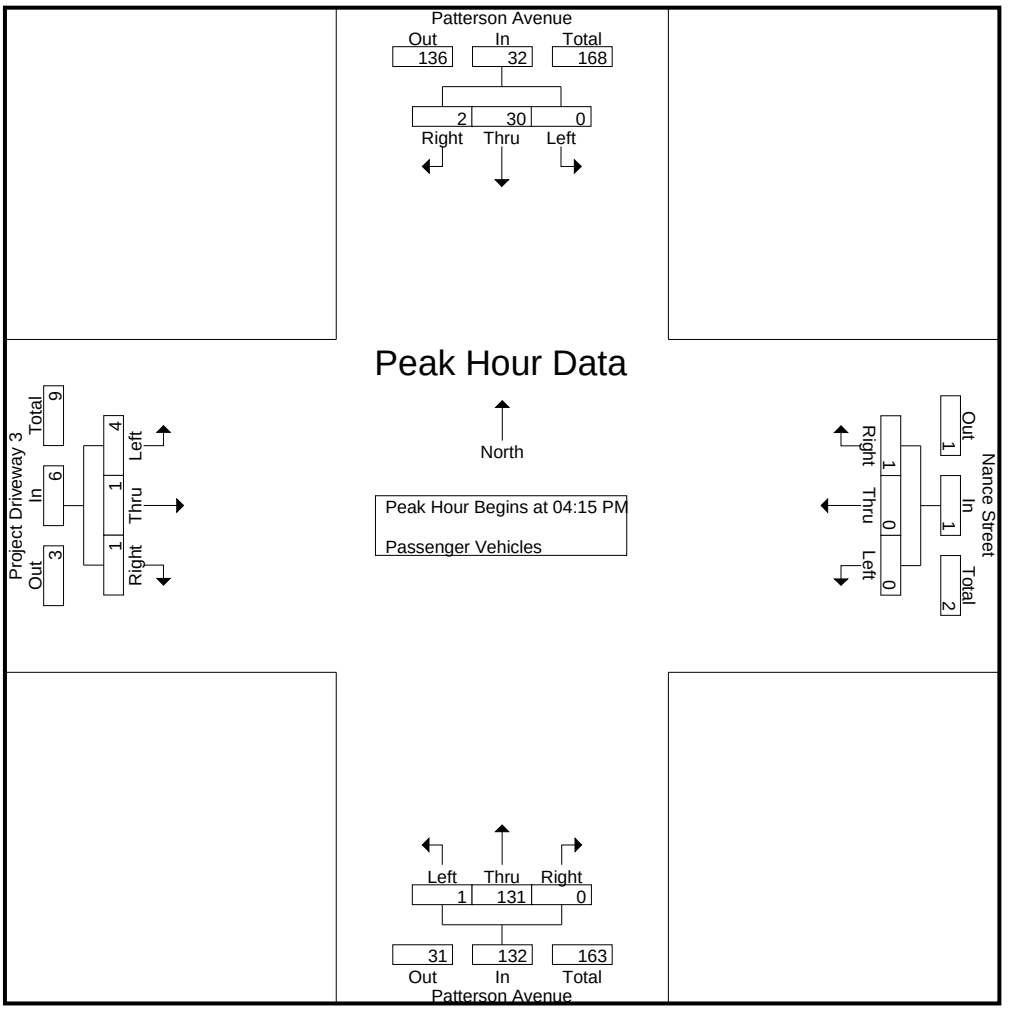
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	8	0	8	0	1	0	1	0	19	0	19	2	0	1	3	31
04:15 PM	0	11	1	12	0	0	0	0	1	29	0	30	0	0	0	0	42
04:30 PM	0	6	0	6	0	0	1	1	0	59	0	59	0	0	0	0	66
04:45 PM	0	6	0	6	0	0	0	0	0	20	0	20	1	0	0	1	27
Total	0	31	1	32	0	1	1	2	1	127	0	128	3	0	1	4	166
05:00 PM	0	7	1	8	0	0	0	0	0	23	0	23	3	1	1	5	36
05:15 PM	0	11	0	11	1	0	0	1	0	16	1	17	0	0	0	0	29
05:30 PM	0	15	0	15	0	0	2	2	0	51	0	51	0	0	0	0	68
05:45 PM	0	16	1	17	0	0	0	0	0	21	0	21	1	0	0	1	39
Total	0	49	2	51	1	0	2	3	0	111	1	112	4	1	1	6	172
Grand Total	0	80	3	83	1	1	3	5	1	238	1	240	7	1	2	10	338
Apprch %	0	96.4	3.6		20	20	60		0.4	99.2	0.4		70	10	20		
Total %	0	23.7	0.9	24.6	0.3	0.3	0.9	1.5	0.3	70.4	0.3	71	2.1	0.3	0.6	3	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	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	**11**	**1**	**12**	0	0	0	0	**1**	29	0	30	0	0	0	0	42
04:30 PM	0	6	0	6	0	0	**1**	**1**	0	**59**	0	**59**	0	0	0	0	**66**
04:45 PM	0	6	0	6	0	0	0	0	0	20	0	20	1	0	0	1	27
05:00 PM	0	7	1	8	0	0	0	0	0	23	0	23	**3**	**1**	**1**	**5**	36
Total Volume	0	30	2	32	0	0	1	1	1	131	0	132	4	1	1	6	171
% App. Total	0	93.8	6.2		0	0	100		0.8	99.2	0		66.7	16.7	16.7		
PHF	.000	.682	.500	.667	.000	.000	.250	.250	.250	.555	.000	.559	.333	.250	.250	.300	.648

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
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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	**11**	**1**	**12**	0	0	0	0	**1**	29	0	30	0	0	0	0
+15 mins.	0	6	0	6	0	0	**1**	**1**	0	**59**	0	**59**	0	0	0	0
+30 mins.	0	6	0	6	0	0	0	0	0	20	0	20	1	0	0	1
+45 mins.	0	7	1	8	0	0	0	0	0	23	0	23	**3**	**1**	**1**	**5**
Total Volume	0	30	2	32	0	0	1	1	1	131	0	132	4	1	1	6
% App. Total	0	93.8	6.2		0	0	100		0.8	99.2	0		66.7	16.7	16.7	
PHF	.000	.682	.500	.667	.000	.000	.250	.250	.250	.555	.000	.559	.333	.250	.250	.300

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- Large 2 Axle Vehicles

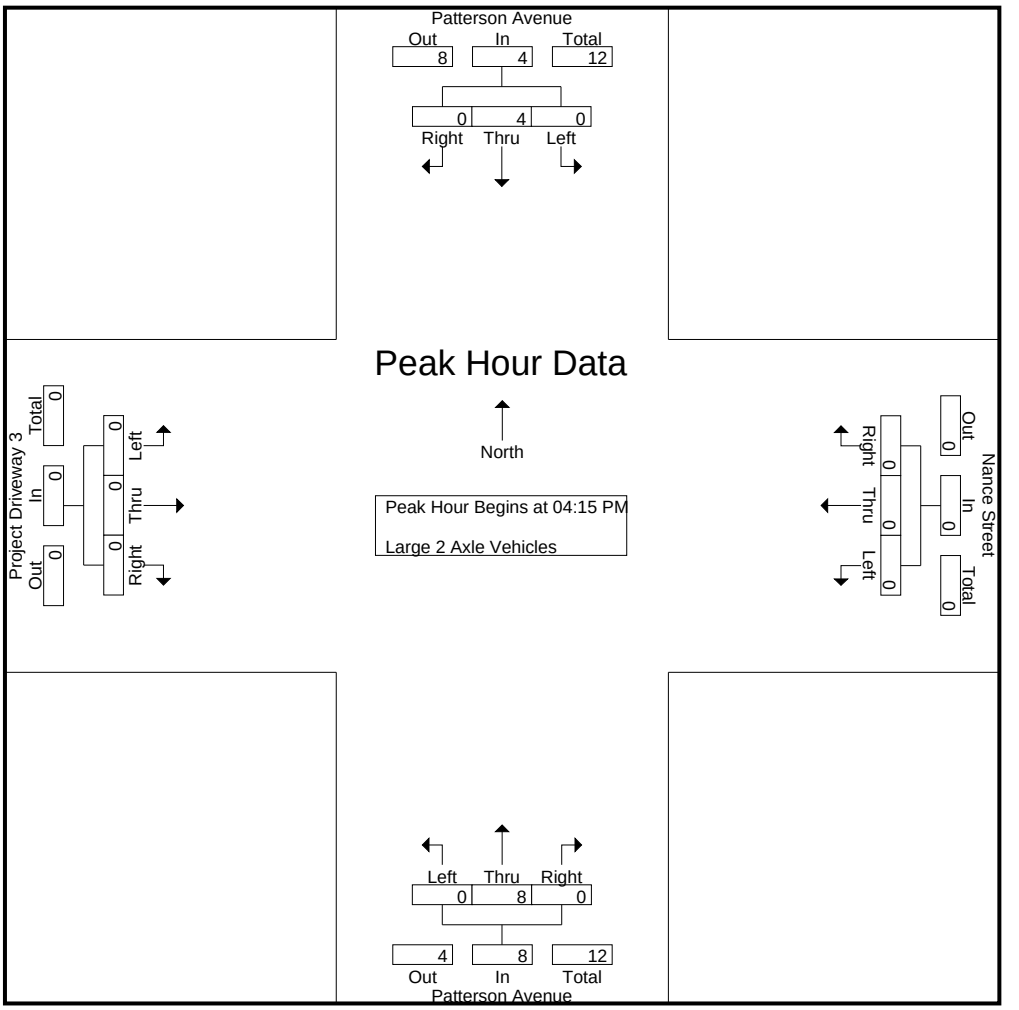
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
05:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
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	1	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	1	0	1	2	2
Total	0	1	1	2	0	0	0	0	0	3	0	3	1	0	1	2	7
Grand Total	0	5	1	6	0	0	0	0	0	9	0	9	1	0	1	2	17
Apprch %	0	83.3	16.7		0	0	0		0	100	0		50	0	50		
Total %	0	29.4	5.9	35.3	0	0	0	0	0	52.9	0	52.9	5.9	0	5.9	11.8	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	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	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**5**
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.600

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City of Perris
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File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
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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	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	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	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	3	0	3	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	8	0	8	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	.667	.000	.667	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- 3 Axle Vehicles

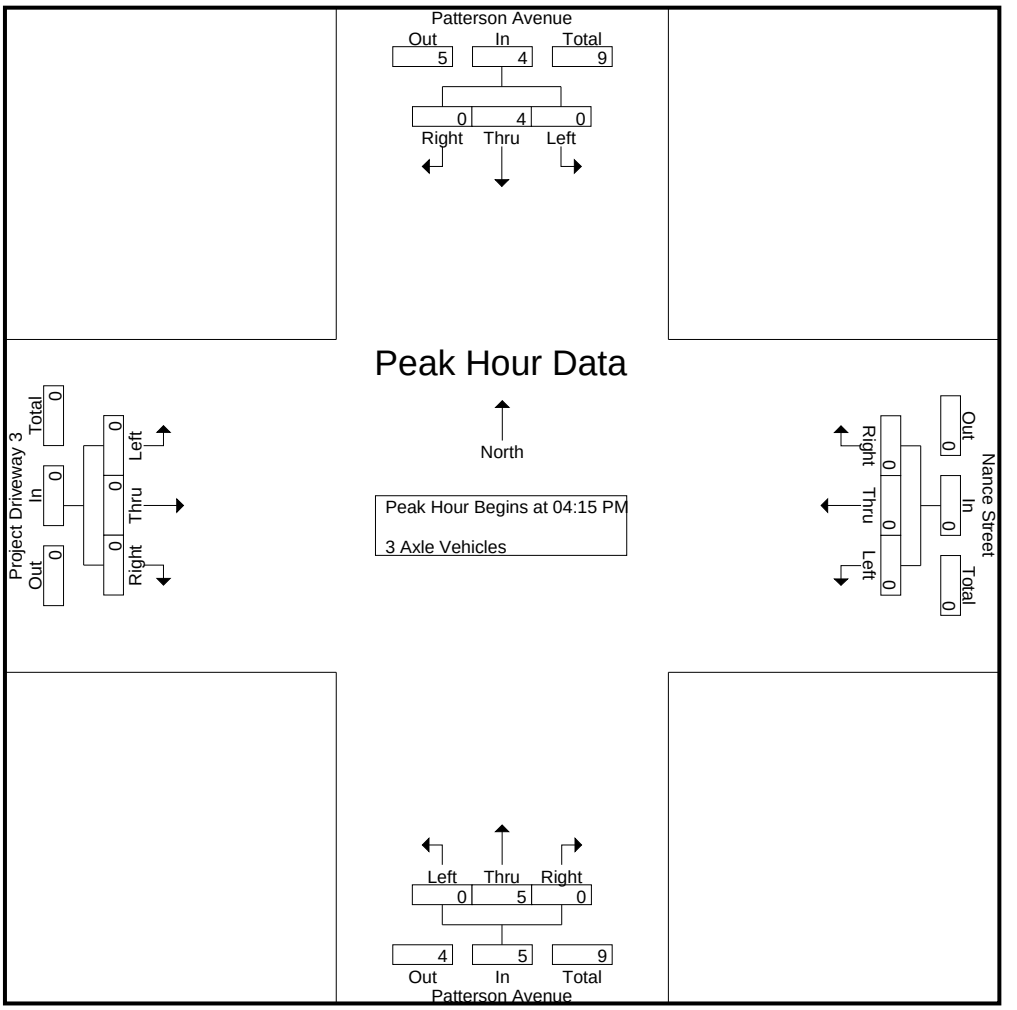
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2	4
04:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
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	1	0	1	0	0	0	0	2
Total	0	2	2	4	0	0	0	0	0	4	0	4	0	0	2	2	10
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
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	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
Grand Total	0	6	2	8	0	0	0	0	0	9	0	9	0	0	2	2	19
Apprch %	0	75	25		0	0	0		0	100	0		0	0	100		
Total %	0	31.6	10.5	42.1	0	0	0	0	0	47.4	0	47.4	0	0	10.5	10.5	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	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	0	0	0	**3**	0	**3**	0	0	0	0	**4**
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	1	0	1	0	0	0	0	2
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.563

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City of Perris
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File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021
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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	0	0	0	0	**3**	0	**3**	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	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- 4+ Axle Trucks

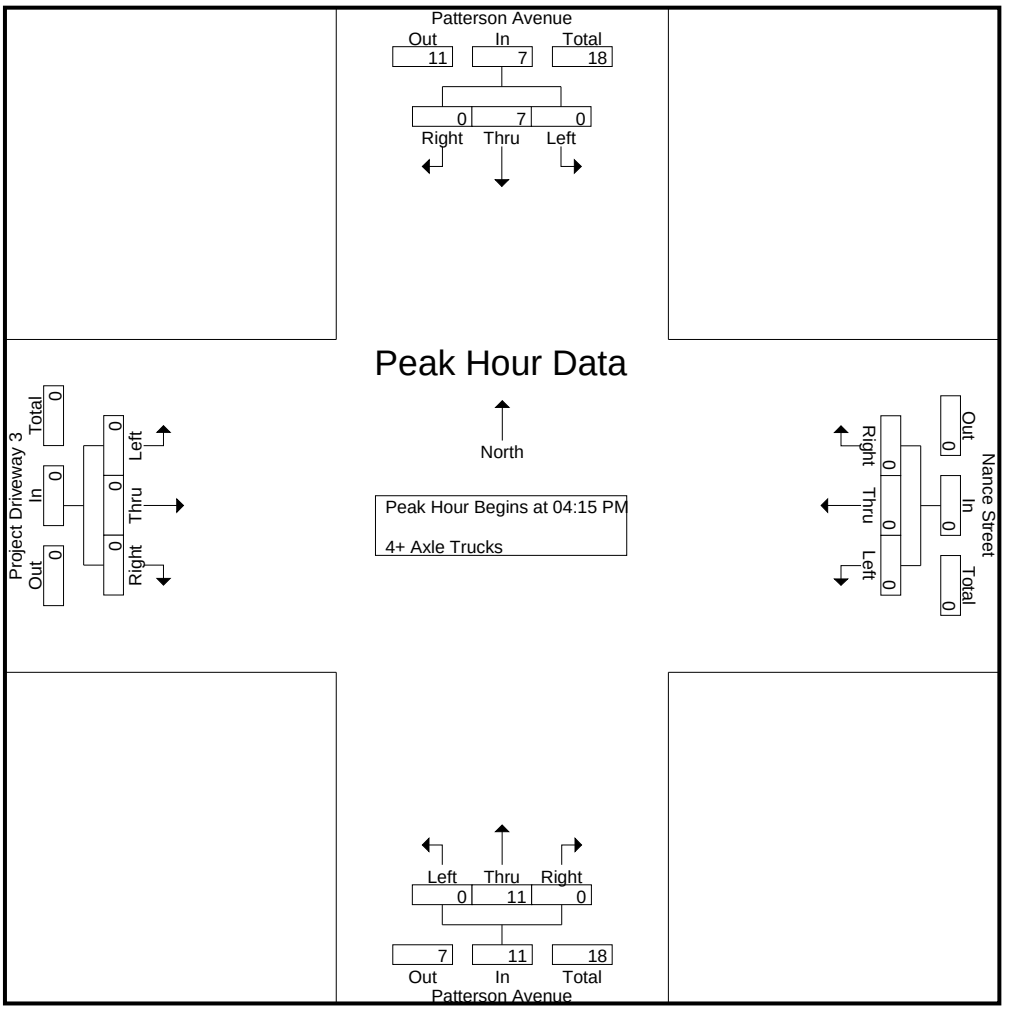
	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
05:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0	16
Grand Total	0	11	0	11	0	0	0	0	0	19	0	19	0	0	0	0	30
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	36.7	0	36.7	0	0	0	0	0	63.3	0	63.3	0	0	0	0	

	Patterson Avenue Southbound				Nance Street Westbound				Patterson Avenue Northbound				Project Driveway 3 Eastbound				
Start Time	Left	Thru	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	2	0	2	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**7**
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:00 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	7	0	7	0	0	0	0	0	11	0	11	0	0	0	0	18
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.643

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City of Perris
N/S: Patterson Avenue
E/W: Nance St/Project Driveway 3
Weather: Clear

File Name : 03_PER_Patterson_PDW 3 PM
Site Code : 06721659
Start Date : 11/10/2021
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	2	0	2	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	7	0	7	0	0	0	0	0	11	0	11	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

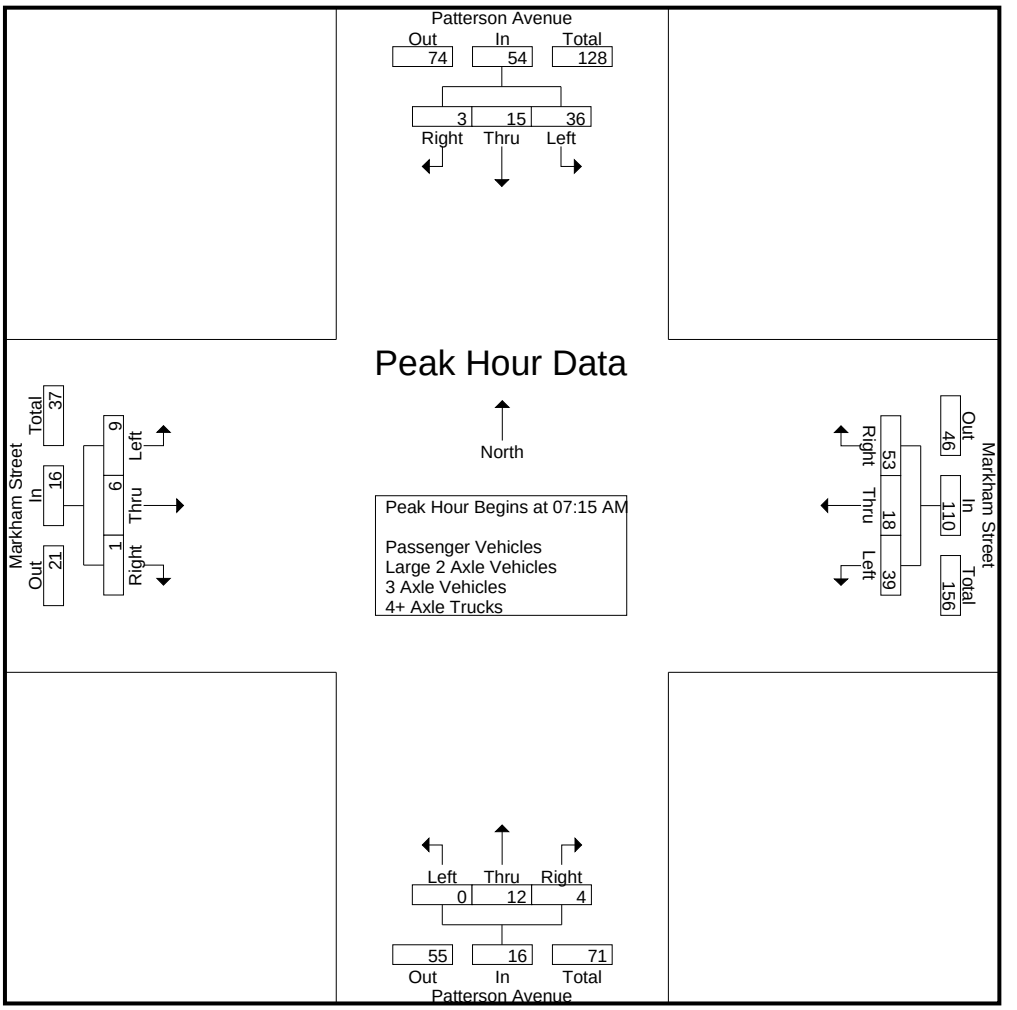
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	5	0	13	5	2	18	25	0	2	1	3	0	2	0	2	43
07:15 AM	6	2	0	8	0	4	23	27	0	2	2	4	1	2	0	3	42
07:30 AM	13	3	2	18	8	4	12	24	0	3	0	3	3	1	1	5	50
07:45 AM	12	5	1	18	18	5	11	34	0	3	2	5	2	1	0	3	60
Total	39	15	3	57	31	15	64	110	0	10	5	15	6	6	1	13	195
08:00 AM	5	5	0	10	13	5	7	25	0	4	0	4	3	2	0	5	44
08:15 AM	9	2	0	11	6	2	11	19	0	3	3	6	0	0	0	0	36
08:30 AM	15	3	0	18	0	4	10	14	0	3	1	4	0	0	0	0	36
08:45 AM	18	8	0	26	4	1	7	12	0	0	2	2	1	0	0	1	41
Total	47	18	0	65	23	12	35	70	0	10	6	16	4	2	0	6	157
Grand Total	86	33	3	122	54	27	99	180	0	20	11	31	10	8	1	19	352
Apprch %	70.5	27	2.5		30	15	55		0	64.5	35.5		52.6	42.1	5.3		
Total %	24.4	9.4	0.9	34.7	15.3	7.7	28.1	51.1	0	5.7	3.1	8.8	2.8	2.3	0.3	5.4	
Passenger Vehicles	74	22	1	97	43	25	91	159	0	7	6	13	6	7	1	14	283
% Passenger Vehicles	86	66.7	33.3	79.5	79.6	92.6	91.9	88.3	0	35	54.5	41.9	60	87.5	100	73.7	80.4
Large 2 Axle Vehicles	6	1	0	7	3	2	1	6	0	2	1	3	2	0	0	2	18
% Large 2 Axle Vehicles	7	3	0	5.7	5.6	7.4	1	3.3	0	10	9.1	9.7	20	0	0	10.5	5.1
3 Axle Vehicles	0	1	0	1	2	0	2	4	0	3	1	4	0	0	0	0	9
% 3 Axle Vehicles	0	3	0	0.8	3.7	0	2	2.2	0	15	9.1	12.9	0	0	0	0	2.6
4+ Axle Trucks	6	9	2	17	6	0	5	11	0	8	3	11	2	1	0	3	42
% 4+ Axle Trucks	7	27.3	66.7	13.9	11.1	0	5.1	6.1	0	40	27.3	35.5	20	12.5	0	15.8	11.9

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	2	0	8	0	4	**23**	27	0	2	**2**	4	1	**2**	0	3	42
07:30 AM	**13**	3	**2**	**18**	8	4	12	24	0	3	0	3	**3**	1	**1**	**5**	50
07:45 AM	12	**5**	1	18	**18**	**5**	11	**34**	0	3	2	**5**	2	1	0	3	**60**
08:00 AM	5	5	0	10	13	5	7	25	0	**4**	0	4	3	2	0	5	44
Total Volume	36	15	3	54	39	18	53	110	0	12	4	16	9	6	1	16	196
% App. Total	66.7	27.8	5.6		35.5	16.4	48.2		0	75	25		56.2	37.5	6.2		
PHF	.692	.750	.375	.750	.542	.900	.576	.809	.000	.750	.500	.800	.750	.750	.250	.800	.817

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
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:

	08:00 AM				07:00 AM				07:45 AM				07:15 AM			
+0 mins.	5	5	0	10	5	2	18	25	0	3	2	5	1	**2**	0	3
+15 mins.	9	2	0	11	0	4	**23**	27	0	**4**	0	4	**3**	1	**1**	**5**
+30 mins.	15	3	0	18	8	4	12	24	0	3	**3**	**6**	2	1	0	3
+45 mins.	**18**	**8**	0	**26**	**18**	**5**	11	**34**	0	3	1	4	3	2	0	5
Total Volume	47	18	0	65	31	15	64	110	0	13	6	19	9	6	1	16
% App. Total	72.3	27.7	0		28.2	13.6	58.2		0	68.4	31.6		56.2	37.5	6.2	
PHF	.653	.563	.000	.625	.431	.750	.696	.809	.000	.813	.500	.792	.750	.750	.250	.800

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

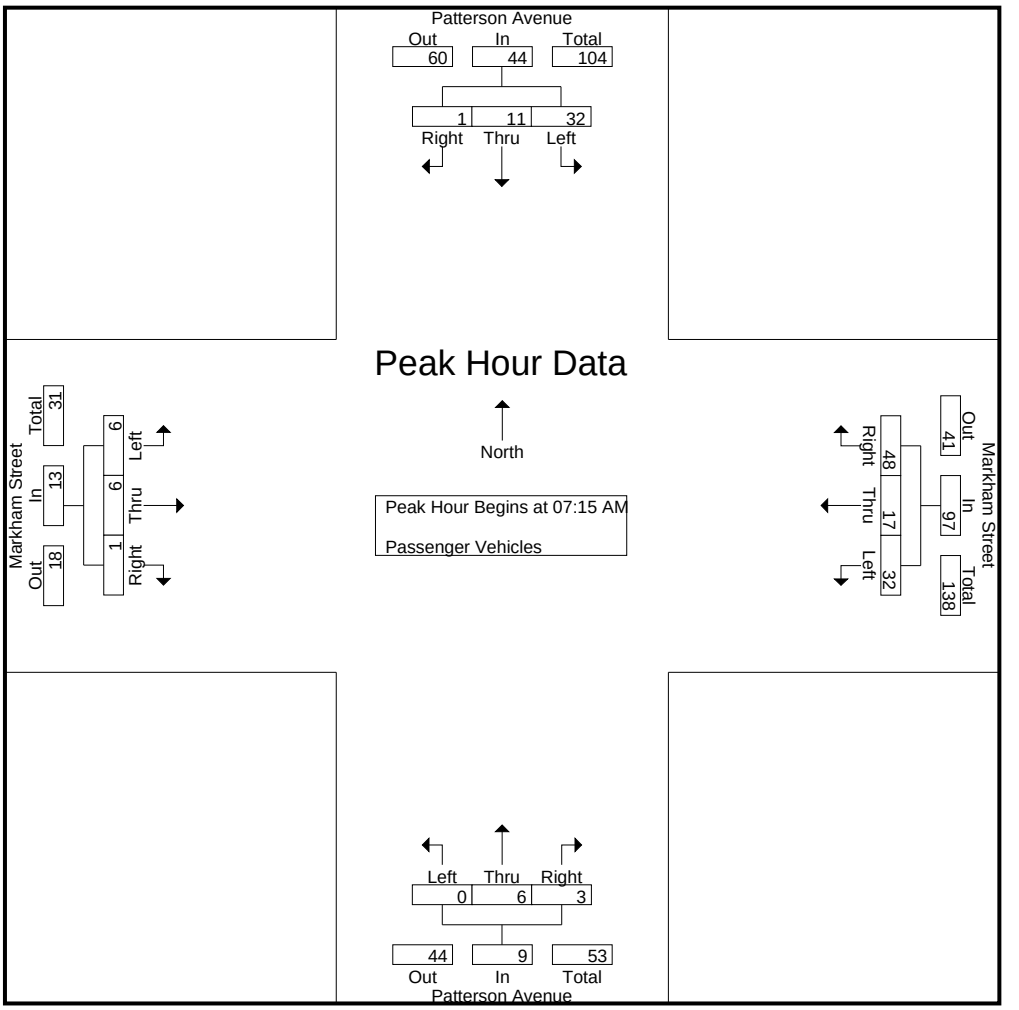
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	2	0	6	5	2	18	25	0	1	1	2	0	1	0	1	34
07:15 AM	5	1	0	6	0	4	20	24	0	1	1	2	1	2	0	3	35
07:30 AM	11	3	1	15	5	4	11	20	0	1	0	1	1	1	1	3	39
07:45 AM	11	5	0	16	16	5	10	31	0	2	2	4	1	1	0	2	53
Total	31	11	1	43	26	15	59	100	0	5	4	9	3	5	1	9	161
08:00 AM	5	2	0	7	11	4	7	22	0	2	0	2	3	2	0	5	36
08:15 AM	9	0	0	9	3	2	11	16	0	0	2	2	0	0	0	0	27
08:30 AM	15	1	0	16	0	3	8	11	0	0	0	0	0	0	0	0	27
08:45 AM	14	8	0	22	3	1	6	10	0	0	0	0	0	0	0	0	32
Total	43	11	0	54	17	10	32	59	0	2	2	4	3	2	0	5	122
Grand Total	74	22	1	97	43	25	91	159	0	7	6	13	6	7	1	14	283
Apprch %	76.3	22.7	1		27	15.7	57.2		0	53.8	46.2		42.9	50	7.1		
Total %	26.1	7.8	0.4	34.3	15.2	8.8	32.2	56.2	0	2.5	2.1	4.6	2.1	2.5	0.4	4.9	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	1	0	6	0	4	**20**	24	0	1	1	2	1	**2**	0	3	35
07:30 AM	**11**	3	**1**	15	5	4	11	20	0	1	0	1	1	1	**1**	3	39
07:45 AM	11	**5**	0	**16**	**16**	**5**	10	**31**	0	**2**	**2**	**4**	1	1	0	2	**53**
08:00 AM	5	2	0	7	11	4	7	22	0	2	0	2	**3**	2	0	**5**	36
Total Volume	32	11	1	44	32	17	48	97	0	6	3	9	6	6	1	13	163
% App. Total	72.7	25	2.3		33	17.5	49.5		0	66.7	33.3		46.2	46.2	7.7		
PHF	.727	.550	.250	.688	.500	.850	.600	.782	.000	.750	.375	.563	.500	.750	.250	.650	.769

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
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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				07:15 AM			
+0 mins.	5	1	0	6	0	4	**20**	24	0	1	1	2	1	**2**	0	3
+15 mins.	**11**	3	**1**	15	5	4	11	20	0	1	0	1	1	1	**1**	3
+30 mins.	11	**5**	0	**16**	**16**	**5**	10	**31**	0	**2**	**2**	**4**	1	1	0	2
+45 mins.	5	2	0	7	11	4	7	22	0	2	0	2	**3**	2	0	**5**
Total Volume	32	11	1	44	32	17	48	97	0	6	3	9	6	6	1	13
% App. Total	72.7	25	2.3		33	17.5	49.5		0	66.7	33.3		46.2	46.2	7.7	
PHF	.727	.550	.250	.688	.500	.850	.600	.782	.000	.750	.375	.563	.500	.750	.250	.650

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

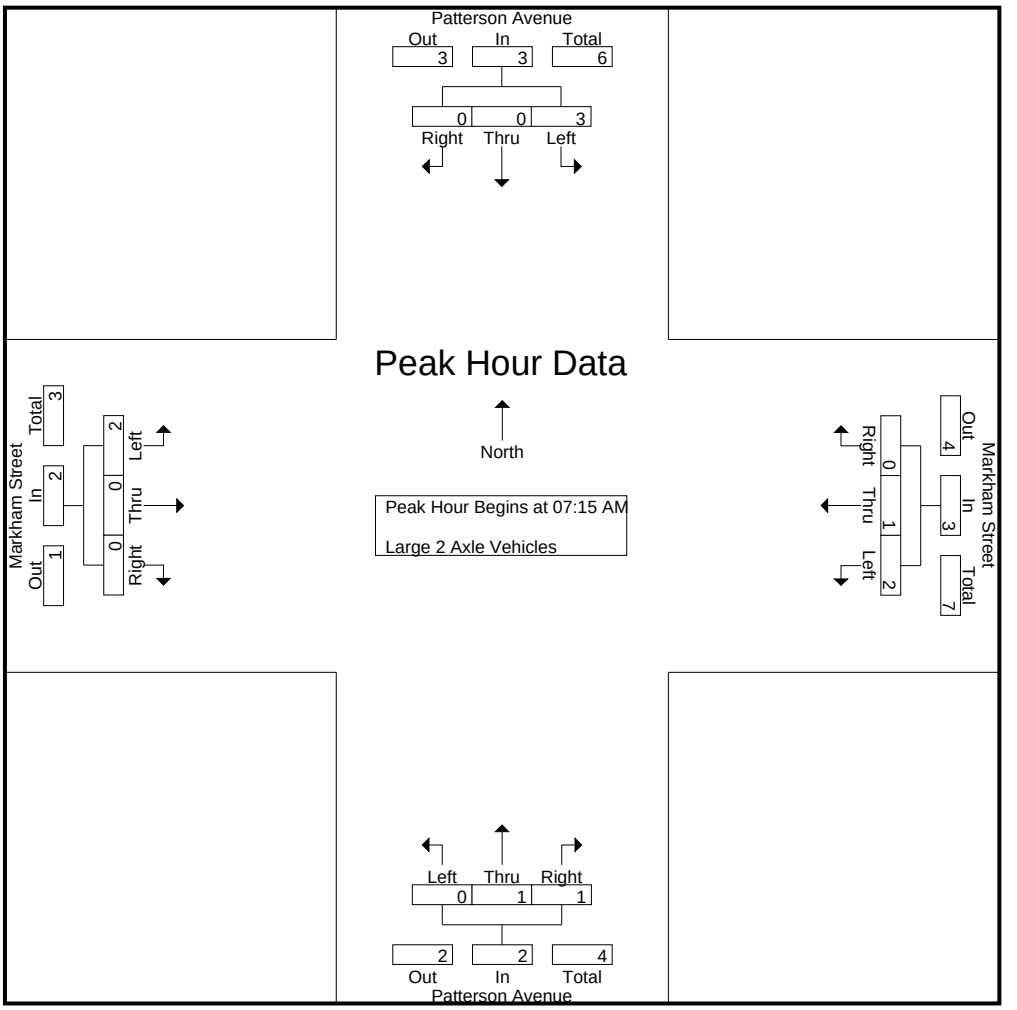
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
07:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	3
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	3
Total	5	0	0	5	2	0	0	2	0	1	1	2	2	0	0	2	11
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	1	2	1	4	0	1	0	1	0	0	0	0	7
Grand Total	6	1	0	7	3	2	1	6	0	2	1	3	2	0	0	2	18
Apprch %	85.7	14.3	0		50	33.3	16.7		0	66.7	33.3		100	0	0		
Total %	33.3	5.6	0	38.9	16.7	11.1	5.6	33.3	0	11.1	5.6	16.7	11.1	0	0	11.1	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	**1**	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**3**
07:30 AM	1	0	0	1	**1**	0	0	**1**	0	0	0	0	**1**	0	0	**1**	3
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	2	1	0	3	0	1	1	2	2	0	0	2	10
% App. Total	100	0	0		66.7	33.3	0		0	50	50		100	0	0		
PHF	.750	.000	.000	.750	.500	.250	.000	.750	.000	.250	.250	.250	.500	.000	.000	.500	.833

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0
+15 mins.	1	0	0	1	**1**	0	0	**1**	0	0	0	0	**1**	0	0	**1**
+30 mins.	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	2	1	0	3	0	1	1	2	2	0	0	2
% App. Total	100	0	0		66.7	33.3	0		0	50	50		100	0	0	
PHF	.750	.000	.000	.750	.500	.250	.000	.750	.000	.250	.250	.250	.500	.000	.000	.500

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
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Groups Printed- 3 Axle Vehicles

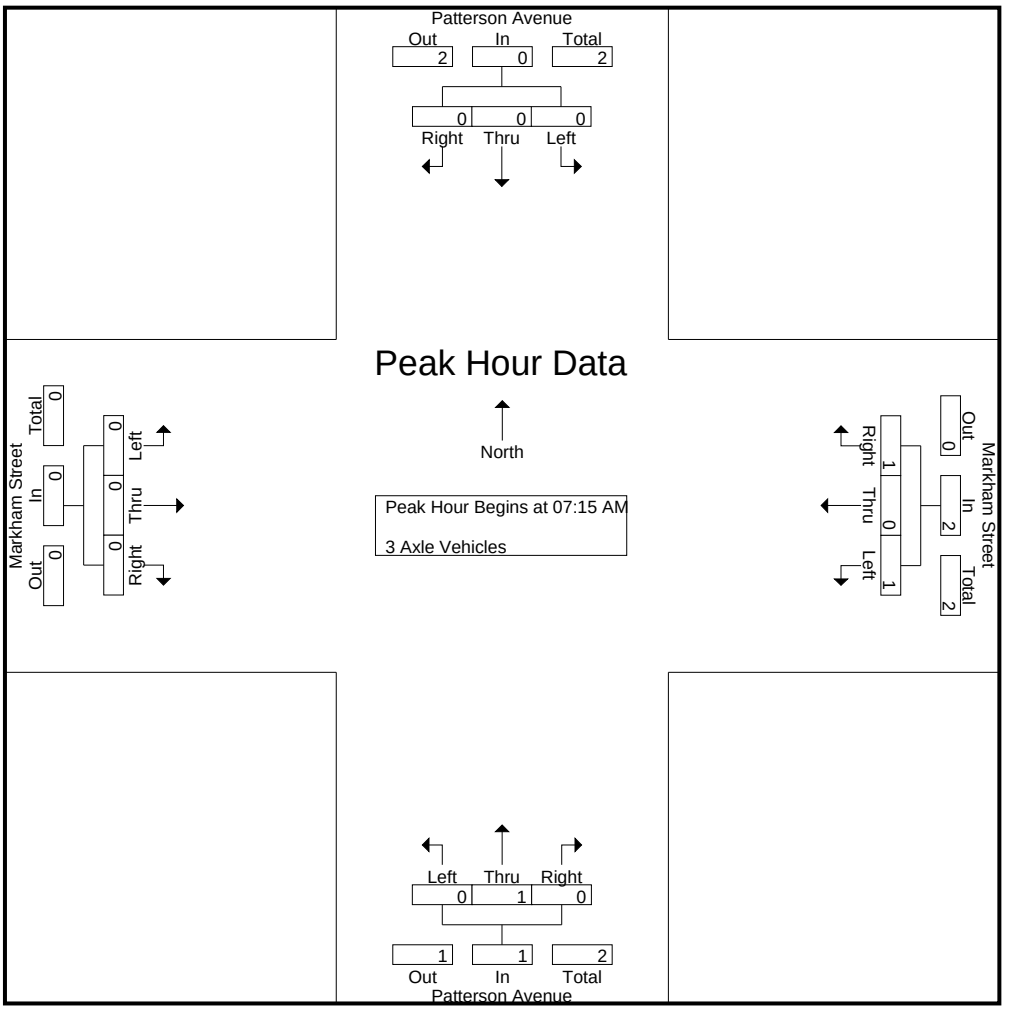
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	2	0	1	0	1	0	0	0	0	3
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	1	0	0	1	0	1	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	1	2	0	2	1	3	0	0	0	0	6
Grand Total	0	1	0	1	2	0	2	4	0	3	1	4	0	0	0	0	9
Apprch %	0	100	0		50	0	50		0	75	25		0	0	0		
Total %	0	11.1	0	11.1	22.2	0	22.2	44.4	0	33.3	11.1	44.4	0	0	0	0	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	**1**	**1**	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	**1**	0	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
Total Volume	0	0	0	0	1	0	1	2	0	1	0	1	0	0	0	0	3
% App. Total	0	0	0		50	0	50		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.750

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City of Perris
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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				07:15 AM			
+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	**1**	0	**1**	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	0	0	0	0	1	0	1	2	0	1	0	1	0	0	0	0
% App. Total	0	0	0		50	0	50		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000

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City of Perris
N/S: Patterson Avenue
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Weather: Clear

File Name : 04_PER_Patterson_Mark AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

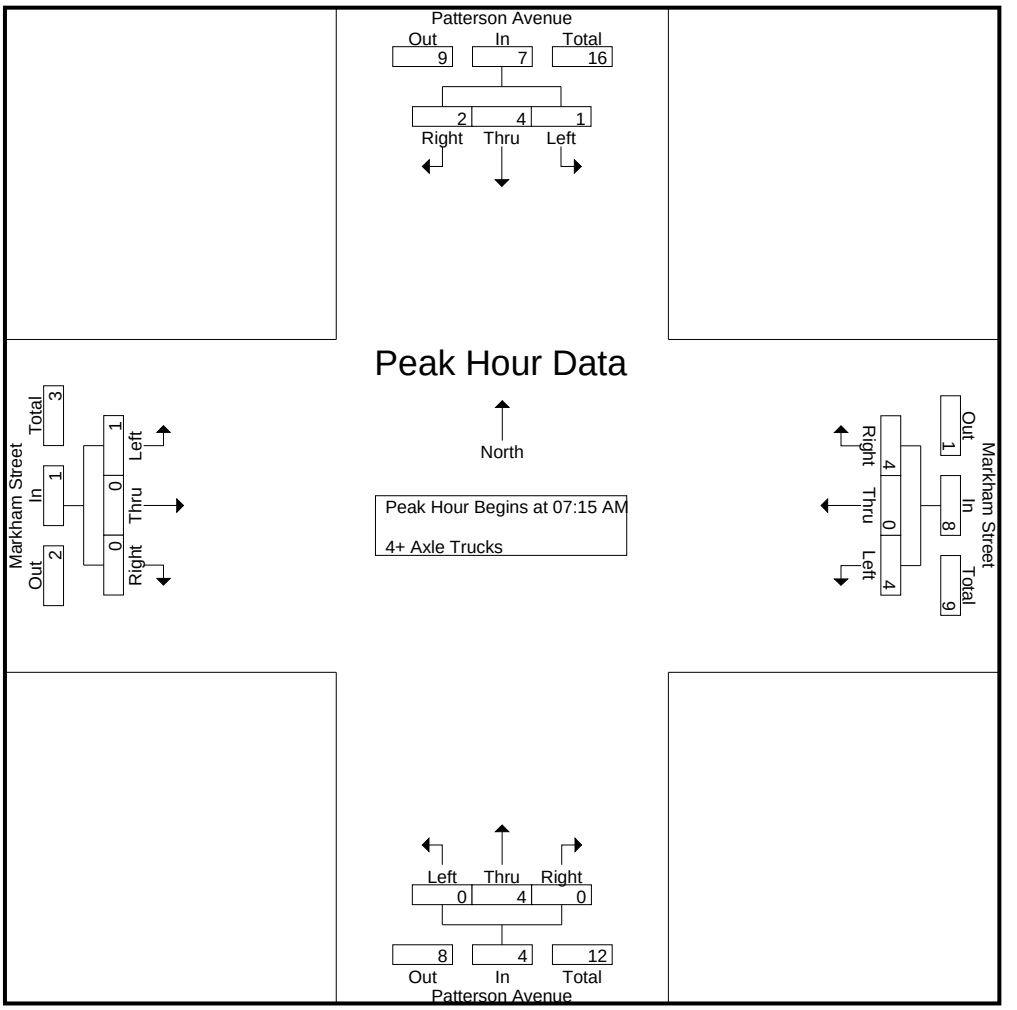
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	3	0	5	0	0	0	0	0	1	0	1	0	1	0	1	7
07:15 AM	0	1	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
07:30 AM	1	0	1	2	2	0	1	3	0	1	0	1	1	0	0	1	7
07:45 AM	0	0	1	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	3	4	2	9	2	0	4	6	0	3	0	3	1	1	0	2	20
08:00 AM	0	3	0	3	2	0	0	2	0	2	0	2	0	0	0	0	7
08:15 AM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
08:30 AM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
08:45 AM	3	0	0	3	1	0	0	1	0	0	2	2	1	0	0	1	7
Total	3	5	0	8	4	0	1	5	0	5	3	8	1	0	0	1	22
Grand Total	6	9	2	17	6	0	5	11	0	8	3	11	2	1	0	3	42
Apprch %	35.3	52.9	11.8		54.5	0	45.5		0	72.7	27.3		66.7	33.3	0		
Total %	14.3	21.4	4.8	40.5	14.3	0	11.9	26.2	0	19	7.1	26.2	4.8	2.4	0	7.1	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	**2**	2	0	0	0	0	0	0	0	0	3
07:30 AM	**1**	0	**1**	2	**2**	0	1	**3**	0	1	0	1	**1**	0	0	**1**	**7**
07:45 AM	0	0	1	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:00 AM	0	**3**	0	**3**	2	0	0	2	0	**2**	0	**2**	0	0	0	0	7
Total Volume	1	4	2	7	4	0	4	8	0	4	0	4	1	0	0	1	20
% App. Total	14.3	57.1	28.6		50	0	50		0	100	0		100	0	0		
PHF	.250	.333	.500	.583	.500	.000	.500	.667	.000	.500	.000	.500	.250	.000	.000	.250	.714

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Site Code : 06721659
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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				07:15 AM			
+0 mins.	0	1	0	1	0	0	**2**	2	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	2	**2**	0	1	**3**	0	1	0	1	**1**	0	0	**1**
+30 mins.	0	0	1	1	0	0	1	1	0	1	0	1	0	0	0	0
+45 mins.	0	**3**	0	**3**	2	0	0	2	0	**2**	0	**2**	0	0	0	0
Total Volume	1	4	2	7	4	0	4	8	0	4	0	4	1	0	0	1
% App. Total	14.3	57.1	28.6		50	0	50		0	100	0		100	0	0	
PHF	.250	.333	.500	.583	.500	.000	.500	.667	.000	.500	.000	.500	.250	.000	.000	.250

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City of Perris
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File Name : 04_PER_Patterson_Mark PM
Site Code : 06721659
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

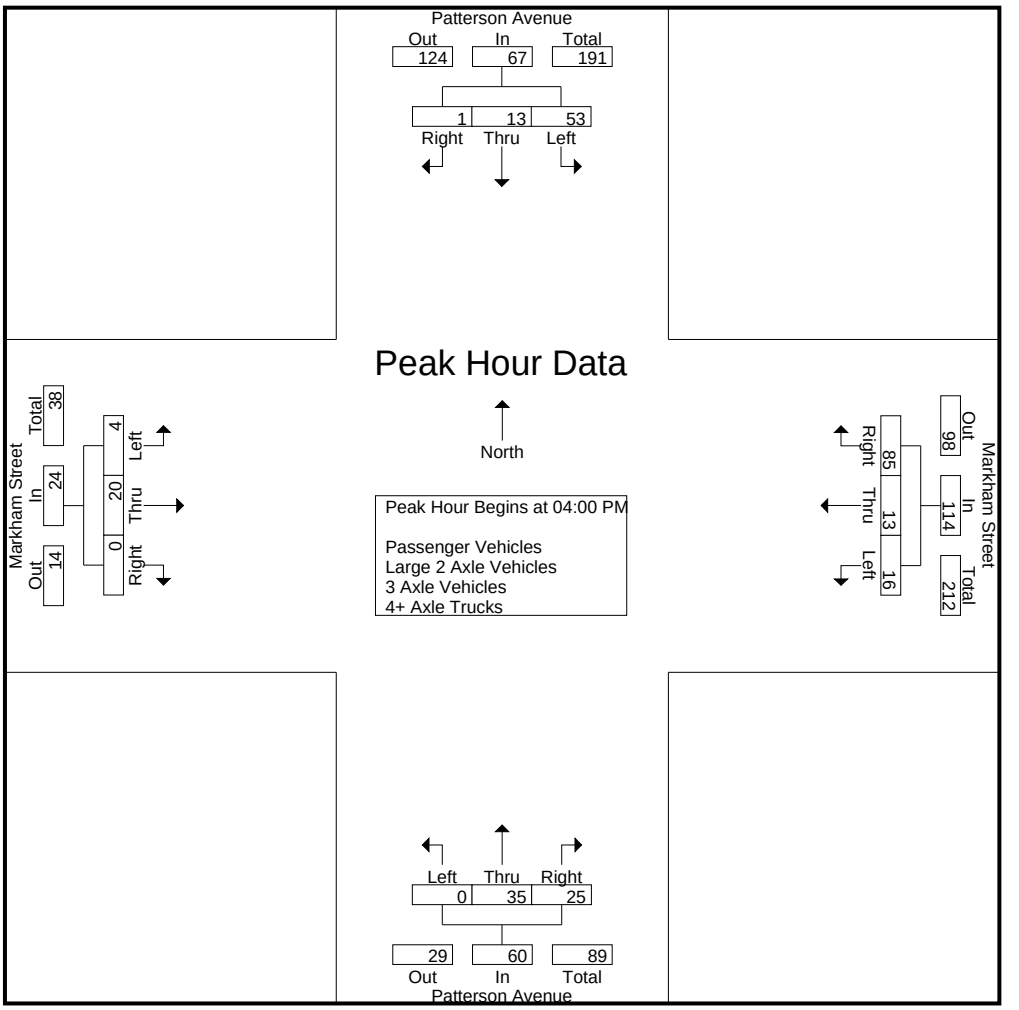
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	1	1	11	1	4	18	23	0	4	2	6	0	7	0	7	47
04:15 PM	10	7	0	17	8	3	30	41	0	11	4	15	0	4	0	4	77
04:30 PM	23	1	0	24	5	2	19	26	0	15	16	31	4	5	0	9	90
04:45 PM	11	4	0	15	2	4	18	24	0	5	3	8	0	4	0	4	51
Total	53	13	1	67	16	13	85	114	0	35	25	60	4	20	0	24	265
05:00 PM	10	5	0	15	2	1	11	14	0	8	2	10	1	3	0	4	43
05:15 PM	16	3	0	19	3	1	10	14	0	8	1	9	0	0	0	0	42
05:30 PM	45	2	0	47	2	2	17	21	0	13	12	25	0	1	0	1	94
05:45 PM	19	2	0	21	3	1	23	27	0	1	2	3	1	2	0	3	54
Total	90	12	0	102	10	5	61	76	0	30	17	47	2	6	0	8	233
Grand Total	143	25	1	169	26	18	146	190	0	65	42	107	6	26	0	32	498
Apprch %	84.6	14.8	0.6		13.7	9.5	76.8		0	60.7	39.3		18.8	81.2	0		
Total %	28.7	5	0.2	33.9	5.2	3.6	29.3	38.2	0	13.1	8.4	21.5	1.2	5.2	0	6.4	
Passenger Vehicles	137	13	0	150	21	18	136	175	0	44	40	84	6	24	0	30	439
% Passenger Vehicles	95.8	52	0	88.8	80.8	100	93.2	92.1	0	67.7	95.2	78.5	100	92.3	0	93.8	88.2
Large 2 Axle Vehicles	2	2	0	4	0	0	5	5	0	3	0	3	0	1	0	1	13
% Large 2 Axle Vehicles	1.4	8	0	2.4	0	0	3.4	2.6	0	4.6	0	2.8	0	3.8	0	3.1	2.6
3 Axle Vehicles	3	4	1	8	2	0	2	4	0	1	1	2	0	1	0	1	15
% 3 Axle Vehicles	2.1	16	100	4.7	7.7	0	1.4	2.1	0	1.5	2.4	1.9	0	3.8	0	3.1	3
4+ Axle Trucks	1	6	0	7	3	0	3	6	0	17	1	18	0	0	0	0	31
% 4+ Axle Trucks	0.7	24	0	4.1	11.5	0	2.1	3.2	0	26.2	2.4	16.8	0	0	0	0	6.2

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	1	**1**	11	1	**4**	18	23	0	4	2	6	0	**7**	0	7	47
04:15 PM	10	**7**	0	17	**8**	3	**30**	**41**	0	11	4	15	0	4	0	4	77
04:30 PM	**23**	1	0	**24**	5	2	19	26	0	**15**	**16**	**31**	**4**	5	0	**9**	**90**
04:45 PM	11	4	0	15	2	4	18	24	0	5	3	8	0	4	0	4	51
Total Volume	53	13	1	67	16	13	85	114	0	35	25	60	4	20	0	24	265
% App. Total	79.1	19.4	1.5		14	11.4	74.6		0	58.3	41.7		16.7	83.3	0		
PHF	.576	.464	.250	.698	.500	.813	.708	.695	.000	.583	.391	.484	.250	.714	.000	.667	.736

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File Name : 04_PER_Patterson_Mark PM
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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				04:15 PM				04:00 PM			
+0 mins.	10	**5**	0	15	1	**4**	18	23	0	11	4	15	0	**7**	0	7
+15 mins.	16	3	0	19	**8**	3	**30**	**41**	0	**15**	**16**	**31**	0	4	0	4
+30 mins.	**45**	2	0	**47**	5	2	19	26	0	5	3	8	**4**	5	0	**9**
+45 mins.	19	2	0	21	2	4	18	24	0	8	2	10	0	4	0	4
Total Volume	90	12	0	102	16	13	85	114	0	39	25	64	4	20	0	24
% App. Total	88.2	11.8	0		14	11.4	74.6		0	60.9	39.1		16.7	83.3	0	
PHF	.500	.600	.000	.543	.500	.813	.708	.695	.000	.650	.391	.516	.250	.714	.000	.667

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City of Perris
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File Name : 04_PER_Patterson_Mark PM
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Groups Printed- Passenger Vehicles

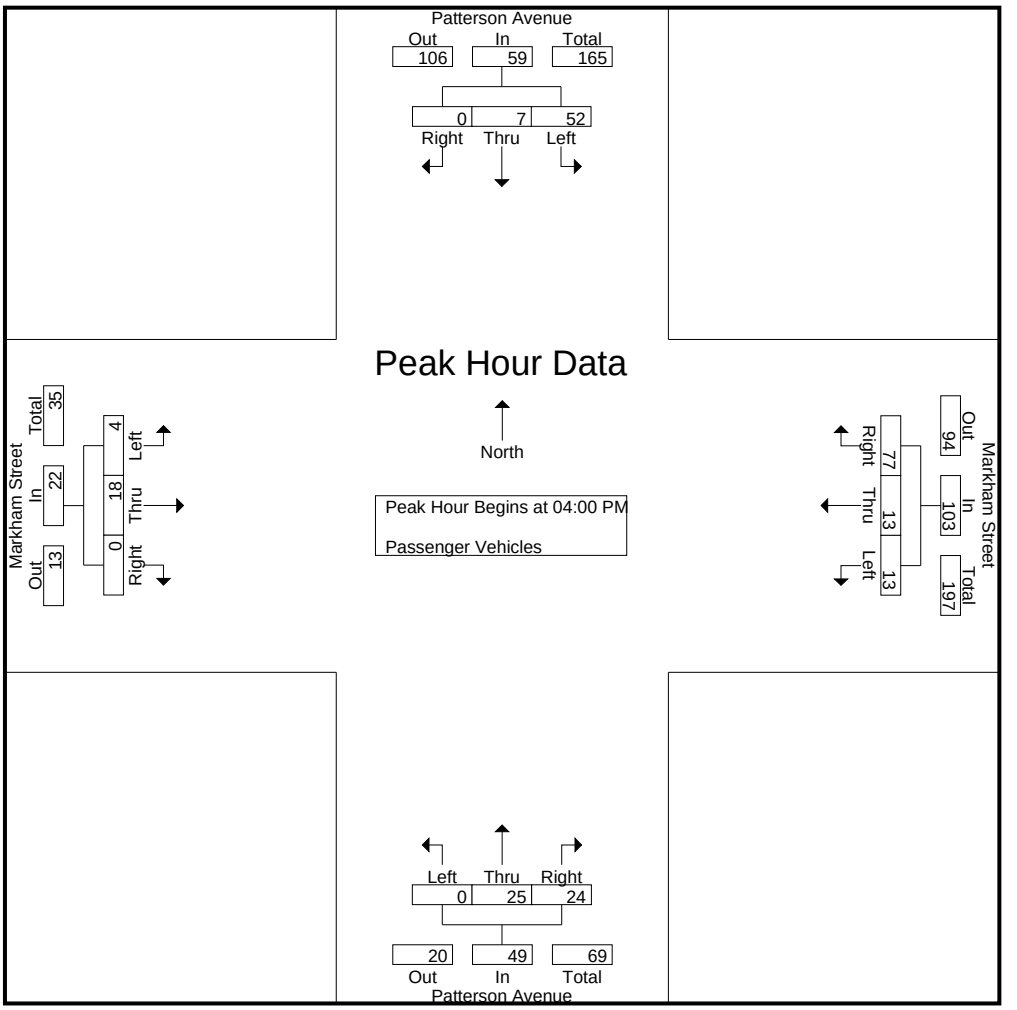
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	1	0	10	1	4	17	22	0	3	1	4	0	7	0	7	43
04:15 PM	9	4	0	13	8	3	25	36	0	5	4	9	0	3	0	3	61
04:30 PM	23	0	0	23	3	2	18	23	0	15	16	31	4	5	0	9	86
04:45 PM	11	2	0	13	1	4	17	22	0	2	3	5	0	3	0	3	43
Total	52	7	0	59	13	13	77	103	0	25	24	49	4	18	0	22	233
05:00 PM	9	1	0	10	1	1	11	13	0	4	2	6	1	3	0	4	33
05:15 PM	16	1	0	17	3	1	10	14	0	5	1	6	0	0	0	0	37
05:30 PM	44	2	0	46	2	2	16	20	0	10	11	21	0	1	0	1	88
05:45 PM	16	2	0	18	2	1	22	25	0	0	2	2	1	2	0	3	48
Total	85	6	0	91	8	5	59	72	0	19	16	35	2	6	0	8	206
Grand Total	137	13	0	150	21	18	136	175	0	44	40	84	6	24	0	30	439
Apprch %	91.3	8.7	0		12	10.3	77.7		0	52.4	47.6		20	80	0		
Total %	31.2	3	0	34.2	4.8	4.1	31	39.9	0	10	9.1	19.1	1.4	5.5	0	6.8	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	1	0	10	1	**4**	17	22	0	3	1	4	0	**7**	0	7	43
04:15 PM	9	**4**	0	13	**8**	3	**25**	**36**	0	5	4	9	0	3	0	3	61
04:30 PM	**23**	0	0	**23**	3	2	18	23	0	**15**	**16**	**31**	**4**	5	0	**9**	**86**
04:45 PM	11	2	0	13	1	4	17	22	0	2	3	5	0	3	0	3	43
Total Volume	52	7	0	59	13	13	77	103	0	25	24	49	4	18	0	22	233
% App. Total	88.1	11.9	0		12.6	12.6	74.8		0	51	49		18.2	81.8	0		
PHF	.565	.438	.000	.641	.406	.813	.770	.715	.000	.417	.375	.395	.250	.643	.000	.611	.677

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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	9	1	0	10	1	**4**	17	22	0	3	1	4	0	**7**	0	7
+15 mins.	9	**4**	0	13	**8**	3	**25**	**36**	0	5	4	9	0	3	0	3
+30 mins.	**23**	0	0	**23**	3	2	18	23	0	**15**	**16**	**31**	**4**	5	0	**9**
+45 mins.	11	2	0	13	1	4	17	22	0	2	3	5	0	3	0	3
Total Volume	52	7	0	59	13	13	77	103	0	25	24	49	4	18	0	22
% App. Total	88.1	11.9	0		12.6	12.6	74.8		0	51	49		18.2	81.8	0	
PHF	.565	.438	.000	.641	.406	.813	.770	.715	.000	.417	.375	.395	.250	.643	.000	.611

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File Name : 04_PER_Patterson_Mark PM
Site Code : 06721659
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Groups Printed- Large 2 Axle Vehicles

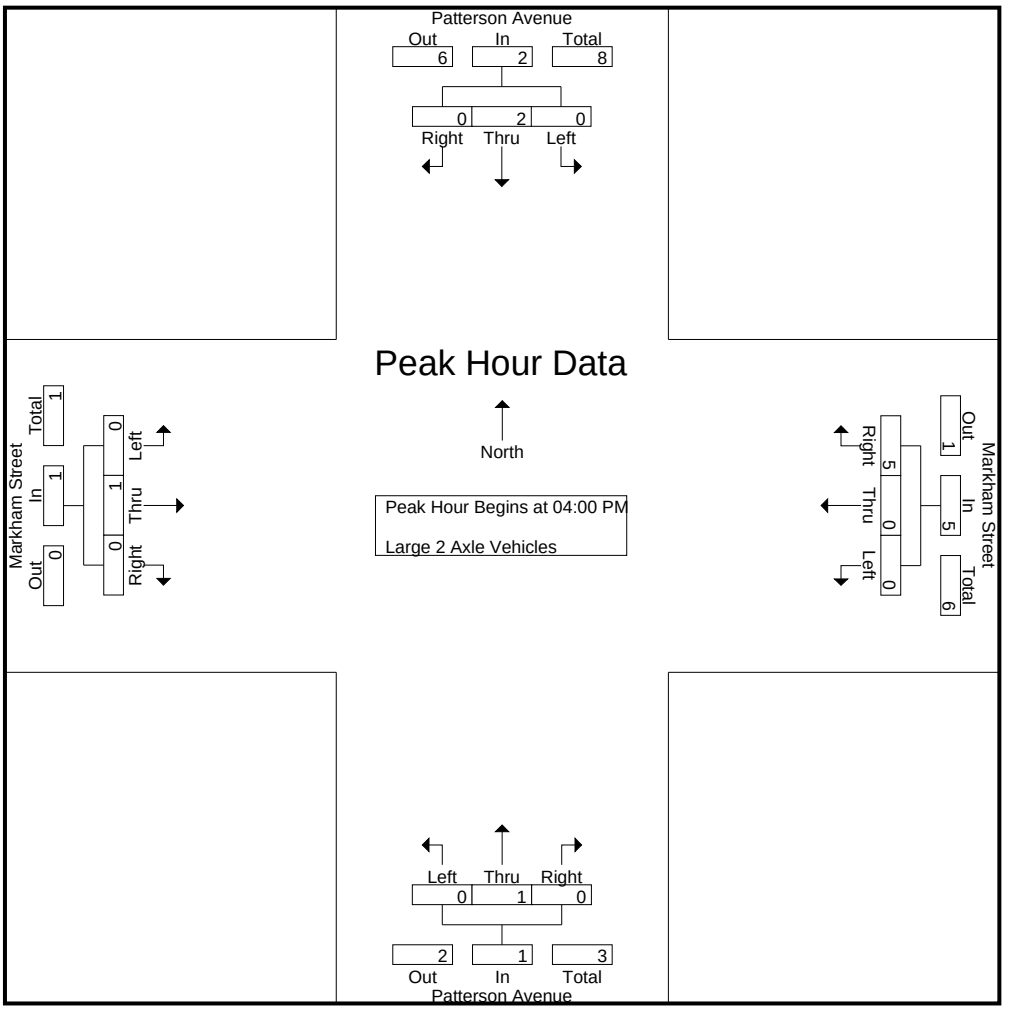
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	3	3	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
Total	0	2	0	2	0	0	5	5	0	1	0	1	0	1	0	1	9
05:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Grand Total	2	2	0	4	0	0	5	5	0	3	0	3	0	1	0	1	13
Apprch %	50	50	0		0	0	100		0	100	0		0	100	0		
Total %	15.4	15.4	0	30.8	0	0	38.5	38.5	0	23.1	0	23.1	0	7.7	0	7.7	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	**3**	**3**	0	0	0	0	0	0	0	0	**4**
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	**1**	0	**1**	3
Total Volume	0	2	0	2	0	0	5	5	0	1	0	1	0	1	0	1	9
% App. Total	0	100	0		0	0	100		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.417	.417	.000	.250	.000	.250	.000	.250	.000	.250	.563

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark PM
Site Code : 06721659
Start Date : 11/10/2021
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	**3**	**3**	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	1	1	0	0	0	0	0	**1**	0	**1**
Total Volume	0	2	0	2	0	0	5	5	0	1	0	1	0	1	0	1
% App. Total	0	100	0		0	0	100		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.000	.000	.417	.417	.000	.250	.000	.250	.000	.250	.000	.250

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

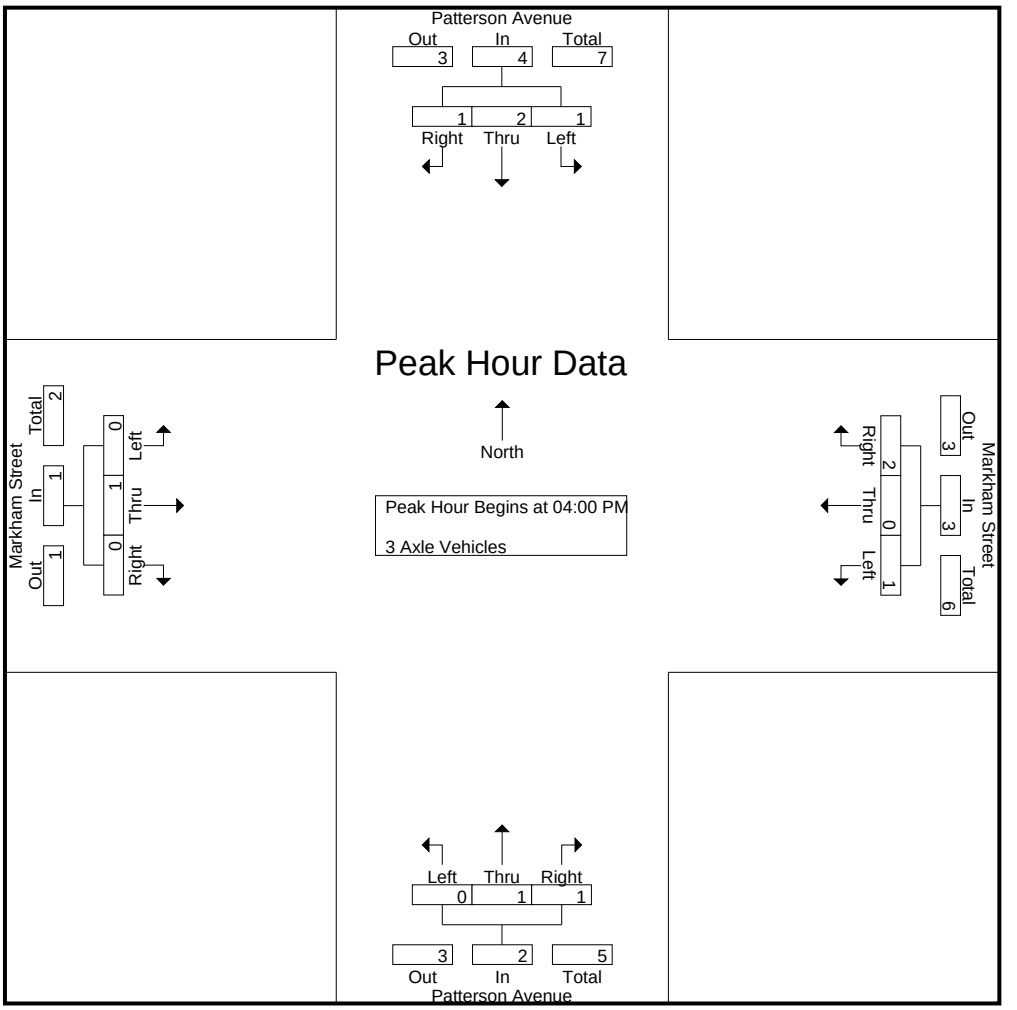
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	3
04:15 PM	1	1	0	2	0	0	1	1	0	1	0	1	0	1	0	1	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	1	4	1	0	2	3	0	1	1	2	0	1	0	1	10
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	2	2	0	4	1	0	0	1	0	0	0	0	0	0	0	0	5
Grand Total	3	4	1	8	2	0	2	4	0	1	1	2	0	1	0	1	15
Apprch %	37.5	50	12.5		50	0	50		0	50	50		0	100	0		
Total %	20	26.7	6.7	53.3	13.3	0	13.3	26.7	0	6.7	6.7	13.3	0	6.7	0	6.7	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	1	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	3
04:15 PM	**1**	**1**	0	**2**	0	0	1	1	0	**1**	0	1	0	**1**	0	**1**	**5**
04:30 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	1	4	1	0	2	3	0	1	1	2	0	1	0	1	10
% App. Total	25	50	25		33.3	0	66.7		0	50	50		0	100	0		
PHF	.250	.500	.250	.500	.250	.000	.500	.750	.000	.250	.250	.500	.000	.250	.000	.250	.500

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark PM
Site Code : 06721659
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	1	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0
+15 mins.	**1**	**1**	0	**2**	0	0	1	1	0	**1**	0	1	0	**1**	0	**1**
+30 mins.	0	0	0	0	**1**	0	0	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	1	2	1	4	1	0	2	3	0	1	1	2	0	1	0	1
% App. Total	25	50	25		33.3	0	66.7		0	50	50		0	100	0	
PHF	.250	.500	.250	.500	.250	.000	.500	.750	.000	.250	.250	.500	.000	.250	.000	.250

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

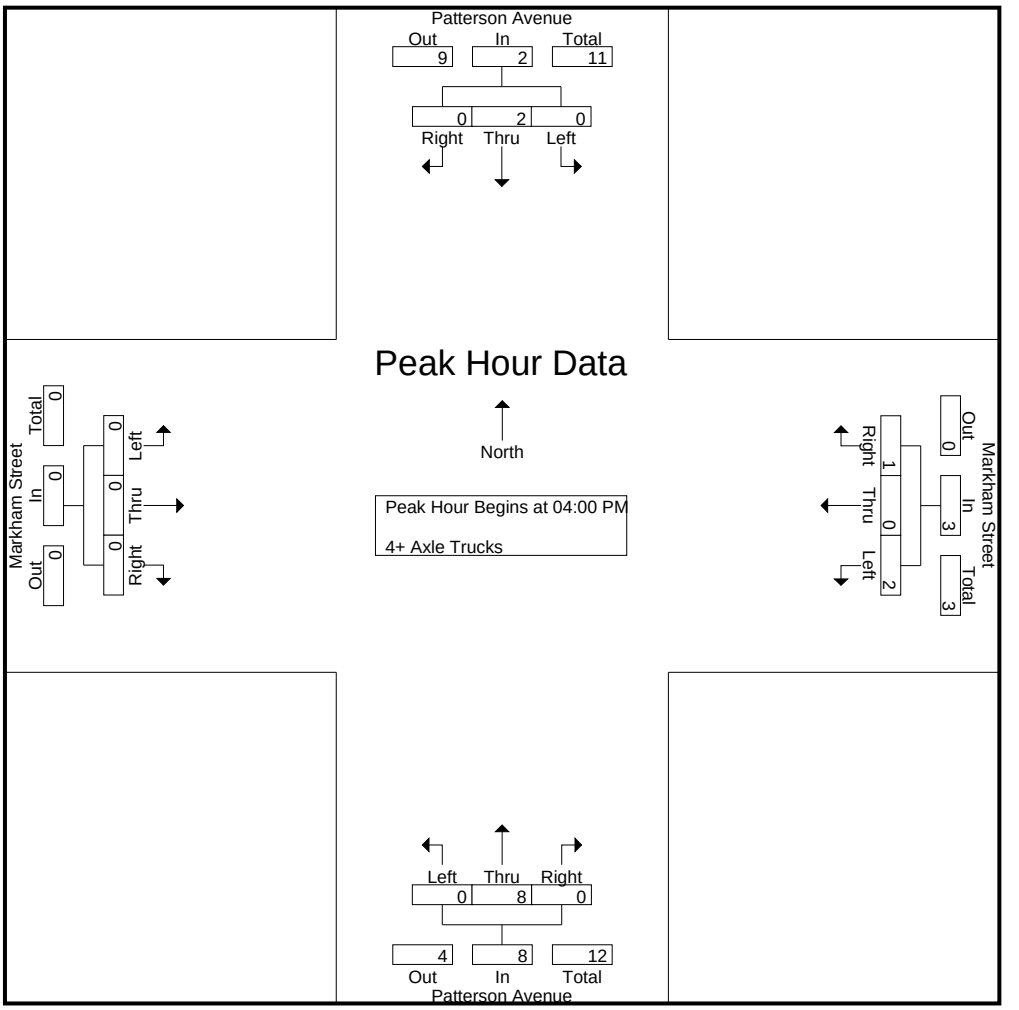
	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	1	1	0	5	0	5	0	0	0	0	7
04:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
Total	0	2	0	2	2	0	1	3	0	8	0	8	0	0	0	0	13
05:00 PM	0	2	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
05:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	1	1	0	3	1	4	0	0	0	0	5
05:45 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	1	4	0	5	1	0	2	3	0	9	1	10	0	0	0	0	18
Grand Total	1	6	0	7	3	0	3	6	0	17	1	18	0	0	0	0	31
Apprch %	14.3	85.7	0		50	0	50		0	94.4	5.6		0	0	0		
Total %	3.2	19.4	0	22.6	9.7	0	9.7	19.4	0	54.8	3.2	58.1	0	0	0	0	

	Patterson Avenue Southbound				Markham Street Westbound				Patterson Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	**5**	0	**5**	0	0	0	0	**7**
04:30 PM	0	1	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
Total Volume	0	2	0	2	2	0	1	3	0	8	0	8	0	0	0	0	13
% App. Total	0	100	0		66.7	0	33.3		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.500	.000	.250	.750	.000	.400	.000	.400	.000	.000	.000	.000	.464

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City of Perris
N/S: Patterson Avenue
E/W: Markham Street
Weather: Clear

File Name : 04_PER_Patterson_Mark PM
Site Code : 06721659
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	1	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0
Total Volume	0	2	0	2	2	0	1	3	0	8	0	8	0	0	0	0
% App. Total	0	100	0		66.7	0	33.3		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.500	.000	.250	.750	.000	.400	.000	.400	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

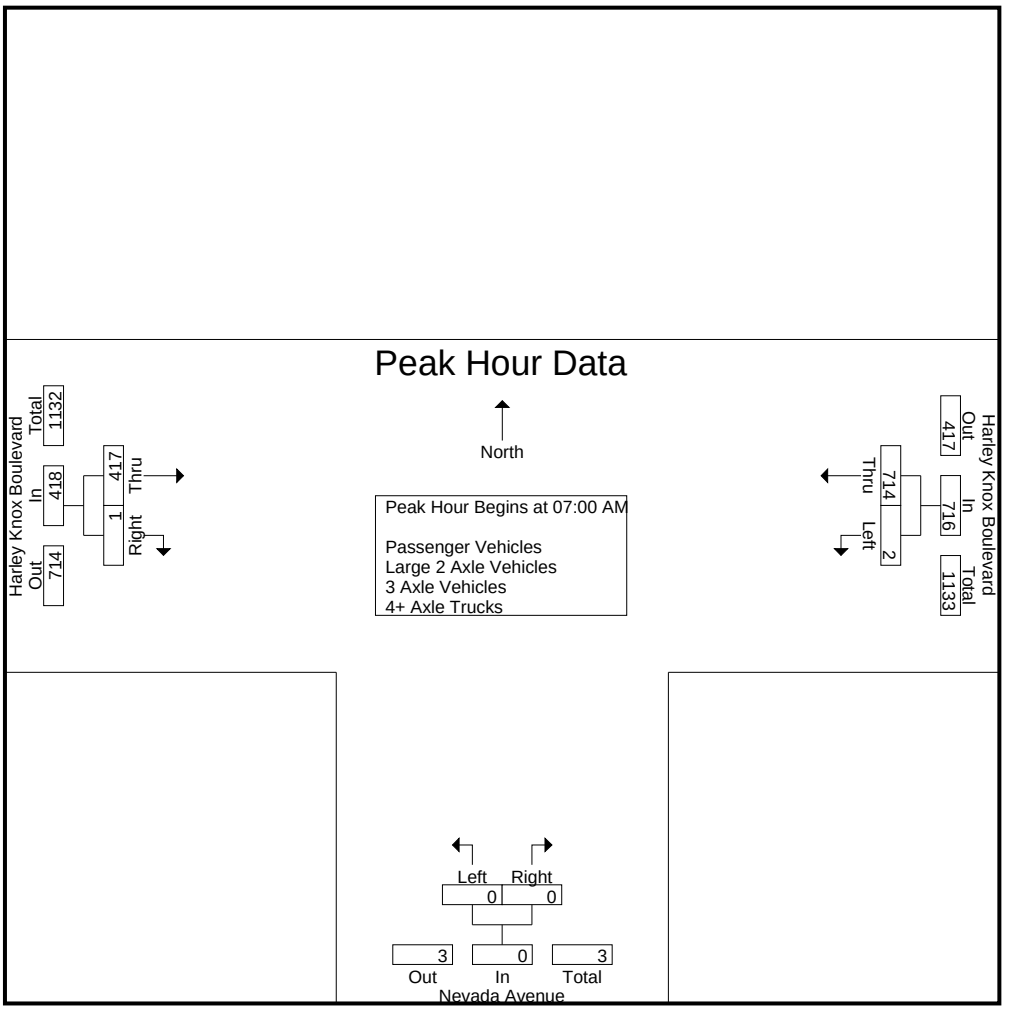
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	185	185	0	0	0	98	0	98	283
07:15 AM	1	168	169	0	0	0	110	0	110	279
07:30 AM	1	179	180	0	0	0	100	1	101	281
07:45 AM	0	182	182	0	0	0	109	0	109	291
Total	2	714	716	0	0	0	417	1	418	1134
08:00 AM	0	170	170	0	0	0	109	0	109	279
08:15 AM	0	124	124	0	0	0	93	0	93	217
08:30 AM	0	135	135	0	0	0	92	0	92	227
08:45 AM	0	108	108	0	0	0	93	0	93	201
Total	0	537	537	0	0	0	387	0	387	924
Grand Total	2	1251	1253	0	0	0	804	1	805	2058
Apprch %	0.2	99.8		0	0		99.9	0.1		
Total %	0.1	60.8	60.9	0	0	0	39.1	0	39.1	
Passenger Vehicles	2	1011	1013	0	0	0	545	1	546	1559
% Passenger Vehicles	100	80.8	80.8	0	0	0	67.8	100	67.8	75.8
Large 2 Axle Vehicles	0	47	47	0	0	0	53	0	53	100
% Large 2 Axle Vehicles	0	3.8	3.8	0	0	0	6.6	0	6.6	4.9
3 Axle Vehicles	0	50	50	0	0	0	55	0	55	105
% 3 Axle Vehicles	0	4	4	0	0	0	6.8	0	6.8	5.1
4+ Axle Trucks	0	143	143	0	0	0	151	0	151	294
% 4+ Axle Trucks	0	11.4	11.4	0	0	0	18.8	0	18.8	14.3

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
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 07:00 AM										
07:00 AM	0	**185**	**185**	0	0	0	98	0	98	283
07:15 AM	**1**	168	169	0	0	0	**110**	0	**110**	279
07:30 AM	1	179	180	0	0	0	100	**1**	101	281
07:45 AM	0	182	182	0	0	0	109	0	109	**291**
Total Volume	2	714	716	0	0	0	417	1	418	1134
% App. Total	0.3	99.7		0	0		99.8	0.2		
PHF	.500	.965	.968	.000	.000	.000	.948	.250	.950	.974

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
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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:

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	0	**185**	**185**	0	0	0	**110**	0	**110**
+15 mins.	**1**	168	169	0	0	0	100	**1**	101
+30 mins.	1	179	180	0	0	0	109	0	109
+45 mins.	0	182	182	0	0	0	109	0	109
Total Volume	2	714	716	0	0	0	428	1	429
% App. Total	0.3	99.7		0	0		99.8	0.2	
PHF	.500	.965	.968	.000	.000	.000	.973	.250	.975

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley AM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- Passenger Vehicles

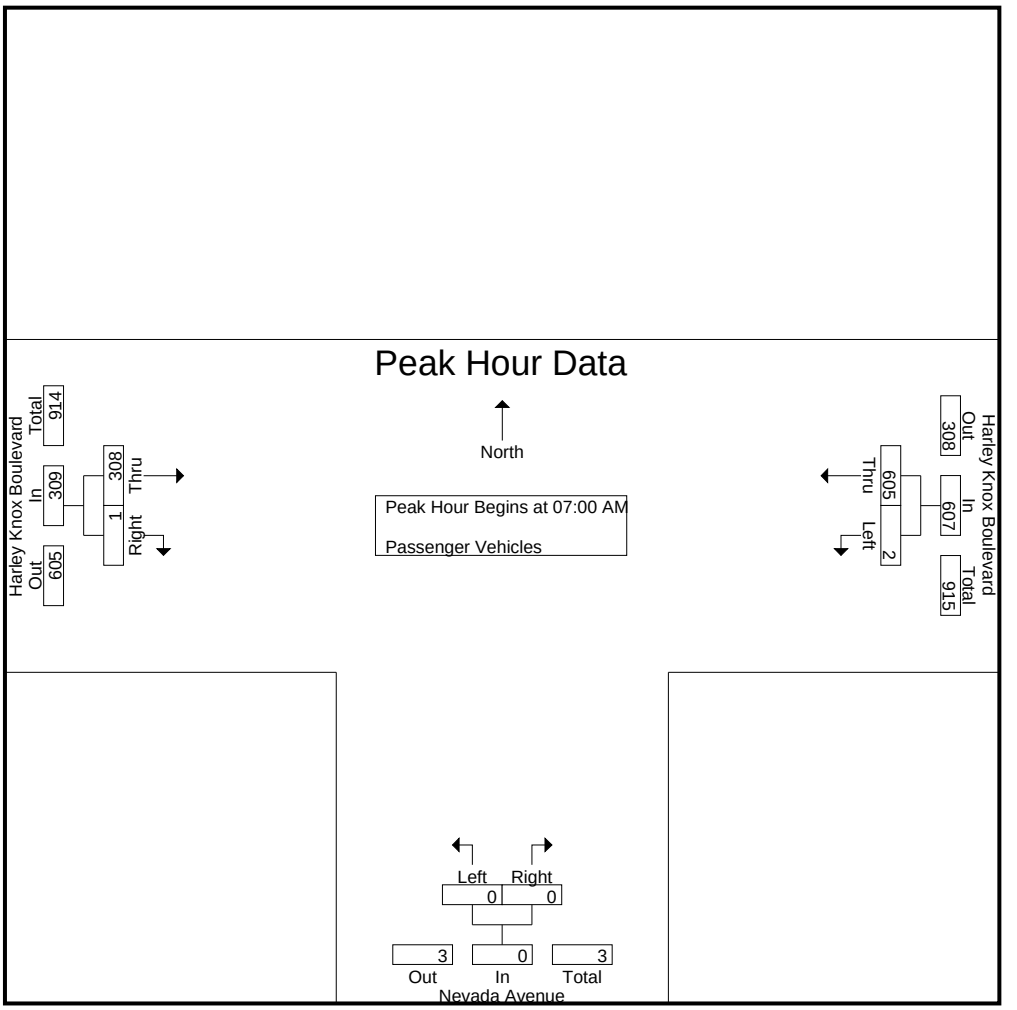
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	161	161	0	0	0	74	0	74	235
07:15 AM	1	135	136	0	0	0	83	0	83	219
07:30 AM	1	153	154	0	0	0	66	1	67	221
07:45 AM	0	156	156	0	0	0	85	0	85	241
Total	2	605	607	0	0	0	308	1	309	916
08:00 AM	0	135	135	0	0	0	81	0	81	216
08:15 AM	0	100	100	0	0	0	56	0	56	156
08:30 AM	0	97	97	0	0	0	44	0	44	141
08:45 AM	0	74	74	0	0	0	56	0	56	130
Total	0	406	406	0	0	0	237	0	237	643
Grand Total	2	1011	1013	0	0	0	545	1	546	1559
Apprch %	0.2	99.8		0	0		99.8	0.2		
Total %	0.1	64.8	65	0	0	0	35	0.1	35	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**161**	**161**	0	0	0	74	0	74	235
07:15 AM	**1**	135	136	0	0	0	83	0	83	219
07:30 AM	1	153	154	0	0	0	66	**1**	67	221
07:45 AM	0	156	156	0	0	0	**85**	0	**85**	**241**
Total Volume	2	605	607	0	0	0	308	1	309	916
% App. Total	0.3	99.7		0	0		99.7	0.3		
PHF	.500	.939	.943	.000	.000	.000	.906	.250	.909	.950

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**161**	**161**	0	0	0	74	0	74
+15 mins.	**1**	135	136	0	0	0	83	0	83
+30 mins.	1	153	154	0	0	0	66	**1**	67
+45 mins.	0	156	156	0	0	0	**85**	0	**85**
Total Volume	2	605	607	0	0	0	308	1	309
% App. Total	0.3	99.7		0	0		99.7	0.3	
PHF	.500	.939	.943	.000	.000	.000	.906	.250	.909

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley AM
Site Code : 06721659
Start Date : 11/10/2021
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Groups Printed- Large 2 Axle Vehicles

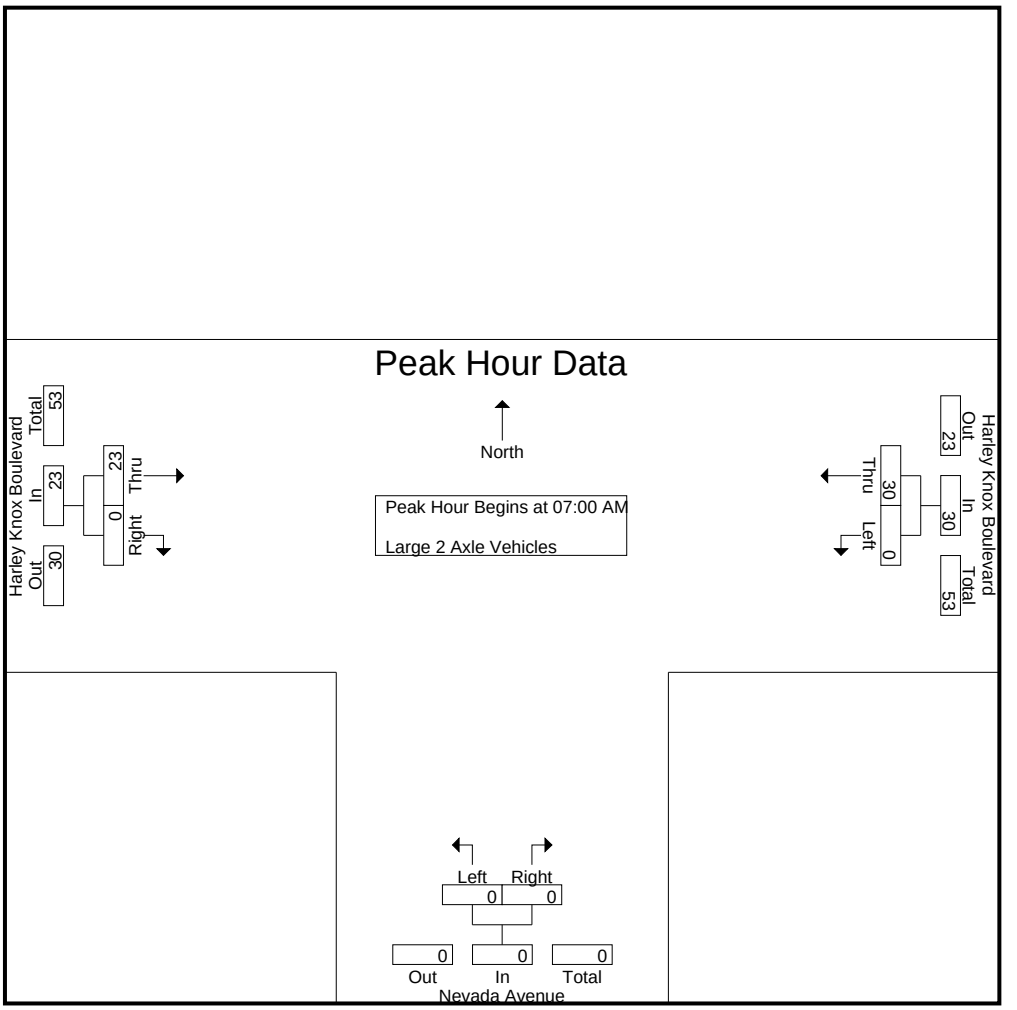
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	9	0	0	0	9	0	9	18
07:15 AM	0	9	9	0	0	0	6	0	6	15
07:30 AM	0	4	4	0	0	0	6	0	6	10
07:45 AM	0	8	8	0	0	0	2	0	2	10
Total	0	30	30	0	0	0	23	0	23	53
08:00 AM	0	7	7	0	0	0	5	0	5	12
08:15 AM	0	0	0	0	0	0	9	0	9	9
08:30 AM	0	7	7	0	0	0	7	0	7	14
08:45 AM	0	3	3	0	0	0	9	0	9	12
Total	0	17	17	0	0	0	30	0	30	47
Grand Total	0	47	47	0	0	0	53	0	53	100
Apprch %	0	100		0	0		100	0		
Total %	0	47	47	0	0	0	53	0	53	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**9**	**9**	0	0	0	**9**	0	**9**	**18**
07:15 AM	0	9	9	0	0	0	6	0	6	15
07:30 AM	0	4	4	0	0	0	6	0	6	10
07:45 AM	0	8	8	0	0	0	2	0	2	10
Total Volume	0	30	30	0	0	0	23	0	23	53
% App. Total	0	100		0	0		100	0		
PHF	.000	.833	.833	.000	.000	.000	.639	.000	.639	.736

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley AM
Site Code : 06721659
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**9**	**9**	0	0	0	**9**	0	**9**
+15 mins.	0	9	9	0	0	0	6	0	6
+30 mins.	0	4	4	0	0	0	6	0	6
+45 mins.	0	8	8	0	0	0	2	0	2
Total Volume	0	30	30	0	0	0	23	0	23
% App. Total	0	100		0	0		100	0	
PHF	.000	.833	.833	.000	.000	.000	.639	.000	.639

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley AM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- 3 Axle Vehicles

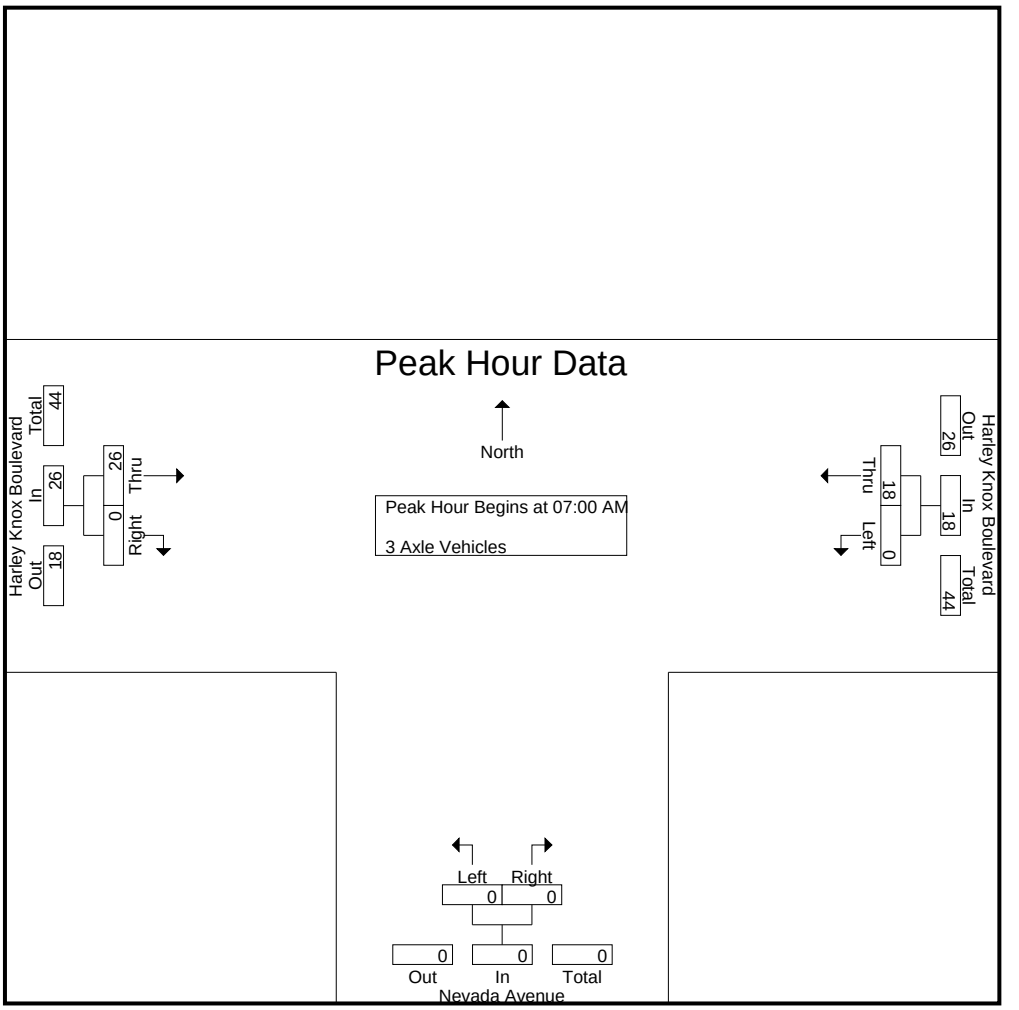
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	7	0	7	9
07:15 AM	0	4	4	0	0	0	2	0	2	6
07:30 AM	0	5	5	0	0	0	9	0	9	14
07:45 AM	0	7	7	0	0	0	8	0	8	15
Total	0	18	18	0	0	0	26	0	26	44
08:00 AM	0	4	4	0	0	0	6	0	6	10
08:15 AM	0	12	12	0	0	0	8	0	8	20
08:30 AM	0	6	6	0	0	0	10	0	10	16
08:45 AM	0	10	10	0	0	0	5	0	5	15
Total	0	32	32	0	0	0	29	0	29	61
Grand Total	0	50	50	0	0	0	55	0	55	105
Apprch %	0	100		0	0		100	0		
Total %	0	47.6	47.6	0	0	0	52.4	0	52.4	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	2	2	0	0	0	7	0	7	9
07:15 AM	0	4	4	0	0	0	2	0	2	6
07:30 AM	0	5	5	0	0	0	**9**	0	**9**	14
07:45 AM	0	**7**	**7**	0	0	0	8	0	8	**15**
Total Volume	0	18	18	0	0	0	26	0	26	44
% App. Total	0	100		0	0		100	0		
PHF	.000	.643	.643	.000	.000	.000	.722	.000	.722	.733

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City of Perris
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Weather: Clear

File Name : 05_PER_Nevada_Harley AM
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Start Date : 11/10/2021



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	2	2	0	0	0	7	0	7
+15 mins.	0	4	4	0	0	0	2	0	2
+30 mins.	0	5	5	0	0	0	**9**	0	**9**
+45 mins.	0	**7**	**7**	0	0	0	8	0	8
Total Volume	0	18	18	0	0	0	26	0	26
% App. Total	0	100		0	0		100	0	
PHF	.000	.643	.643	.000	.000	.000	.722	.000	.722

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City of Perris
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Weather: Clear

File Name : 05_PER_Nevada_Harley AM
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Groups Printed- 4+ Axle Trucks

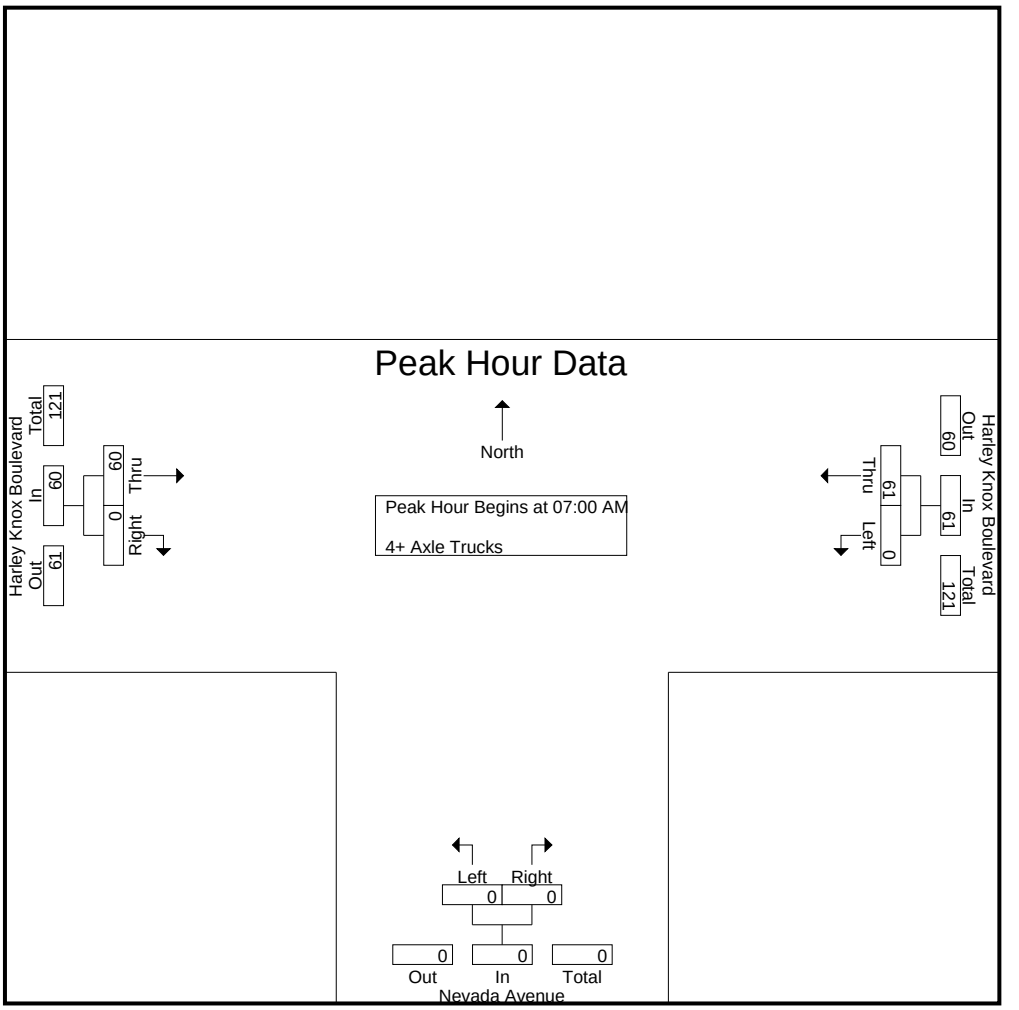
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	13	0	0	0	8	0	8	21
07:15 AM	0	20	20	0	0	0	19	0	19	39
07:30 AM	0	17	17	0	0	0	19	0	19	36
07:45 AM	0	11	11	0	0	0	14	0	14	25
Total	0	61	61	0	0	0	60	0	60	121
08:00 AM	0	24	24	0	0	0	17	0	17	41
08:15 AM	0	12	12	0	0	0	20	0	20	32
08:30 AM	0	25	25	0	0	0	31	0	31	56
08:45 AM	0	21	21	0	0	0	23	0	23	44
Total	0	82	82	0	0	0	91	0	91	173
Grand Total	0	143	143	0	0	0	151	0	151	294
Apprch %	0	100		0	0		100	0		
Total %	0	48.6	48.6	0	0	0	51.4	0	51.4	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	13	13	0	0	0	8	0	8	21
07:15 AM	0	**20**	**20**	0	0	0	**19**	0	**19**	**39**
07:30 AM	0	17	17	0	0	0	19	0	19	36
07:45 AM	0	11	11	0	0	0	14	0	14	25
Total Volume	0	61	61	0	0	0	60	0	60	121
% App. Total	0	100		0	0		100	0		
PHF	.000	.763	.763	.000	.000	.000	.789	.000	.789	.776

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	13	13	0	0	0	8	0	8
+15 mins.	0	**20**	**20**	0	0	0	**19**	0	**19**
+30 mins.	0	17	17	0	0	0	19	0	19
+45 mins.	0	11	11	0	0	0	14	0	14
Total Volume	0	61	61	0	0	0	60	0	60
% App. Total	0	100		0	0		100	0	
PHF	.000	.763	.763	.000	.000	.000	.789	.000	.789

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City of Perris
N/S: Nevada Avenue
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File Name : 05_PER_Nevada_Harley PM
Site Code : 06721659
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

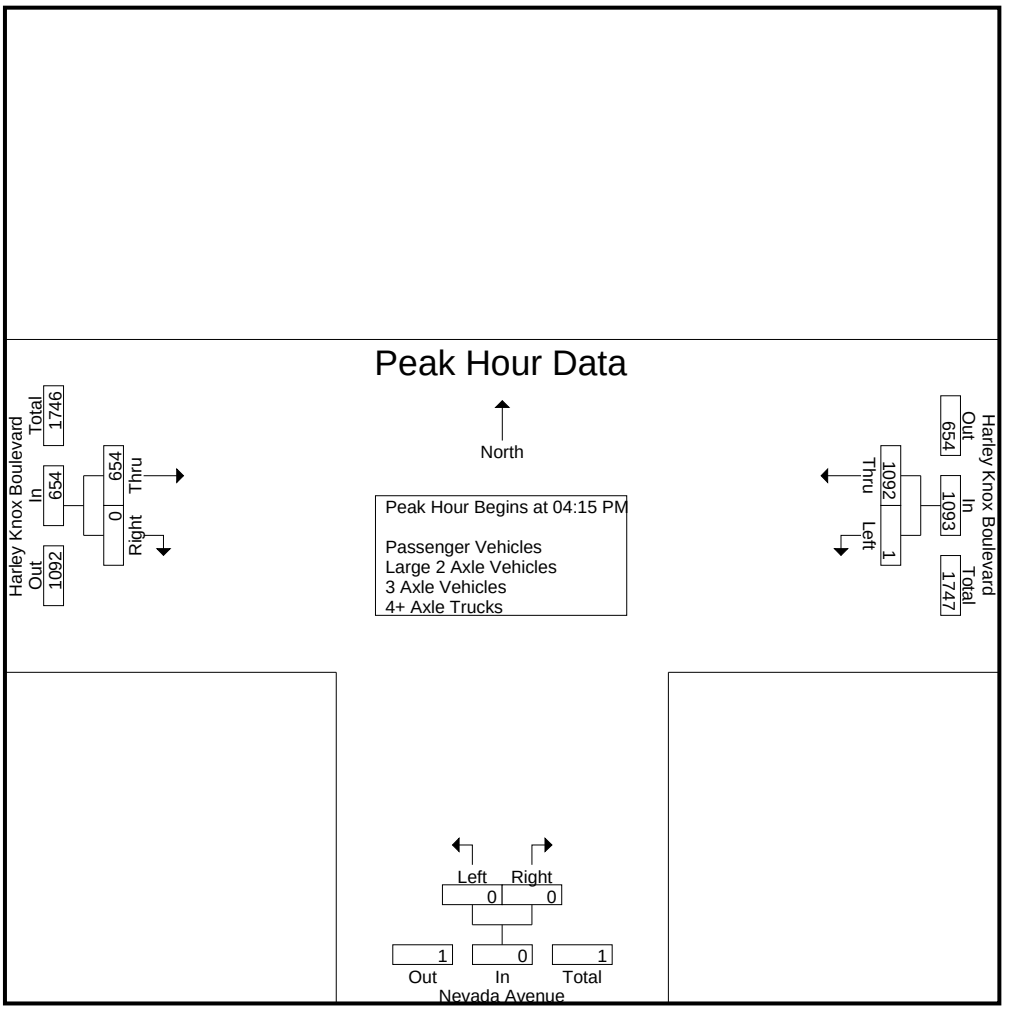
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	238	238	1	0	1	153	1	154	393
04:15 PM	0	262	262	0	0	0	146	0	146	408
04:30 PM	1	312	313	0	0	0	175	0	175	488
04:45 PM	0	293	293	0	0	0	161	0	161	454
Total	1	1105	1106	1	0	1	635	1	636	1743
05:00 PM	0	225	225	0	0	0	172	0	172	397
05:15 PM	1	174	175	1	0	1	125	0	125	301
05:30 PM	0	175	175	0	0	0	118	0	118	293
05:45 PM	0	175	175	0	0	0	128	0	128	303
Total	1	749	750	1	0	1	543	0	543	1294
Grand Total	2	1854	1856	2	0	2	1178	1	1179	3037
Apprch %	0.1	99.9		100	0		99.9	0.1		
Total %	0.1	61	61.1	0.1	0	0.1	38.8	0	38.8	
Passenger Vehicles	2	1637	1639	2	0	2	994	1	995	2636
% Passenger Vehicles	100	88.3	88.3	100	0	100	84.4	100	84.4	86.8
Large 2 Axle Vehicles	0	49	49	0	0	0	32	0	32	81
% Large 2 Axle Vehicles	0	2.6	2.6	0	0	0	2.7	0	2.7	2.7
3 Axle Vehicles	0	38	38	0	0	0	75	0	75	113
% 3 Axle Vehicles	0	2	2	0	0	0	6.4	0	6.4	3.7
4+ Axle Trucks	0	130	130	0	0	0	77	0	77	207
% 4+ Axle Trucks	0	7	7	0	0	0	6.5	0	6.5	6.8

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
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 04:15 PM										
04:15 PM	0	262	262	0	0	0	146	0	146	408
04:30 PM	**1**	**312**	**313**	0	0	0	**175**	0	**175**	**488**
04:45 PM	0	293	293	0	0	0	161	0	161	454
05:00 PM	0	225	225	0	0	0	172	0	172	397
Total Volume	1	1092	1093	0	0	0	654	0	654	1747
% App. Total	0.1	99.9		0	0		100	0		
PHF	.250	.875	.873	.000	.000	.000	.934	.000	.934	.895

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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.	0	238	238	**1**	0	**1**	146	0	146
+15 mins.	0	262	262	0	0	0	**175**	0	**175**
+30 mins.	**1**	**312**	**313**	0	0	0	161	0	161
+45 mins.	0	293	293	0	0	0	172	0	172
Total Volume	1	1105	1106	1	0	1	654	0	654
% App. Total	0.1	99.9		100	0		100	0	
PHF	.250	.885	.883	.250	.000	.250	.934	.000	.934

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley PM
Site Code : 06721659
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Groups Printed- Passenger Vehicles

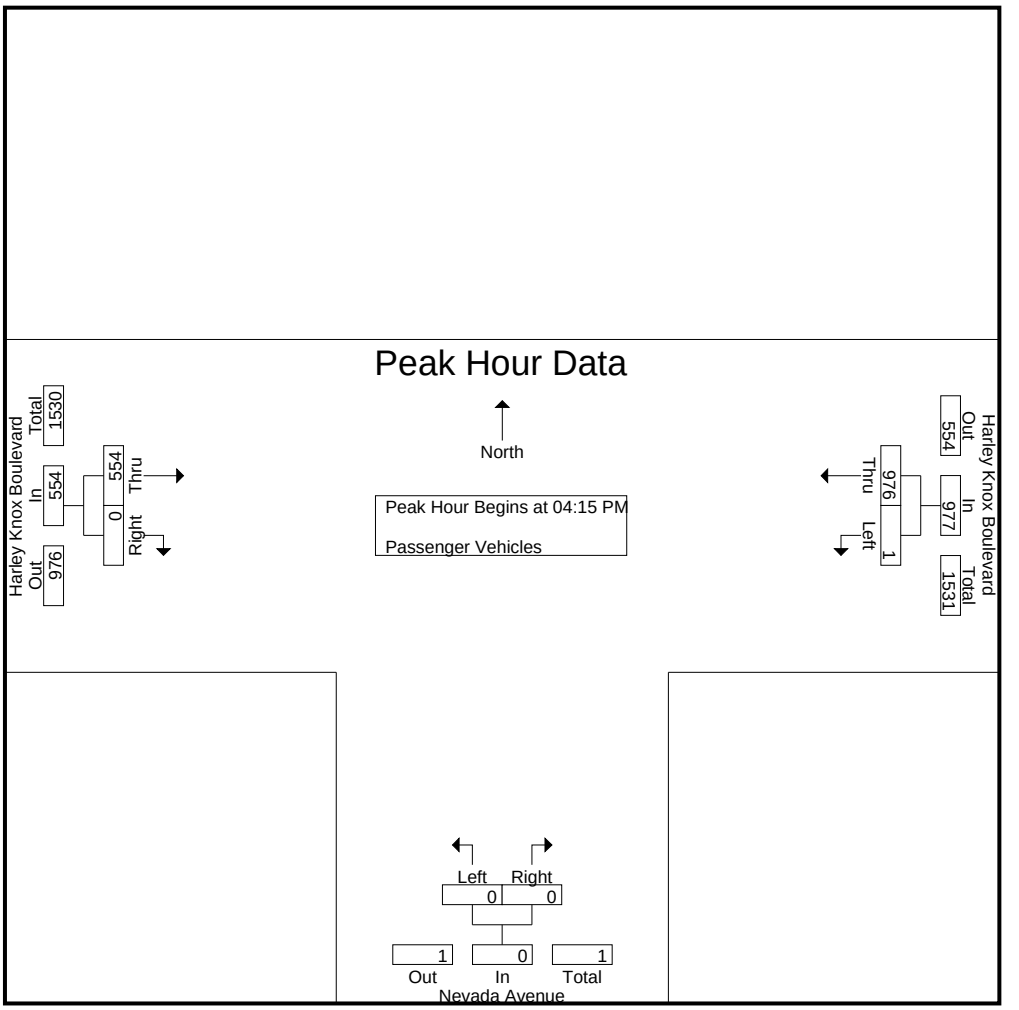
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	213	213	1	0	1	125	1	126	340
04:15 PM	0	226	226	0	0	0	122	0	122	348
04:30 PM	1	281	282	0	0	0	149	0	149	431
04:45 PM	0	264	264	0	0	0	136	0	136	400
Total	1	984	985	1	0	1	532	1	533	1519
05:00 PM	0	205	205	0	0	0	147	0	147	352
05:15 PM	1	149	150	1	0	1	102	0	102	253
05:30 PM	0	151	151	0	0	0	106	0	106	257
05:45 PM	0	148	148	0	0	0	107	0	107	255
Total	1	653	654	1	0	1	462	0	462	1117
Grand Total	2	1637	1639	2	0	2	994	1	995	2636
Apprch %	0.1	99.9		100	0		99.9	0.1		
Total %	0.1	62.1	62.2	0.1	0	0.1	37.7	0	37.7	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	226	226	0	0	0	122	0	122	348
04:30 PM	**1**	**281**	**282**	0	0	0	**149**	0	**149**	**431**
04:45 PM	0	264	264	0	0	0	136	0	136	400
05:00 PM	0	205	205	0	0	0	147	0	147	352
Total Volume	1	976	977	0	0	0	554	0	554	1531
% App. Total	0.1	99.9		0	0		100	0		
PHF	.250	.868	.866	.000	.000	.000	.930	.000	.930	.888

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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	226	226	0	0	0	122	0	122
+15 mins.	**1**	**281**	**282**	0	0	0	**149**	0	**149**
+30 mins.	0	264	264	0	0	0	136	0	136
+45 mins.	0	205	205	0	0	0	147	0	147
Total Volume	1	976	977	0	0	0	554	0	554
% App. Total	0.1	99.9		0	0		100	0	
PHF	.250	.868	.866	.000	.000	.000	.930	.000	.930

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File Name : 05_PER_Nevada_Harley PM
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Groups Printed- Large 2 Axle Vehicles

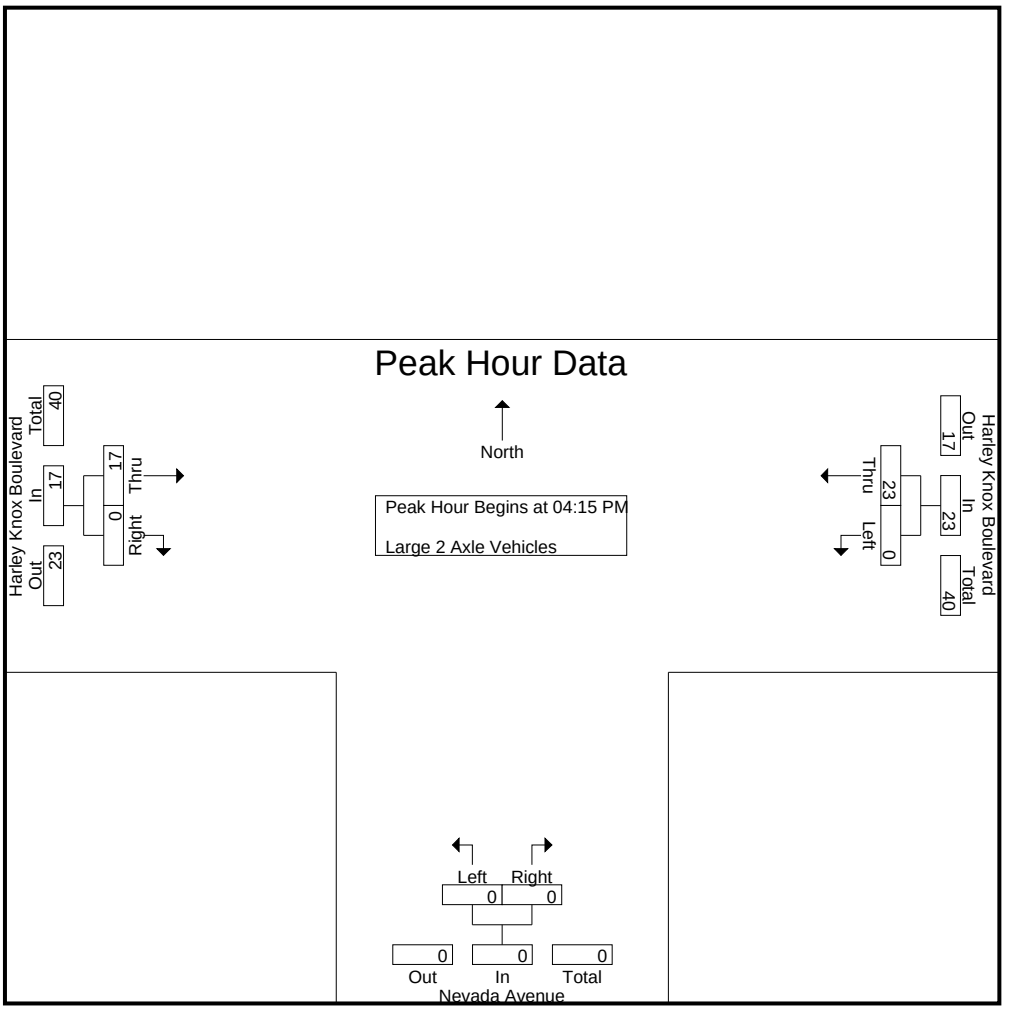
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	9	9	0	0	0	5	0	5	14
04:15 PM	0	6	6	0	0	0	5	0	5	11
04:30 PM	0	7	7	0	0	0	5	0	5	12
04:45 PM	0	5	5	0	0	0	2	0	2	7
Total	0	27	27	0	0	0	17	0	17	44
05:00 PM	0	5	5	0	0	0	5	0	5	10
05:15 PM	0	5	5	0	0	0	5	0	5	10
05:30 PM	0	4	4	0	0	0	2	0	2	6
05:45 PM	0	8	8	0	0	0	3	0	3	11
Total	0	22	22	0	0	0	15	0	15	37
Grand Total	0	49	49	0	0	0	32	0	32	81
Apprch %	0	100		0	0		100	0		
Total %	0	60.5	60.5	0	0	0	39.5	0	39.5	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	6	6	0	0	0	**5**	0	**5**	11
04:30 PM	0	**7**	**7**	0	0	0	5	0	5	**12**
04:45 PM	0	5	5	0	0	0	2	0	2	7
05:00 PM	0	5	5	0	0	0	5	0	5	10
Total Volume	0	23	23	0	0	0	17	0	17	40
% App. Total	0	100		0	0		100	0		
PHF	.000	.821	.821	.000	.000	.000	.850	.000	.850	.833

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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	6	6	0	0	0	**5**	0	**5**
+15 mins.	0	**7**	**7**	0	0	0	5	0	5
+30 mins.	0	5	5	0	0	0	2	0	2
+45 mins.	0	5	5	0	0	0	5	0	5
Total Volume	0	23	23	0	0	0	17	0	17
% App. Total	0	100		0	0		100	0	
PHF	.000	.821	.821	.000	.000	.000	.850	.000	.850

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File Name : 05_PER_Nevada_Harley PM
Site Code : 06721659
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Groups Printed- 3 Axle Vehicles

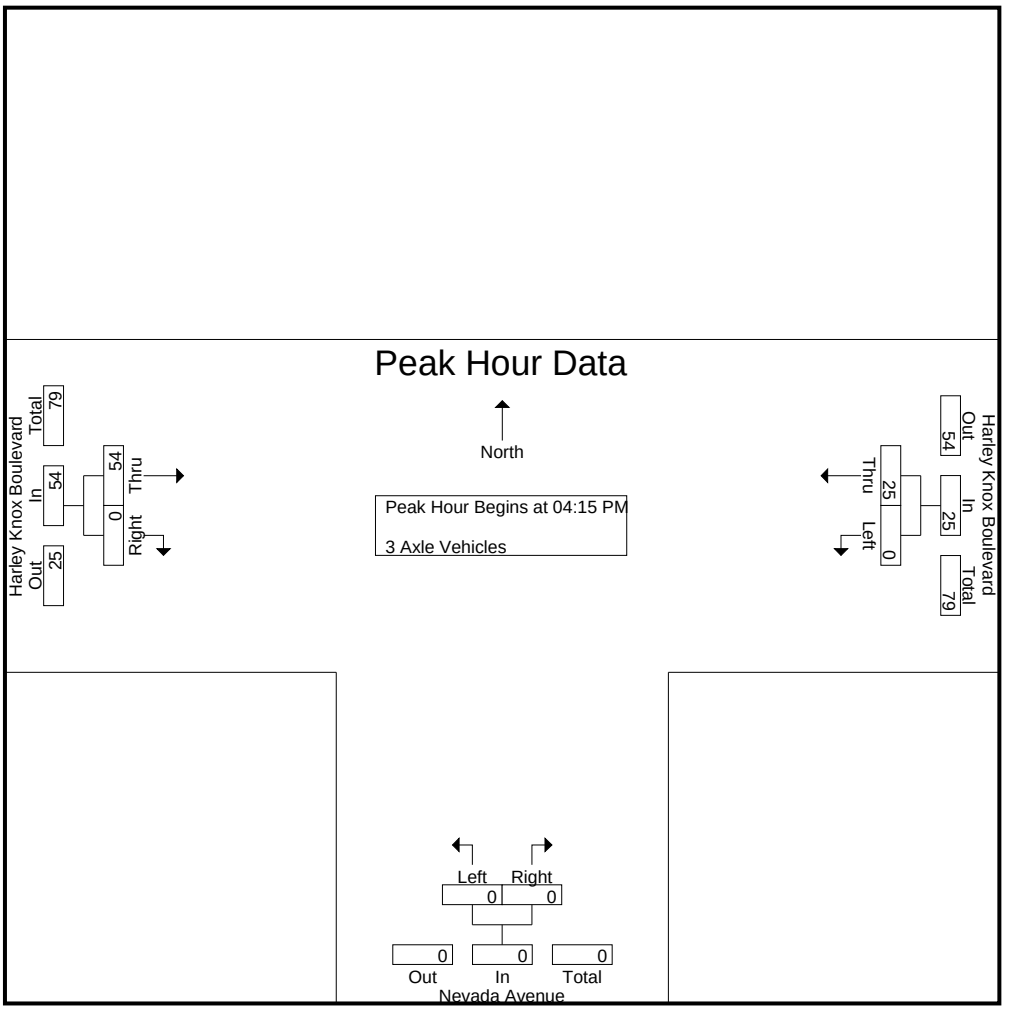
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	0	0	7	0	7	12
04:15 PM	0	9	9	0	0	0	11	0	11	20
04:30 PM	0	6	6	0	0	0	12	0	12	18
04:45 PM	0	6	6	0	0	0	20	0	20	26
Total	0	26	26	0	0	0	50	0	50	76
05:00 PM	0	4	4	0	0	0	11	0	11	15
05:15 PM	0	4	4	0	0	0	8	0	8	12
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	3	3	0	0	0	5	0	5	8
Total	0	12	12	0	0	0	25	0	25	37
Grand Total	0	38	38	0	0	0	75	0	75	113
Apprch %	0	100		0	0		100	0		
Total %	0	33.6	33.6	0	0	0	66.4	0	66.4	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	**9**	**9**	0	0	0	11	0	11	20
04:30 PM	0	6	6	0	0	0	12	0	12	18
04:45 PM	0	6	6	0	0	0	**20**	0	**20**	**26**
05:00 PM	0	4	4	0	0	0	11	0	11	15
Total Volume	0	25	25	0	0	0	54	0	54	79
% App. Total	0	100		0	0		100	0		
PHF	.000	.694	.694	.000	.000	.000	.675	.000	.675	.760

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
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		
+0 mins.	0	**9**	**9**	0	0	0	11	0	11
+15 mins.	0	6	6	0	0	0	12	0	12
+30 mins.	0	6	6	0	0	0	**20**	0	**20**
+45 mins.	0	4	4	0	0	0	11	0	11
Total Volume	0	25	25	0	0	0	54	0	54
% App. Total	0	100		0	0		100	0	
PHF	.000	.694	.694	.000	.000	.000	.675	.000	.675

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City of Perris
N/S: Nevada Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Nevada_Harley PM
Site Code : 06721659
Start Date : 11/10/2021

Groups Printed- 4+ Axle Trucks

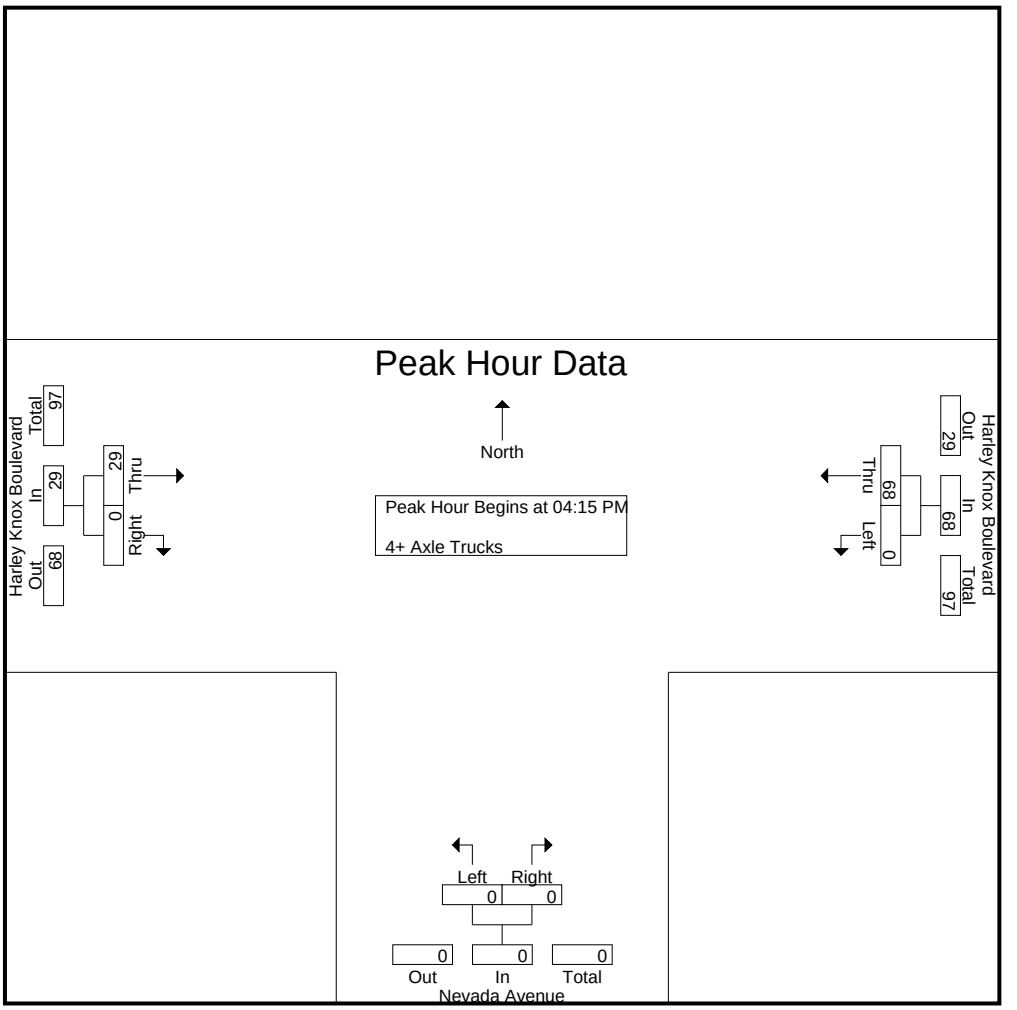
	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	11	11	0	0	0	16	0	16	27
04:15 PM	0	21	21	0	0	0	8	0	8	29
04:30 PM	0	18	18	0	0	0	9	0	9	27
04:45 PM	0	18	18	0	0	0	3	0	3	21
Total	0	68	68	0	0	0	36	0	36	104
05:00 PM	0	11	11	0	0	0	9	0	9	20
05:15 PM	0	16	16	0	0	0	10	0	10	26
05:30 PM	0	19	19	0	0	0	9	0	9	28
05:45 PM	0	16	16	0	0	0	13	0	13	29
Total	0	62	62	0	0	0	41	0	41	103
Grand Total	0	130	130	0	0	0	77	0	77	207
Apprch %	0	100		0	0		100	0		
Total %	0	62.8	62.8	0	0	0	37.2	0	37.2	

	Harley Knox Boulevard Westbound			Nevada Avenue Northbound			Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	**21**	**21**	0	0	0	8	0	8	**29**
04:30 PM	0	18	18	0	0	0	**9**	0	**9**	27
04:45 PM	0	18	18	0	0	0	3	0	3	21
05:00 PM	0	11	11	0	0	0	9	0	9	20
Total Volume	0	68	68	0	0	0	29	0	29	97
% App. Total	0	100		0	0		100	0		
PHF	.000	.810	.810	.000	.000	.000	.806	.000	.806	.836

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City of Perris
N/S: Nevada Avenue
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Weather: Clear

File Name : 05_PER_Nevada_Harley PM
Site Code : 06721659
Start Date : 11/10/2021
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		
+0 mins.	0	**21**	**21**	0	0	0	8	0	8
+15 mins.	0	18	18	0	0	0	**9**	0	**9**
+30 mins.	0	18	18	0	0	0	3	0	3
+45 mins.	0	11	11	0	0	0	9	0	9
Total Volume	0	68	68	0	0	0	29	0	29
% App. Total	0	100		0	0		100	0	
PHF	.000	.810	.810	.000	.000	.000	.806	.000	.806

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021

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

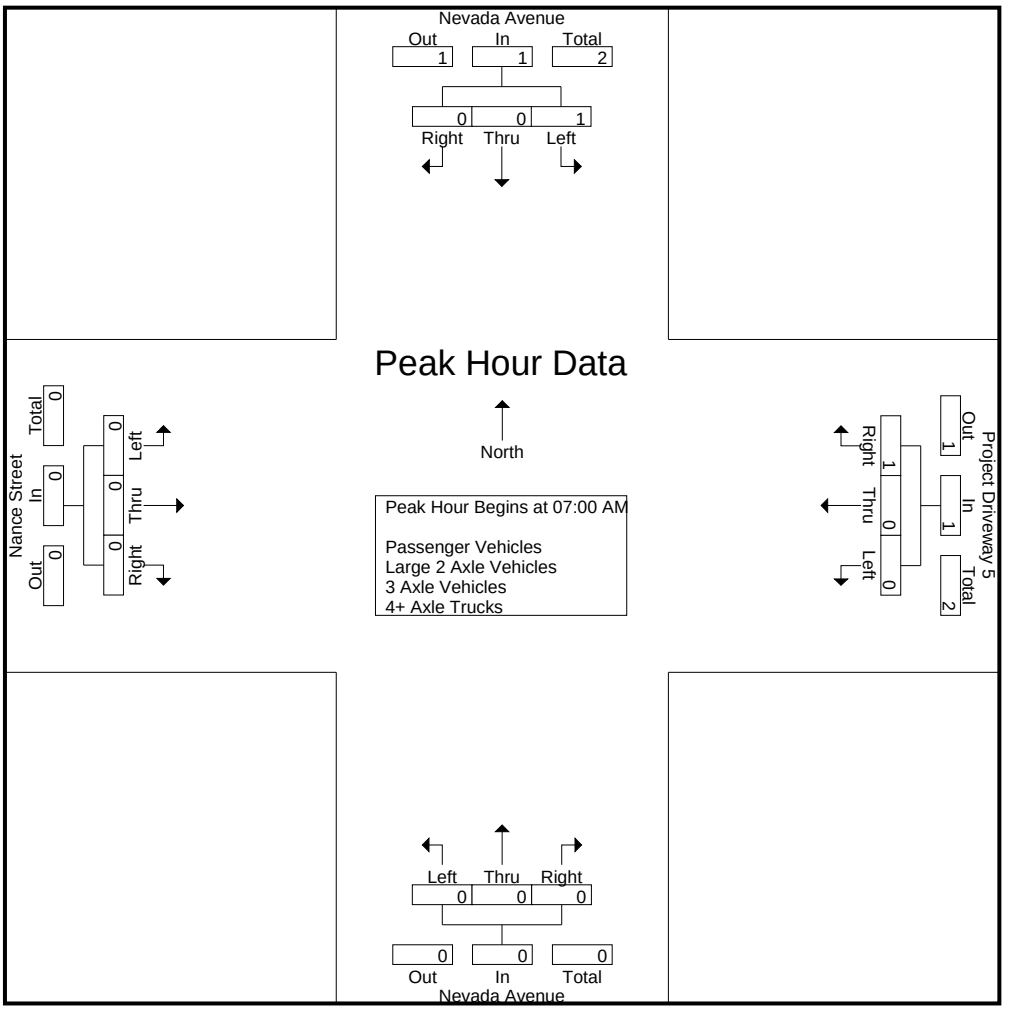
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	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	1	0	0	1	0	0	1	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	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	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	50	0	0	50	0	0	50	50	0	0	0	0	0	0	0	0	
Passenger Vehicles	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% Passenger Vehicles	100	0	0	100	0	0	100	100	0	0	0	0	0	0	0	0	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 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
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

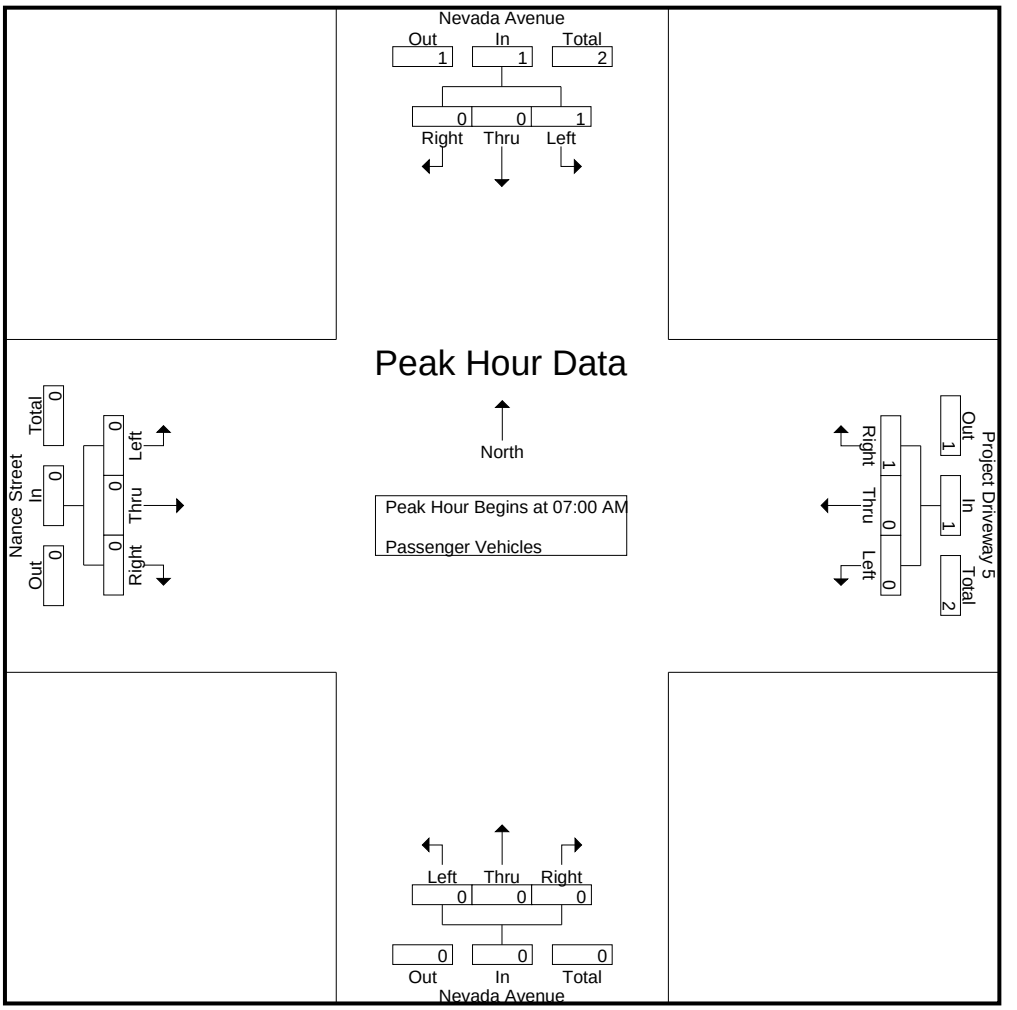
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	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	1	0	0	1	0	0	1	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	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	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	50	0	0	50	0	0	50	50	0	0	0	0	0	0	0	0	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	0	**1**	**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 Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

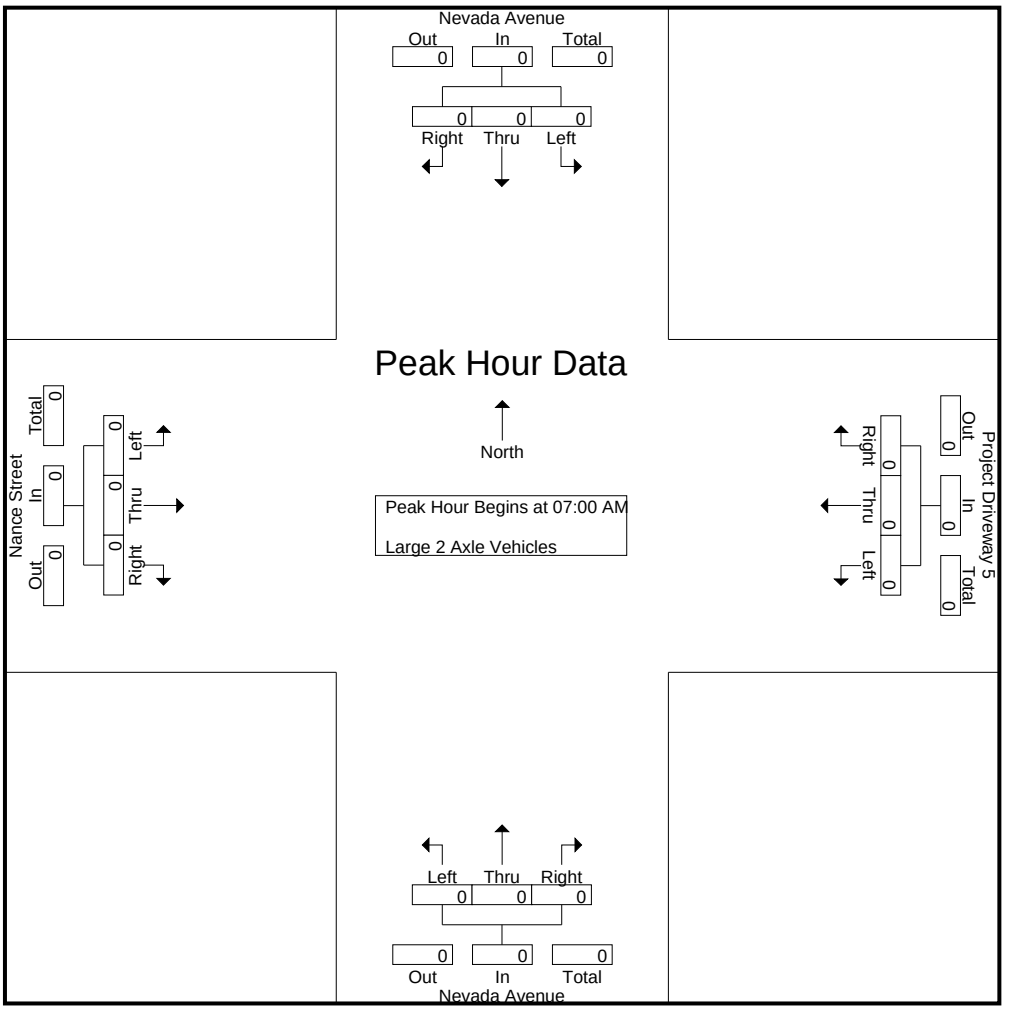
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 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 Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	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 Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

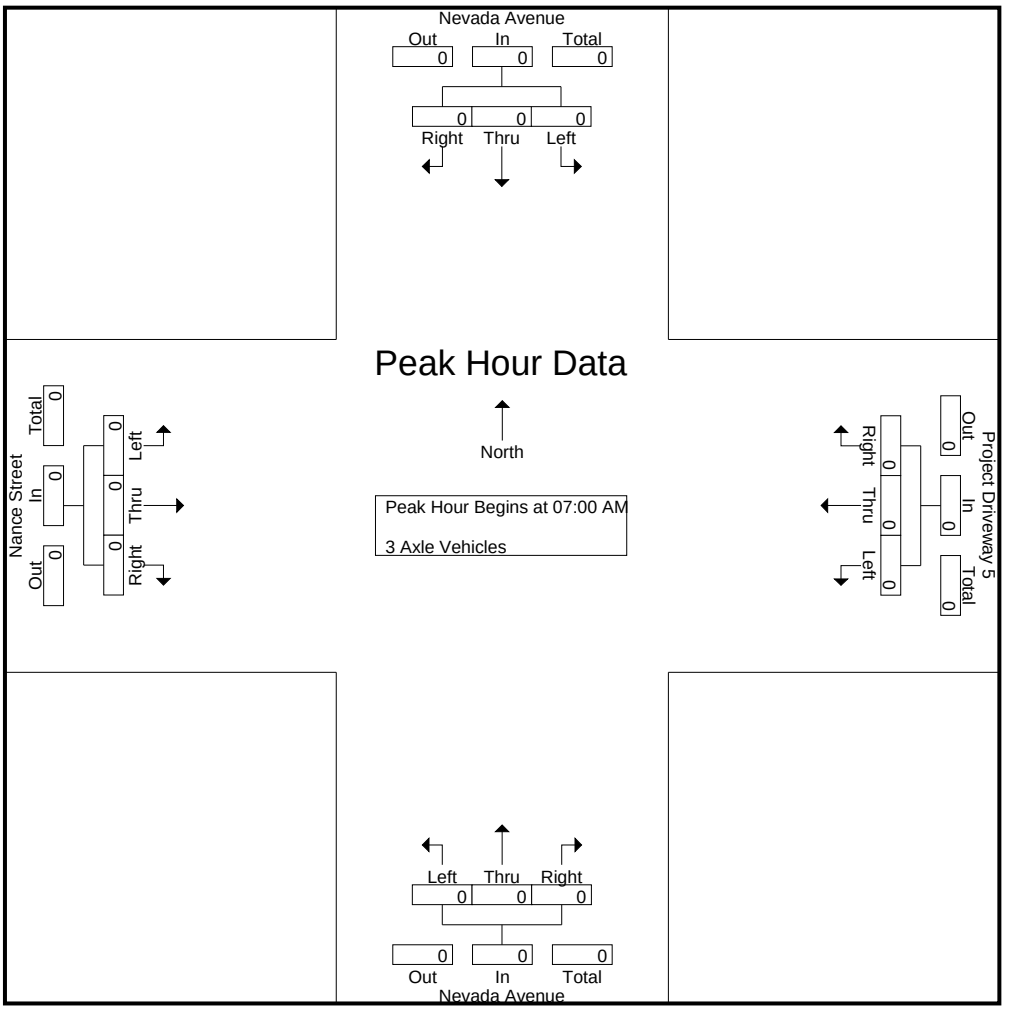
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 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 Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	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 Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

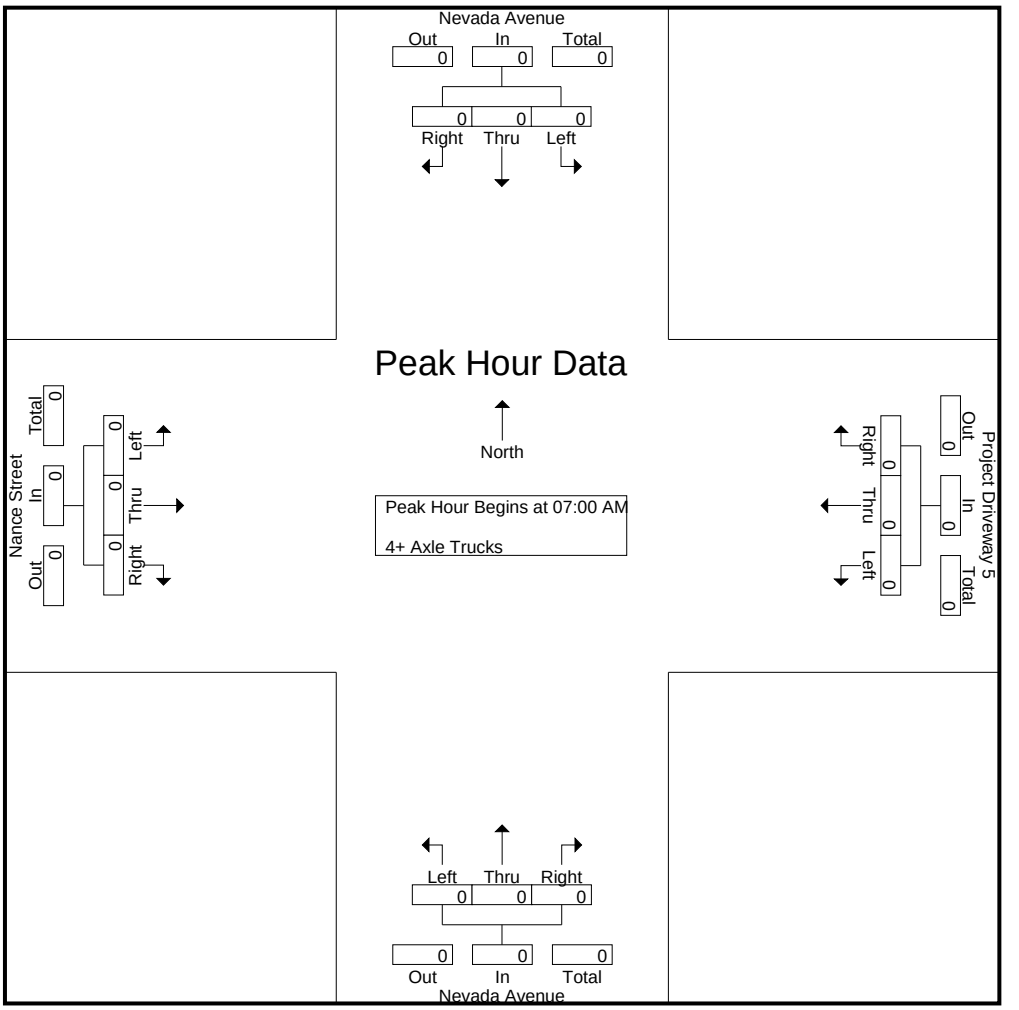
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 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 Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	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 Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

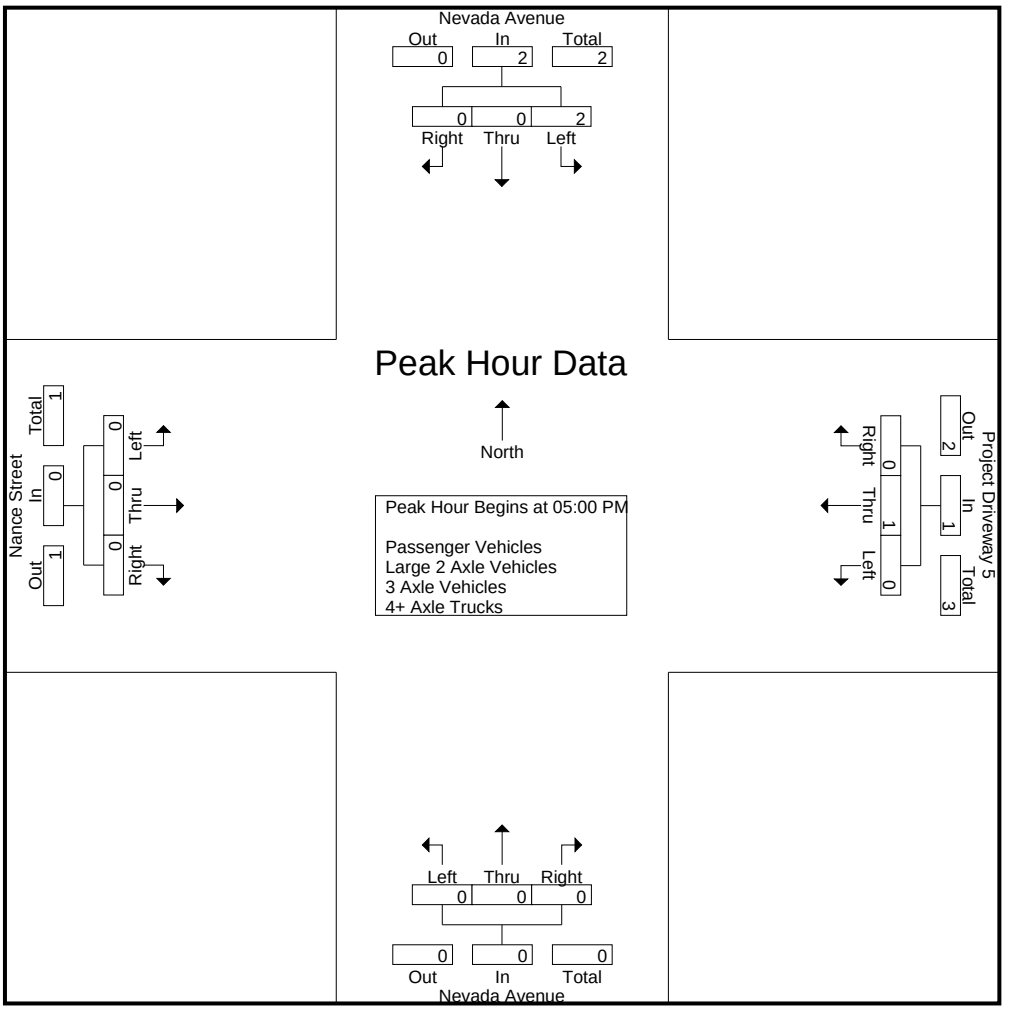
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	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	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Grand Total	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
Apprch %	100	0	0		0	100	0		0	0	0		0	0	0		
Total %	40	0	0	40	0	60	0	60	0	0	0	0	0	0	0	0	
Passenger Vehicles	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
% Passenger Vehicles	100	0	0	100	0	100	0	100	0	0	0	0	0	0	0	0	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 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
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.750

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	**1**	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	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

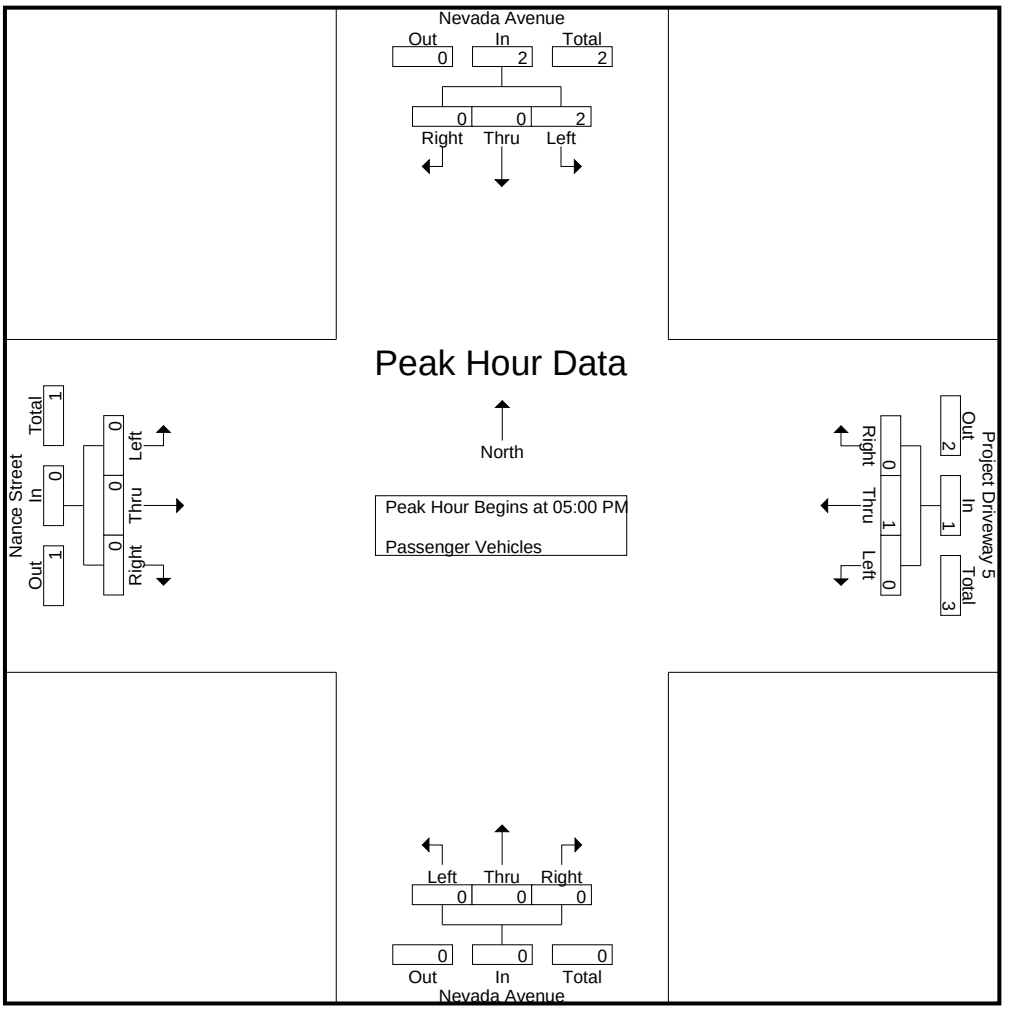
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	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	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Grand Total	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
Apprch %	100	0	0		0	100	0		0	0	0		0	0	0		
Total %	40	0	0	40	0	60	0	60	0	0	0	0	0	0	0	0	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.750

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
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	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

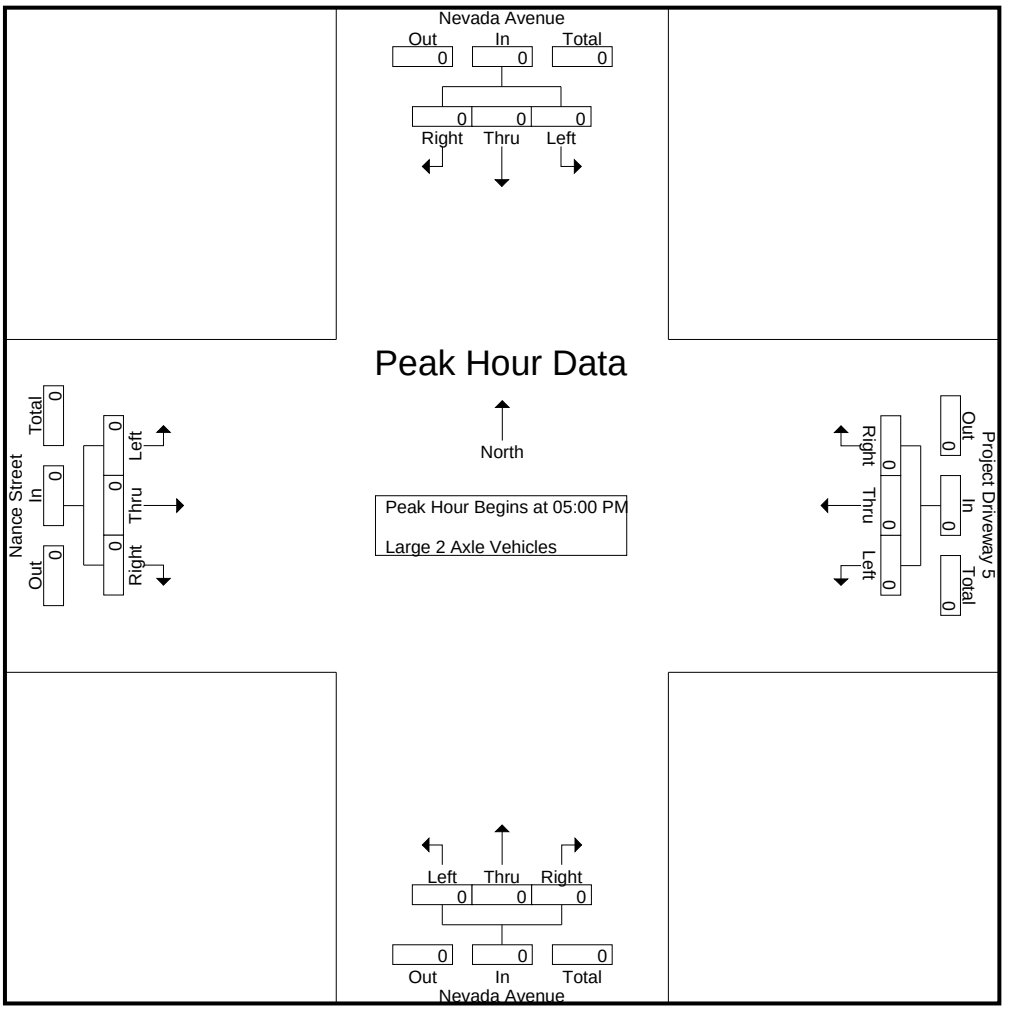
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

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

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

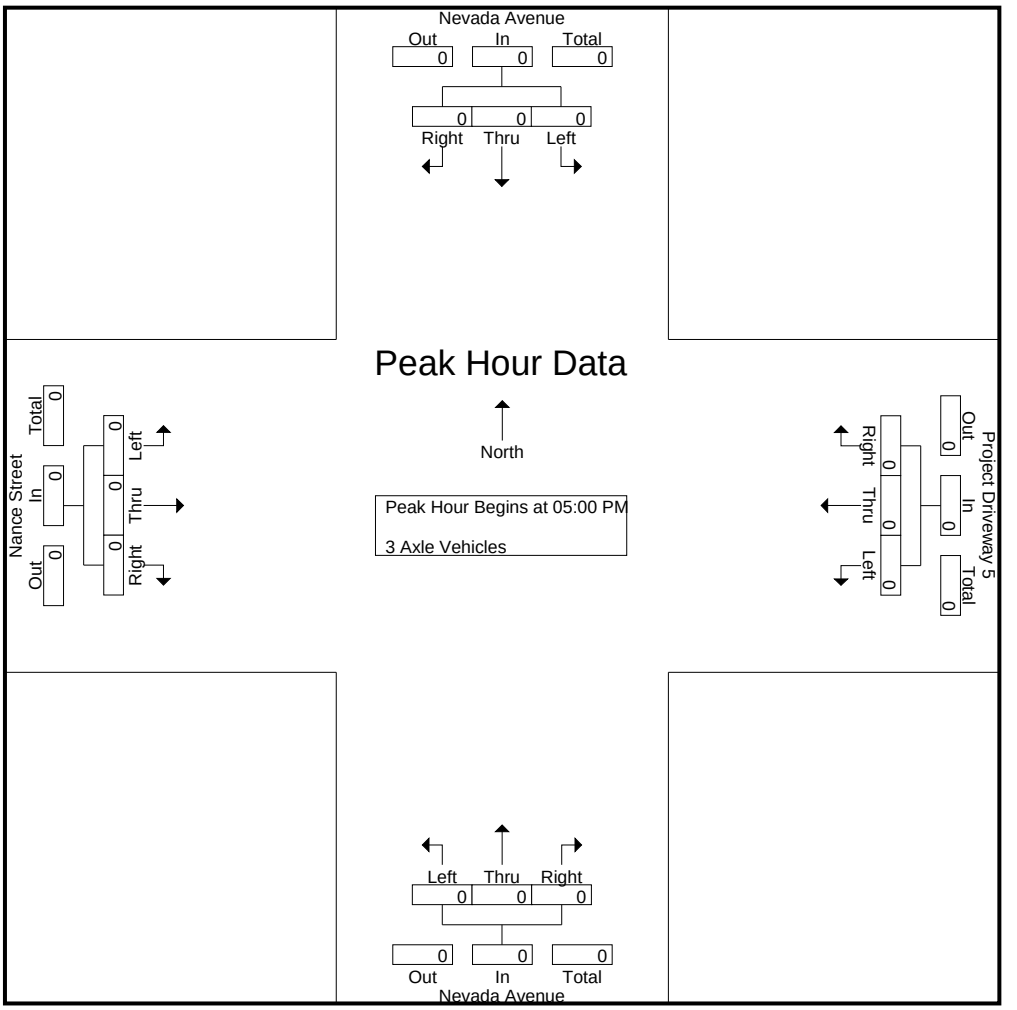
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

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

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

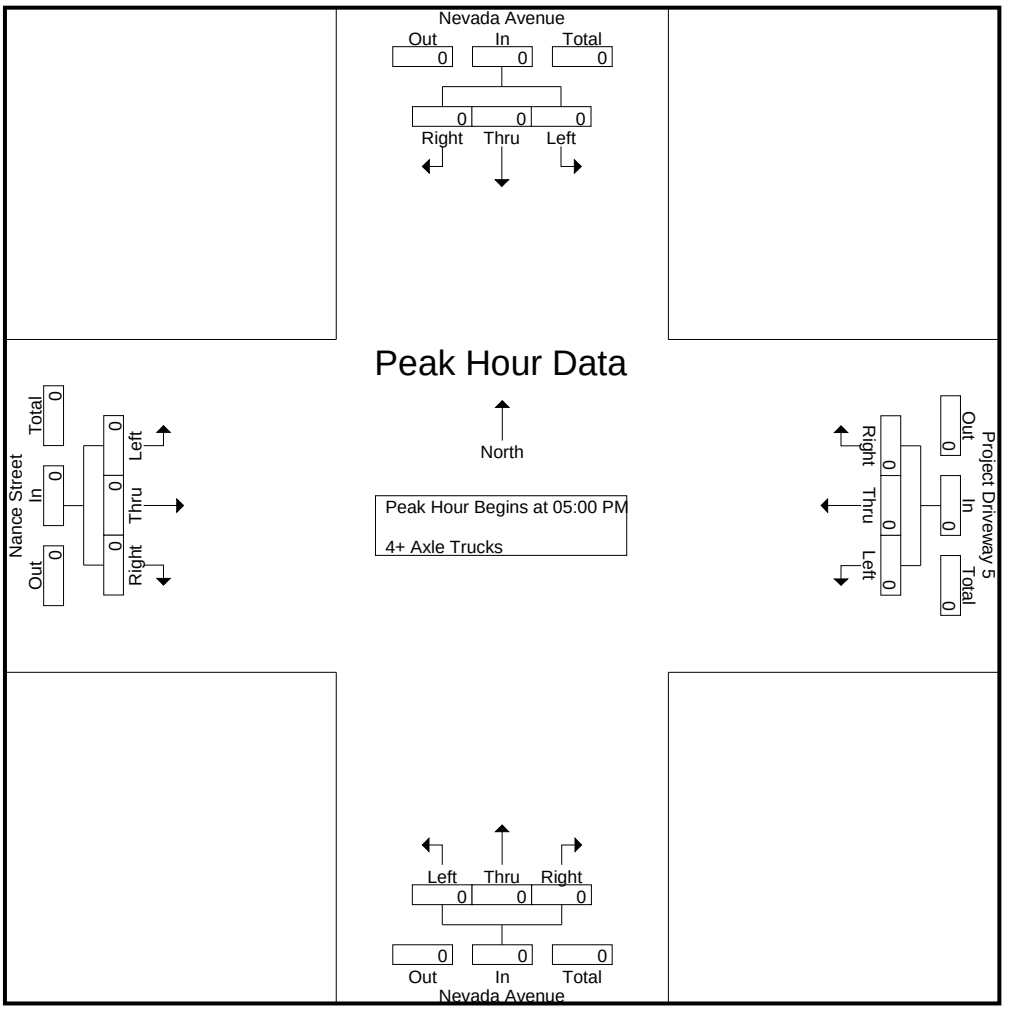
	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Nevada Avenue Southbound				Project Driveway 5 Westbound				Nevada Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Nevada Avenue
E/W: Nance Street/Project Driveway 5
Weather: Clear

File Name : 06_PER_Nevada_PDW 5 PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

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

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

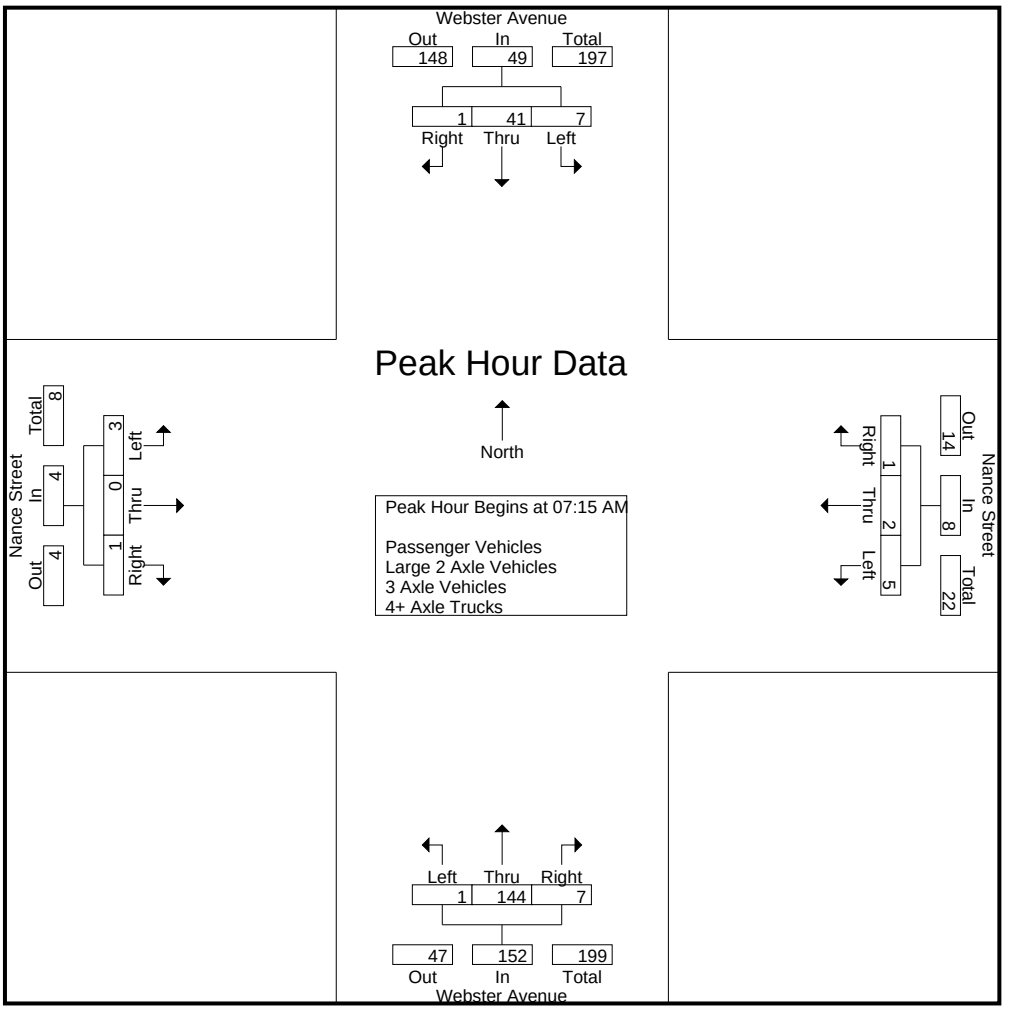
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	1	8	0	0	1	1	1	22	1	24	1	0	1	2	35
07:15 AM	2	12	1	15	0	0	0	0	0	32	1	33	0	0	0	0	48
07:30 AM	2	4	0	6	4	0	0	4	0	46	4	50	3	0	1	4	64
07:45 AM	1	16	0	17	0	0	0	0	1	37	1	39	0	0	0	0	56
Total	5	39	2	46	4	0	1	5	2	137	7	146	4	0	2	6	203
08:00 AM	2	9	0	11	1	2	1	4	0	29	1	30	0	0	0	0	45
08:15 AM	3	6	1	10	2	0	2	4	0	22	2	24	0	0	1	1	39
08:30 AM	5	4	1	10	0	0	7	7	1	26	1	28	0	0	0	0	45
08:45 AM	5	13	0	18	0	0	6	6	0	19	0	19	0	1	0	1	44
Total	15	32	2	49	3	2	16	21	1	96	4	101	0	1	1	2	173
Grand Total	20	71	4	95	7	2	17	26	3	233	11	247	4	1	3	8	376
Apprch %	21.1	74.7	4.2		26.9	7.7	65.4		1.2	94.3	4.5		50	12.5	37.5		
Total %	5.3	18.9	1.1	25.3	1.9	0.5	4.5	6.9	0.8	62	2.9	65.7	1.1	0.3	0.8	2.1	
Passenger Vehicles	6	68	1	75	6	1	2	9	2	210	8	220	0	0	2	2	306
% Passenger Vehicles	30	95.8	25	78.9	85.7	50	11.8	34.6	66.7	90.1	72.7	89.1	0	0	66.7	25	81.4
Large 2 Axle Vehicles	1	1	2	4	0	1	0	1	1	18	0	19	4	0	1	5	29
% Large 2 Axle Vehicles	5	1.4	50	4.2	0	50	0	3.8	33.3	7.7	0	7.7	100	0	33.3	62.5	7.7
3 Axle Vehicles	9	1	0	10	1	0	7	8	0	1	0	1	0	0	0	0	19
% 3 Axle Vehicles	45	1.4	0	10.5	14.3	0	41.2	30.8	0	0.4	0	0.4	0	0	0	0	5.1
4+ Axle Trucks	4	1	1	6	0	0	8	8	0	4	3	7	0	1	0	1	22
% 4+ Axle Trucks	20	1.4	25	6.3	0	0	47.1	30.8	0	1.7	27.3	2.8	0	100	0	12.5	5.9

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	12	**1**	15	0	0	0	0	0	32	1	33	0	0	0	0	48
07:30 AM	2	4	0	6	**4**	0	0	**4**	0	**46**	**4**	**50**	**3**	0	**1**	**4**	**64**
07:45 AM	1	**16**	0	**17**	0	0	0	0	**1**	37	1	39	0	0	0	0	56
08:00 AM	2	9	0	11	1	**2**	**1**	4	0	29	1	30	0	0	0	0	45
Total Volume	7	41	1	49	5	2	1	8	1	144	7	152	3	0	1	4	213
% App. Total	14.3	83.7	2		62.5	25	12.5		0.7	94.7	4.6		75	0	25		
PHF	.875	.641	.250	.721	.313	.250	.250	.500	.250	.783	.438	.760	.250	.000	.250	.250	.832

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
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				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	**2**	12	**1**	15	1	**2**	1	4	0	32	1	33	1	0	**1**	2
+15 mins.	2	4	0	6	**2**	0	2	4	0	**46**	**4**	**50**	0	0	0	0
+30 mins.	1	**16**	0	**17**	0	0	**7**	**7**	**1**	37	1	39	**3**	0	1	**4**
+45 mins.	2	9	0	11	0	0	6	6	0	29	1	30	0	0	0	0
Total Volume	7	41	1	49	3	2	16	21	1	144	7	152	4	0	2	6
% App. Total	14.3	83.7	2		14.3	9.5	76.2		0.7	94.7	4.6		66.7	0	33.3	
PHF	.875	.641	.250	.721	.375	.250	.571	.750	.250	.783	.438	.760	.333	.000	.500	.375

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

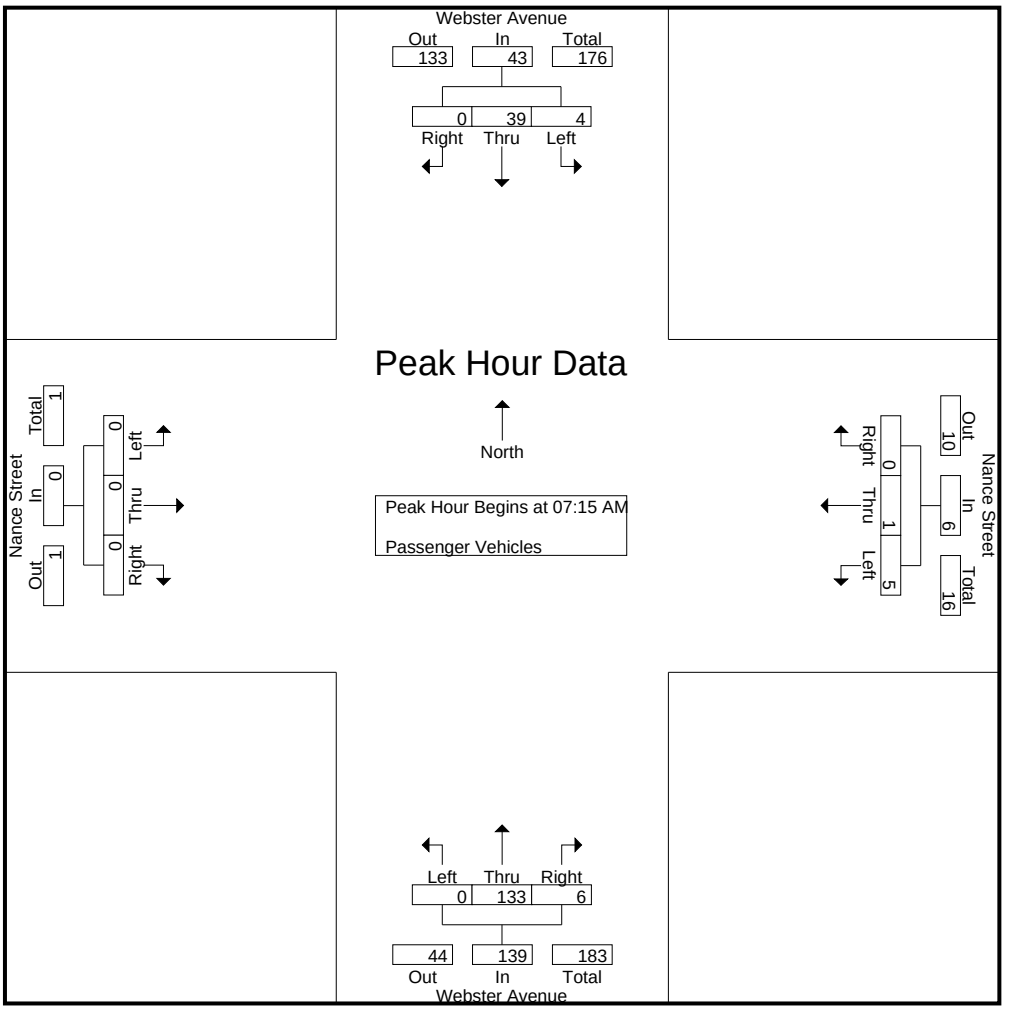
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	0	0	0	0	1	19	1	21	0	0	1	1	29
07:15 AM	2	12	0	14	0	0	0	0	0	28	0	28	0	0	0	0	42
07:30 AM	1	3	0	4	4	0	0	4	0	46	4	50	0	0	0	0	58
07:45 AM	0	16	0	16	0	0	0	0	0	34	1	35	0	0	0	0	51
Total	3	38	0	41	4	0	0	4	1	127	6	134	0	0	1	1	180
08:00 AM	1	8	0	9	1	1	0	2	0	25	1	26	0	0	0	0	37
08:15 AM	0	6	1	7	1	0	0	1	0	20	1	21	0	0	1	1	30
08:30 AM	1	4	0	5	0	0	2	2	1	22	0	23	0	0	0	0	30
08:45 AM	1	12	0	13	0	0	0	0	0	16	0	16	0	0	0	0	29
Total	3	30	1	34	2	1	2	5	1	83	2	86	0	0	1	1	126
Grand Total	6	68	1	75	6	1	2	9	2	210	8	220	0	0	2	2	306
Apprch %	8	90.7	1.3		66.7	11.1	22.2		0.9	95.5	3.6		0	0	100		
Total %	2	22.2	0.3	24.5	2	0.3	0.7	2.9	0.7	68.6	2.6	71.9	0	0	0.7	0.7	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	12	0	14	0	0	0	0	0	28	0	28	0	0	0	0	42
07:30 AM	1	3	0	4	**4**	0	0	**4**	0	**46**	**4**	**50**	0	0	0	0	**58**
07:45 AM	0	**16**	0	**16**	0	0	0	0	0	34	1	35	0	0	0	0	51
08:00 AM	1	8	0	9	1	**1**	0	2	0	25	1	26	0	0	0	0	37
Total Volume	4	39	0	43	5	1	0	6	0	133	6	139	0	0	0	0	188
% App. Total	9.3	90.7	0		83.3	16.7	0		0	95.7	4.3		0	0	0		
PHF	.500	.609	.000	.672	.313	.250	.000	.375	.000	.723	.375	.695	.000	.000	.000	.000	.810

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**2**	12	0	14	0	0	0	0	0	28	0	28	0	0	0	0
+15 mins.	1	3	0	4	**4**	0	0	**4**	0	**46**	**4**	**50**	0	0	0	0
+30 mins.	0	**16**	0	**16**	0	0	0	0	0	34	1	35	0	0	0	0
+45 mins.	1	8	0	9	1	**1**	0	2	0	25	1	26	0	0	0	0
Total Volume	4	39	0	43	5	1	0	6	0	133	6	139	0	0	0	0
% App. Total	9.3	90.7	0		83.3	16.7	0		0	95.7	4.3		0	0	0	
PHF	.500	.609	.000	.672	.313	.250	.000	.375	.000	.723	.375	.695	.000	.000	.000	.000

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

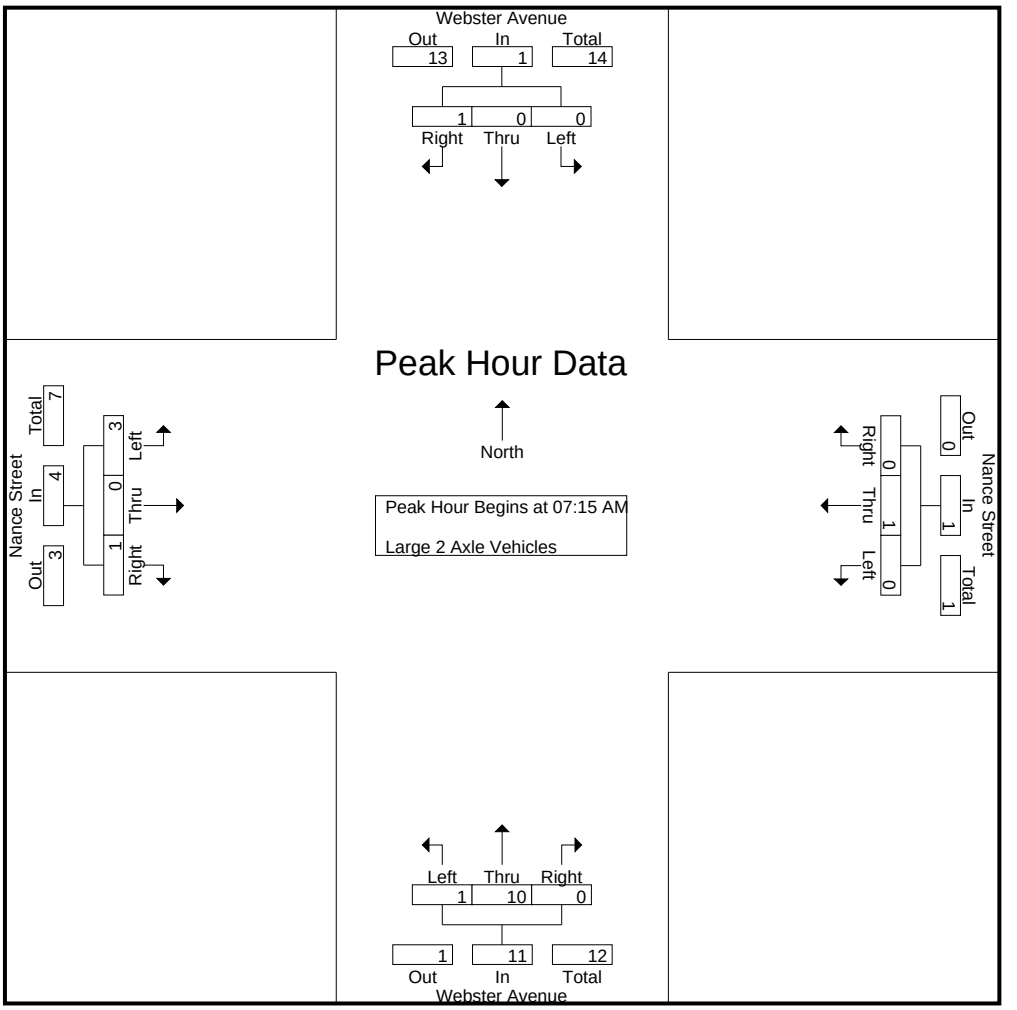
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	3	0	3	1	0	0	1	5
07:15 AM	0	0	1	1	0	0	0	0	0	4	0	4	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	4
07:45 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
Total	0	0	2	2	0	0	0	0	1	9	0	10	4	0	1	5	17
08:00 AM	0	0	0	0	0	1	0	1	0	4	0	4	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	1	1	0	2	0	1	0	1	0	9	0	9	0	0	0	0	12
Grand Total	1	1	2	4	0	1	0	1	1	18	0	19	4	0	1	5	29
Apprch %	25	25	50		0	100	0		5.3	94.7	0		80	0	20		
Total %	3.4	3.4	6.9	13.8	0	3.4	0	3.4	3.4	62.1	0	65.5	13.8	0	3.4	17.2	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**5**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**1**	**4**	4
07:45 AM	0	0	0	0	0	0	0	0	**1**	2	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	4	0	4	0	0	0	0	5
Total Volume	0	0	1	1	0	1	0	1	1	10	0	11	3	0	1	4	17
% App. Total	0	0	100		0	100	0		9.1	90.9	0		75	0	25		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.250	.625	.000	.688	.250	.000	.250	.250	.850

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
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	**1**	**1**	0	0	0	0	0	**4**	0	**4**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**1**	**4**
+30 mins.	0	0	0	0	0	0	0	0	**1**	2	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	4	0	4	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	1	10	0	11	3	0	1	4
% App. Total	0	0	100		0	100	0		9.1	90.9	0		75	0	25	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.250	.625	.000	.688	.250	.000	.250	.250

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

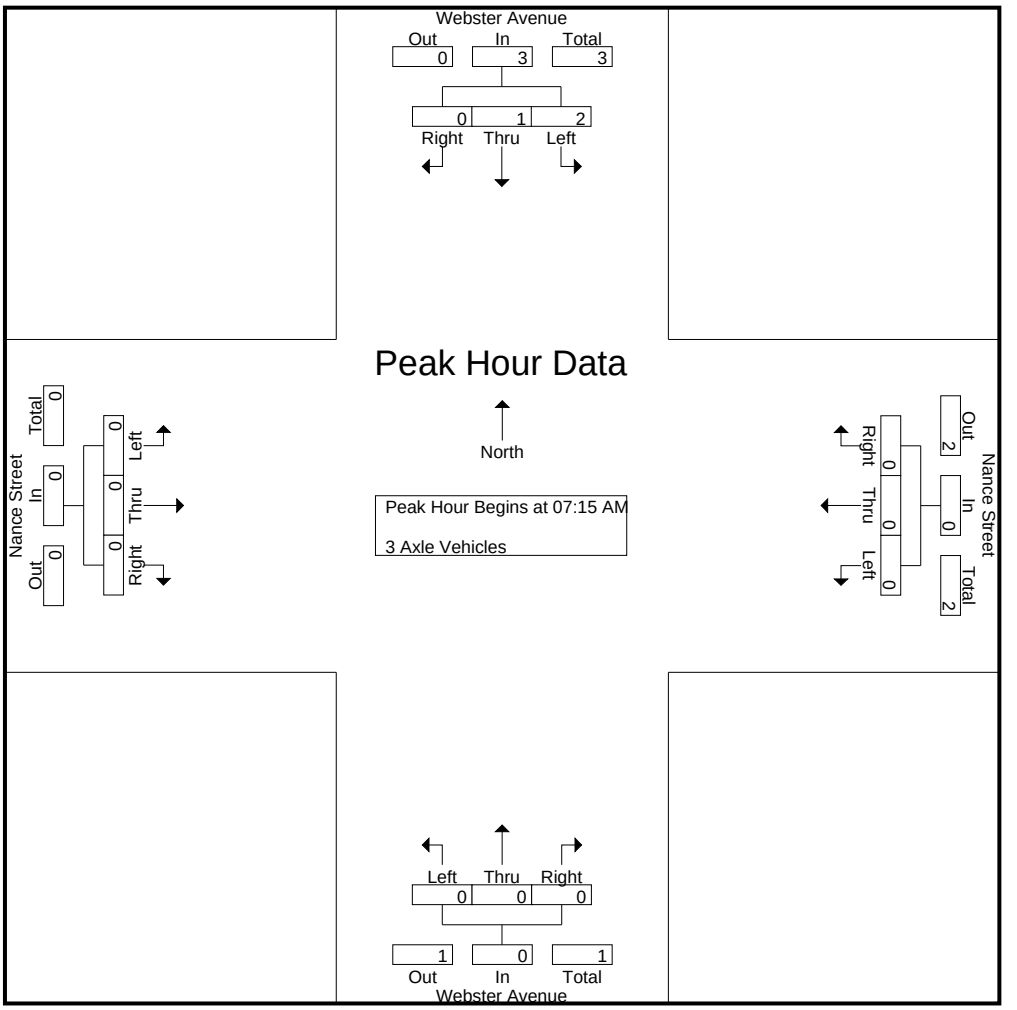
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	3	0	0	3	1	0	2	3	0	0	0	0	0	0	0	0	6
08:30 AM	3	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	6
08:45 AM	1	0	0	1	0	0	2	2	0	1	0	1	0	0	0	0	4
Total	7	1	0	8	1	0	7	8	0	1	0	1	0	0	0	0	17
Grand Total	9	1	0	10	1	0	7	8	0	1	0	1	0	0	0	0	19
Apprch %	90	10	0		12.5	0	87.5		0	100	0		0	0	0		
Total %	47.4	5.3	0	52.6	5.3	0	36.8	42.1	0	5.3	0	5.3	0	0	0	0	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	66.7	33.3	0		0	0	0		0	0	0		0	0	0		
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
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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				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	66.7	33.3	0		0	0	0		0	0	0		0	0	0	
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

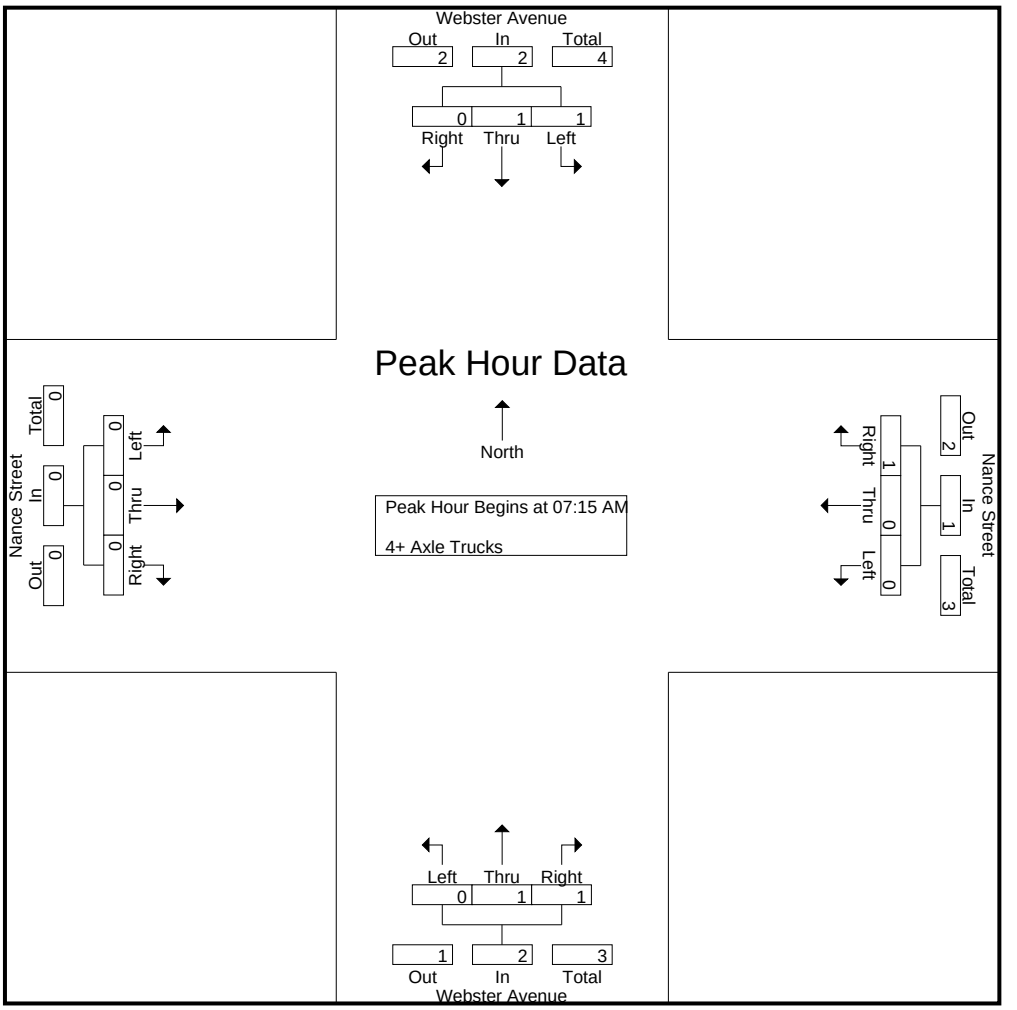
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	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	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0	4
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	2	2	0	3	1	4	0	0	0	0	7
08:45 AM	3	0	0	3	0	0	4	4	0	0	0	0	0	1	0	1	8
Total	4	0	1	5	0	0	7	7	0	3	2	5	0	1	0	1	18
Grand Total	4	1	1	6	0	0	8	8	0	4	3	7	0	1	0	1	22
Apprch %	66.7	16.7	16.7		0	0	100		0	57.1	42.9		0	100	0		
Total %	18.2	4.5	4.5	27.3	0	0	36.4	36.4	0	18.2	13.6	31.8	0	4.5	0	4.5	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	**1**	**1**	0	0	0	0	1
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	**1**	0	1	0	0	0	0	1
08:00 AM	**1**	0	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
Total Volume	1	1	0	2	0	0	1	1	0	1	1	2	0	0	0	0	5
% App. Total	50	50	0		0	0	100		0	50	50		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000	.625

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance AM
Site Code : 06721659
Start Date : 11/10/2021



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	**1**	**1**	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	**1**	0	1	0	0	0	0
+45 mins.	**1**	0	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	1	1	0	1	1	2	0	0	0	0
% App. Total	50	50	0		0	0	100		0	50	50		0	0	0	
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

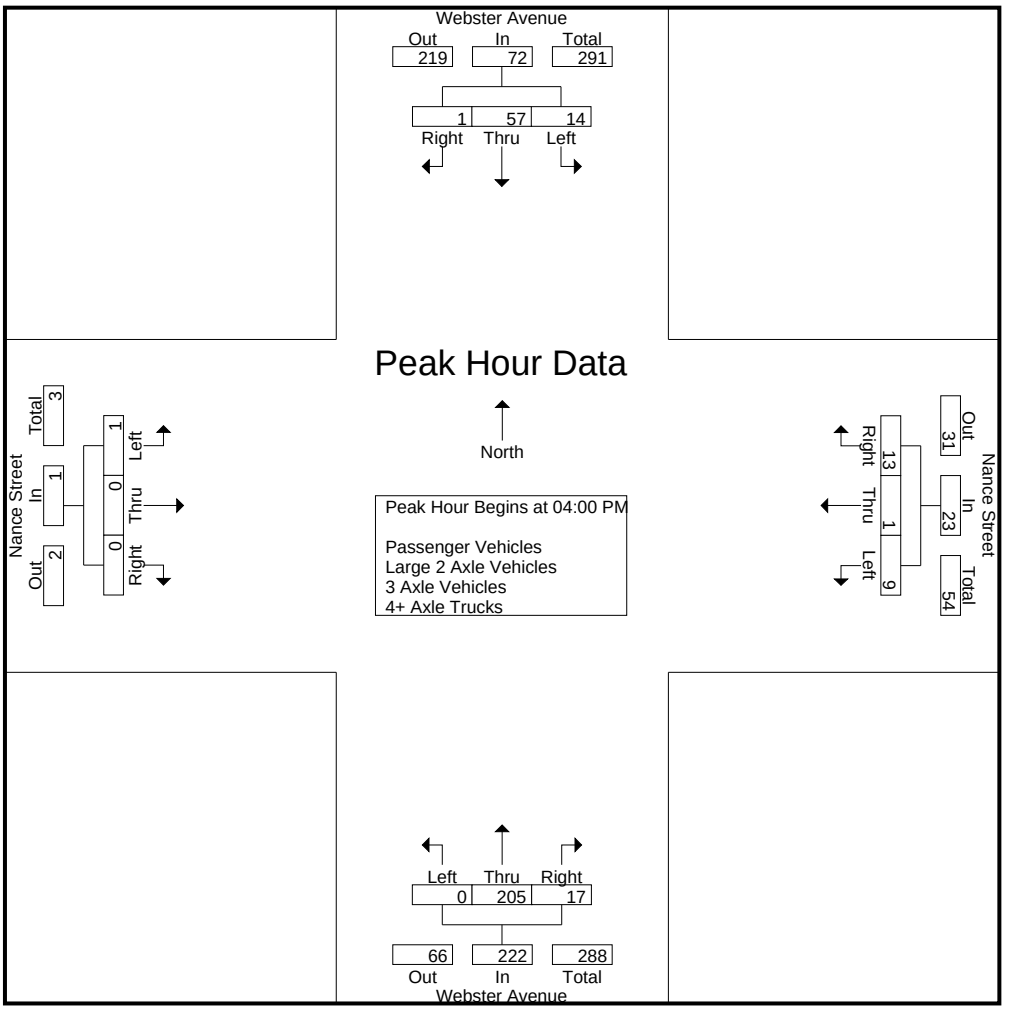
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	16	0	17	2	0	2	4	0	50	1	51	1	0	0	1	73
04:15 PM	4	9	1	14	2	0	3	5	0	61	2	63	0	0	0	0	82
04:30 PM	2	14	0	16	5	1	4	10	0	57	4	61	0	0	0	0	87
04:45 PM	7	18	0	25	0	0	4	4	0	37	10	47	0	0	0	0	76
Total	14	57	1	72	9	1	13	23	0	205	17	222	1	0	0	1	318
05:00 PM	2	15	0	17	2	0	1	3	0	24	0	24	2	0	1	3	47
05:15 PM	0	9	0	9	3	0	4	7	0	18	0	18	0	0	0	0	34
05:30 PM	0	12	0	12	0	0	2	2	0	20	1	21	0	0	1	1	36
05:45 PM	2	10	1	13	0	1	1	2	0	37	0	37	1	1	0	2	54
Total	4	46	1	51	5	1	8	14	0	99	1	100	3	1	2	6	171
Grand Total	18	103	2	123	14	2	21	37	0	304	18	322	4	1	2	7	489
Apprch %	14.6	83.7	1.6		37.8	5.4	56.8		0	94.4	5.6		57.1	14.3	28.6		
Total %	3.7	21.1	0.4	25.2	2.9	0.4	4.3	7.6	0	62.2	3.7	65.8	0.8	0.2	0.4	1.4	
Passenger Vehicles	12	94	2	108	12	1	14	27	0	291	17	308	3	1	2	6	449
% Passenger Vehicles	66.7	91.3	100	87.8	85.7	50	66.7	73	0	95.7	94.4	95.7	75	100	100	85.7	91.8
Large 2 Axle Vehicles	0	4	0	4	0	1	1	2	0	8	0	8	1	0	0	1	15
% Large 2 Axle Vehicles	0	3.9	0	3.3	0	50	4.8	5.4	0	2.6	0	2.5	25	0	0	14.3	3.1
3 Axle Vehicles	5	1	0	6	1	0	2	3	0	2	1	3	0	0	0	0	12
% 3 Axle Vehicles	27.8	1	0	4.9	7.1	0	9.5	8.1	0	0.7	5.6	0.9	0	0	0	0	2.5
4+ Axle Trucks	1	4	0	5	1	0	4	5	0	3	0	3	0	0	0	0	13
% 4+ Axle Trucks	5.6	3.9	0	4.1	7.1	0	19	13.5	0	1	0	0.9	0	0	0	0	2.7

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	16	0	17	2	0	2	4	0	50	1	51	**1**	0	0	**1**	73
04:15 PM	4	9	**1**	14	2	0	3	5	0	**61**	2	**63**	0	0	0	0	82
04:30 PM	2	14	0	16	**5**	**1**	**4**	**10**	0	57	4	61	0	0	0	0	**87**
04:45 PM	**7**	**18**	0	**25**	0	0	4	4	0	37	**10**	47	0	0	0	0	76
Total Volume	14	57	1	72	9	1	13	23	0	205	17	222	1	0	0	1	318
% App. Total	19.4	79.2	1.4		39.1	4.3	56.5		0	92.3	7.7		100	0	0		
PHF	.500	.792	.250	.720	.450	.250	.813	.575	.000	.840	.425	.881	.250	.000	.000	.250	.914

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City of Perris
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E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021



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

	04:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	1	16	0	17	**5**	**1**	**4**	**10**	0	50	1	51	**2**	0	**1**	**3**
+15 mins.	4	9	**1**	14	0	0	4	4	0	**61**	2	**63**	0	0	0	0
+30 mins.	2	14	0	16	2	0	1	3	0	57	4	61	0	0	1	1
+45 mins.	**7**	**18**	0	**25**	3	0	4	7	0	37	**10**	47	1	**1**	0	2
Total Volume	14	57	1	72	10	1	13	24	0	205	17	222	3	1	2	6
% App. Total	19.4	79.2	1.4		41.7	4.2	54.2		0	92.3	7.7		50	16.7	33.3	
PHF	.500	.792	.250	.720	.500	.250	.813	.600	.000	.840	.425	.881	.375	.250	.500	.500

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

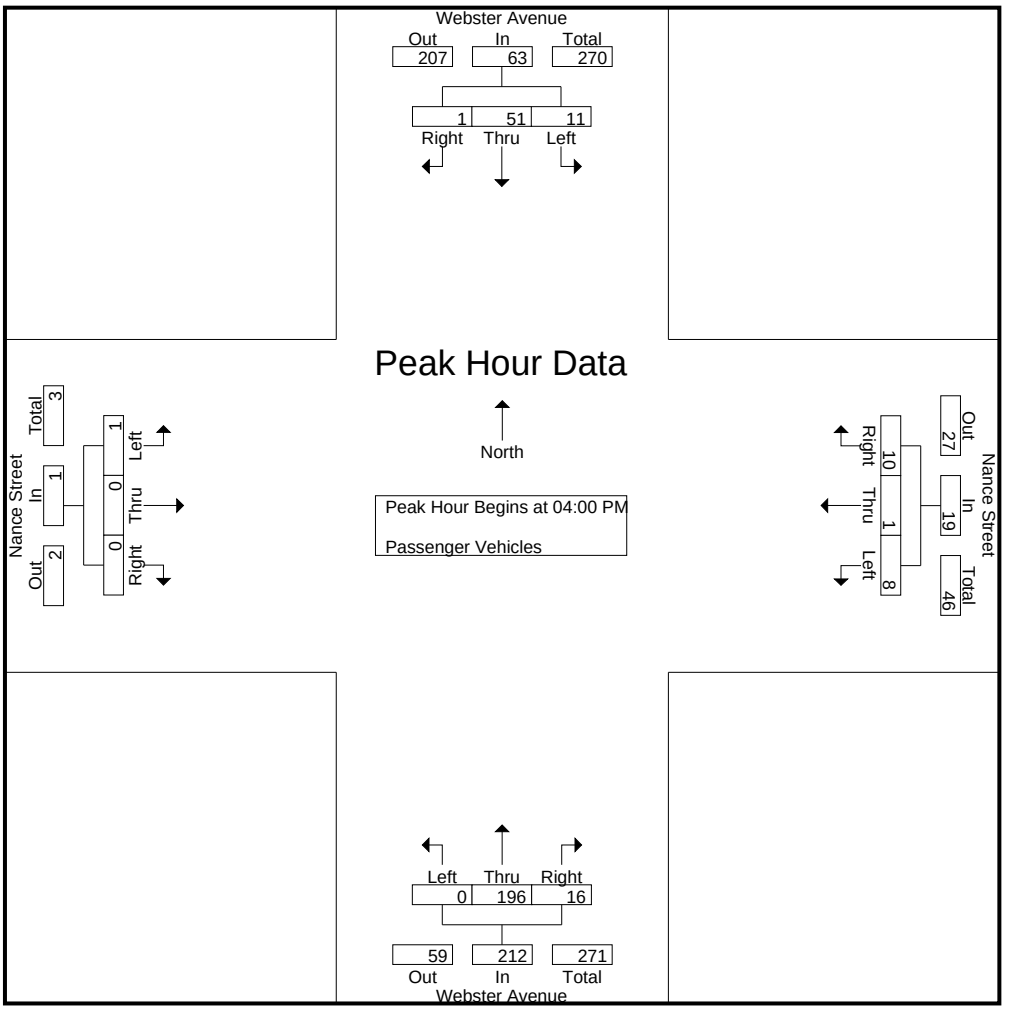
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	13	0	14	2	0	2	4	0	48	1	49	1	0	0	1	68
04:15 PM	4	9	1	14	1	0	3	4	0	59	2	61	0	0	0	0	79
04:30 PM	1	13	0	14	5	1	2	8	0	53	4	57	0	0	0	0	79
04:45 PM	5	16	0	21	0	0	3	3	0	36	9	45	0	0	0	0	69
Total	11	51	1	63	8	1	10	19	0	196	16	212	1	0	0	1	295
05:00 PM	1	14	0	15	1	0	0	1	0	23	0	23	1	0	1	2	41
05:15 PM	0	9	0	9	3	0	2	5	0	17	0	17	0	0	0	0	31
05:30 PM	0	11	0	11	0	0	2	2	0	19	1	20	0	0	1	1	34
05:45 PM	0	9	1	10	0	0	0	0	0	36	0	36	1	1	0	2	48
Total	1	43	1	45	4	0	4	8	0	95	1	96	2	1	2	5	154
Grand Total	12	94	2	108	12	1	14	27	0	291	17	308	3	1	2	6	449
Apprch %	11.1	87	1.9		44.4	3.7	51.9		0	94.5	5.5		50	16.7	33.3		
Total %	2.7	20.9	0.4	24.1	2.7	0.2	3.1	6	0	64.8	3.8	68.6	0.7	0.2	0.4	1.3	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	13	0	14	2	0	2	4	0	48	1	49	**1**	0	0	**1**	68
04:15 PM	4	9	**1**	14	1	0	**3**	4	0	**59**	2	**61**	0	0	0	0	**79**
04:30 PM	1	13	0	14	**5**	**1**	2	**8**	0	53	4	57	0	0	0	0	79
04:45 PM	**5**	**16**	0	**21**	0	0	3	3	0	36	**9**	45	0	0	0	0	69
Total Volume	11	51	1	63	8	1	10	19	0	196	16	212	1	0	0	1	295
% App. Total	17.5	81	1.6		42.1	5.3	52.6		0	92.5	7.5		100	0	0		
PHF	.550	.797	.250	.750	.400	.250	.833	.594	.000	.831	.444	.869	.250	.000	.000	.250	.934

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City of Perris
N/S: Webster Avenue
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Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021



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	13	0	14	2	0	2	4	0	48	1	49	**1**	0	0	**1**
+15 mins.	4	9	**1**	14	1	0	**3**	4	0	**59**	2	**61**	0	0	0	0
+30 mins.	1	13	0	14	**5**	**1**	2	**8**	0	53	4	57	0	0	0	0
+45 mins.	**5**	**16**	0	**21**	0	0	3	3	0	36	**9**	45	0	0	0	0
Total Volume	11	51	1	63	8	1	10	19	0	196	16	212	1	0	0	1
% App. Total	17.5	81	1.6		42.1	5.3	52.6		0	92.5	7.5		100	0	0	
PHF	.550	.797	.250	.750	.400	.250	.833	.594	.000	.831	.444	.869	.250	.000	.000	.250

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

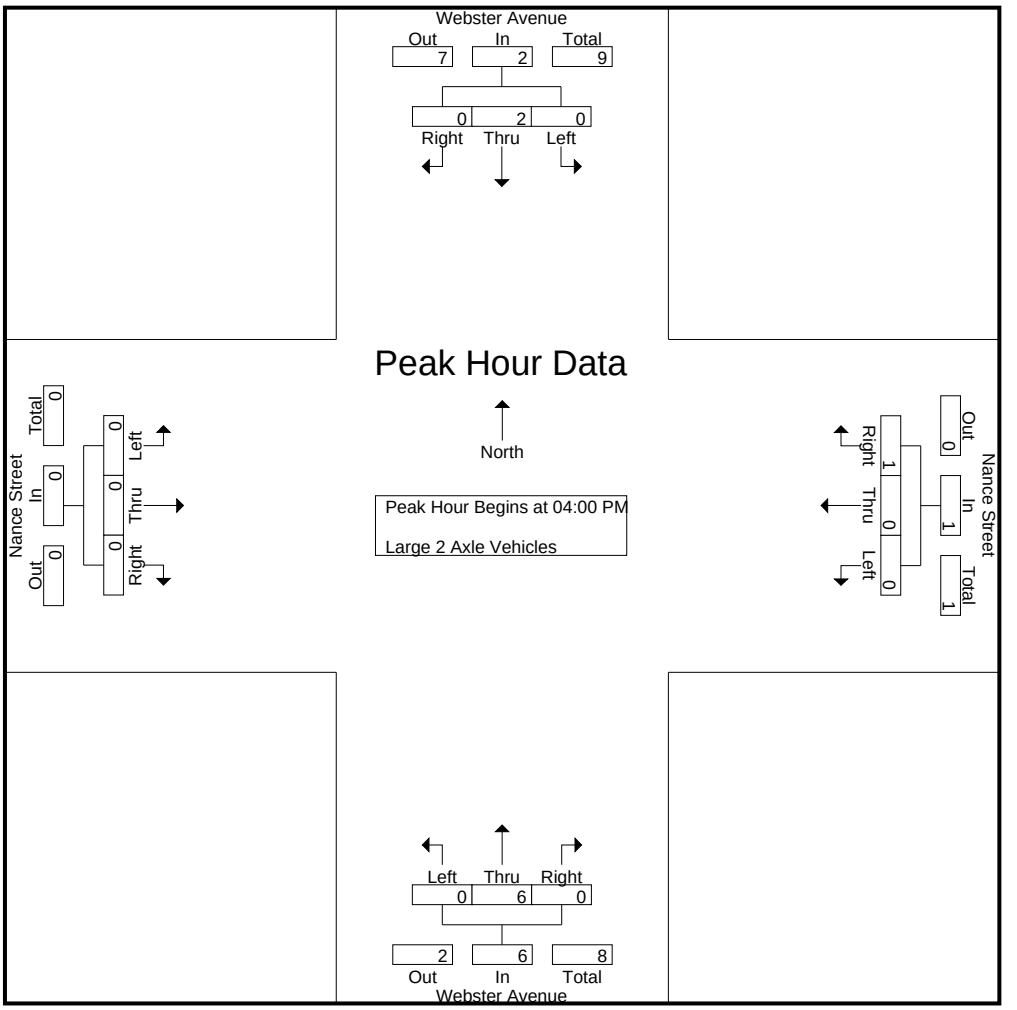
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	1	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	1	1	0	6	0	6	0	0	0	0	9
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	1	0	1	0	2	0	2	1	0	0	1	6
Grand Total	0	4	0	4	0	1	1	2	0	8	0	8	1	0	0	1	15
Apprch %	0	100	0		0	50	50		0	100	0		100	0	0		
Total %	0	26.7	0	26.7	0	6.7	6.7	13.3	0	53.3	0	53.3	6.7	0	0	6.7	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
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	**1**	**1**	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	1	1	0	6	0	6	0	0	0	0	9
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.750

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021
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**	0	**1**	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	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	**1**	**1**	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	1	1	0	6	0	6	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

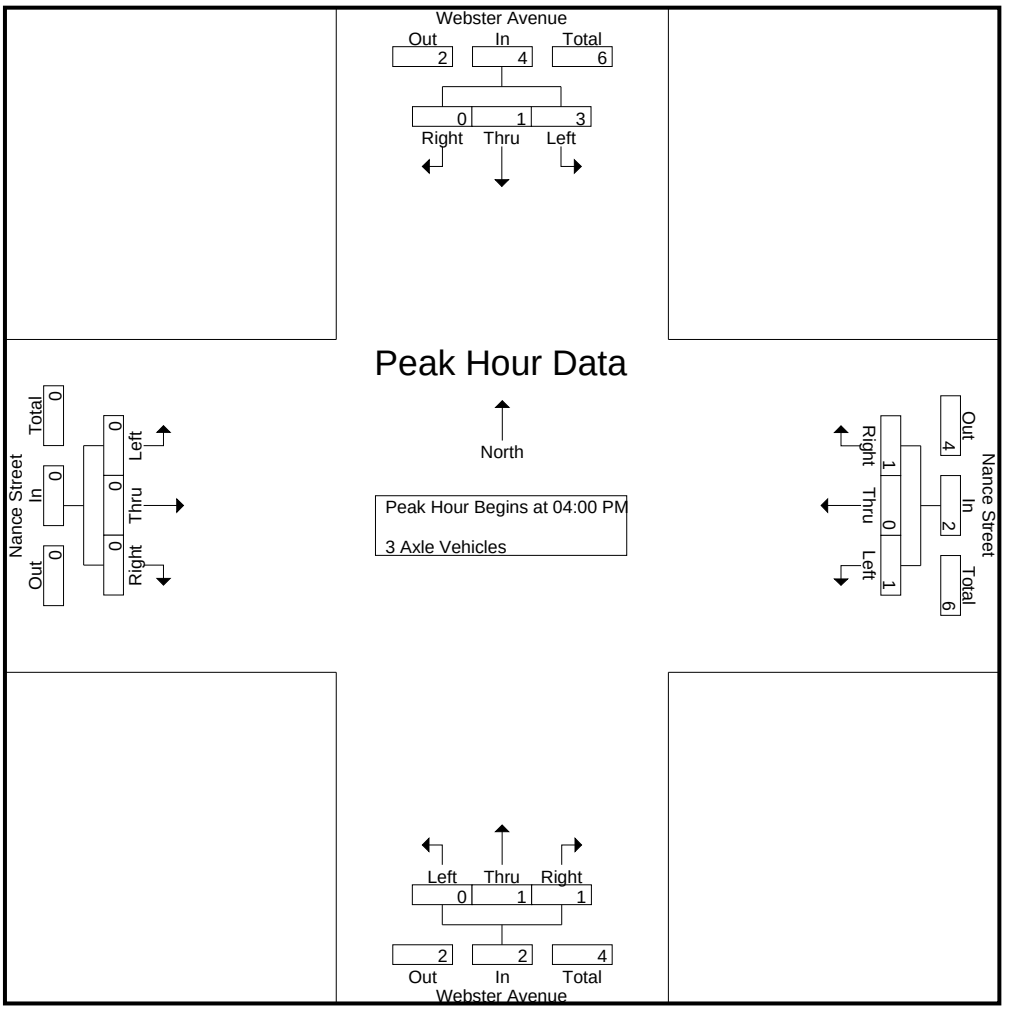
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
04:45 PM	2	1	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Total	3	1	0	4	1	0	1	2	0	1	1	2	0	0	0	0	8
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	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	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	2	0	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
Grand Total	5	1	0	6	1	0	2	3	0	2	1	3	0	0	0	0	12
Apprch %	83.3	16.7	0		33.3	0	66.7		0	66.7	33.3		0	0	0		
Total %	41.7	8.3	0	50	8.3	0	16.7	25	0	16.7	8.3	25	0	0	0	0	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0	3
04:45 PM	**2**	**1**	0	**3**	0	0	0	0	0	0	**1**	1	0	0	0	0	**4**
Total Volume	3	1	0	4	1	0	1	2	0	1	1	2	0	0	0	0	8
% App. Total	75	25	0		50	0	50		0	50	50		0	0	0		
PHF	.375	.250	.000	.333	.250	.000	.250	.500	.000	.250	.250	.500	.000	.000	.000	.000	.500

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0
+45 mins.	**2**	**1**	0	**3**	0	0	0	0	0	0	**1**	1	0	0	0	0
Total Volume	3	1	0	4	1	0	1	2	0	1	1	2	0	0	0	0
% App. Total	75	25	0		50	0	50		0	50	50		0	0	0	
PHF	.375	.250	.000	.333	.250	.000	.250	.500	.000	.250	.250	.500	.000	.000	.000	.000

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 4+ Axle Trucks

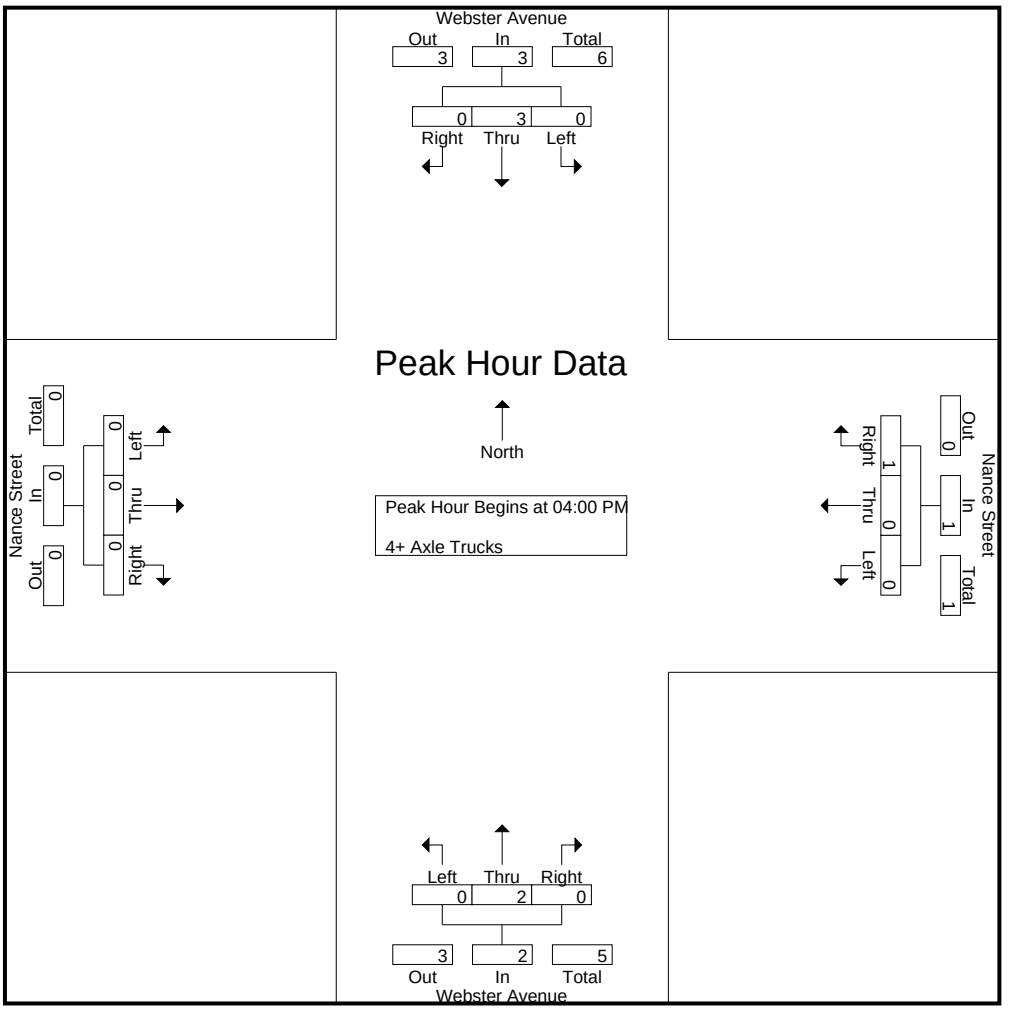
	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
05:00 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total	1	1	0	2	1	0	3	4	0	1	0	1	0	0	0	0	7
Grand Total	1	4	0	5	1	0	4	5	0	3	0	3	0	0	0	0	13
Apprch %	20	80	0		20	0	80		0	100	0		0	0	0		
Total %	7.7	30.8	0	38.5	7.7	0	30.8	38.5	0	23.1	0	23.1	0	0	0	0	

	Webster Avenue Southbound				Nance Street Westbound				Webster Avenue Northbound				Nance Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	**1**	**1**	0	1	0	1	0	0	0	0	2
04:45 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	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.750

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City of Perris
N/S: Webster Avenue
E/W: Nance Street
Weather: Clear

File Name : 07_PER_Webster_Nance PM
Site Code : 06721659
Start Date : 11/10/2021
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	**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	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	**1**	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	3	0	3	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	.375	.000	.375	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

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

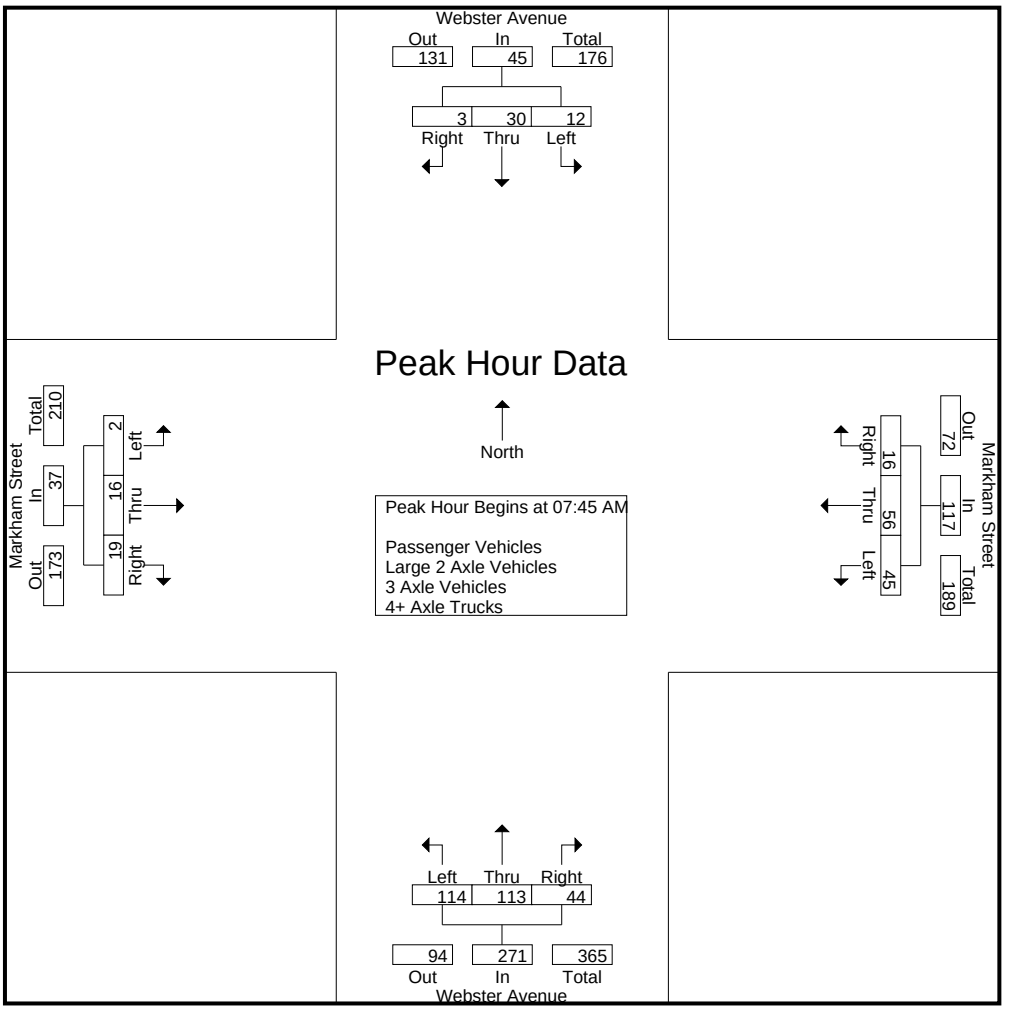
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	2	2	8	4	14	7	25	12	18	16	46	2	6	3	11	90
07:15 AM	3	12	1	16	3	8	10	21	18	25	6	49	0	3	5	8	94
07:30 AM	1	6	0	7	8	5	2	15	17	27	20	64	0	3	8	11	97
07:45 AM	4	12	2	18	9	12	5	26	22	35	16	73	0	8	8	16	133
Total	12	32	5	49	24	39	24	87	69	105	58	232	2	20	24	46	414
08:00 AM	2	7	1	10	27	12	5	44	28	35	10	73	0	1	6	7	134
08:15 AM	6	8	0	14	8	8	4	20	30	21	8	59	2	5	4	11	104
08:30 AM	0	3	0	3	1	24	2	27	34	22	10	66	0	2	1	3	99
08:45 AM	1	7	0	8	5	15	5	25	25	12	6	43	0	3	8	11	87
Total	9	25	1	35	41	59	16	116	117	90	34	241	2	11	19	32	424
Grand Total	21	57	6	84	65	98	40	203	186	195	92	473	4	31	43	78	838
Apprch %	25	67.9	7.1		32	48.3	19.7		39.3	41.2	19.5		5.1	39.7	55.1		
Total %	2.5	6.8	0.7	10	7.8	11.7	4.8	24.2	22.2	23.3	11	56.4	0.5	3.7	5.1	9.3	
Passenger Vehicles	21	50	5	76	56	91	36	183	176	171	85	432	3	26	36	65	756
% Passenger Vehicles	100	87.7	83.3	90.5	86.2	92.9	90	90.1	94.6	87.7	92.4	91.3	75	83.9	83.7	83.3	90.2
Large 2 Axle Vehicles	0	4	0	4	8	2	2	12	3	17	3	23	0	1	5	6	45
% Large 2 Axle Vehicles	0	7	0	4.8	12.3	2	5	5.9	1.6	8.7	3.3	4.9	0	3.2	11.6	7.7	5.4
3 Axle Vehicles	0	2	1	3	0	1	0	1	2	1	1	4	0	1	0	1	9
% 3 Axle Vehicles	0	3.5	16.7	3.6	0	1	0	0.5	1.1	0.5	1.1	0.8	0	3.2	0	1.3	1.1
4+ Axle Trucks	0	1	0	1	1	4	2	7	5	6	3	14	1	3	2	6	28
% 4+ Axle Trucks	0	1.8	0	1.2	1.5	4.1	5	3.4	2.7	3.1	3.3	3	25	9.7	4.7	7.7	3.3

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	**12**	**2**	**18**	9	12	**5**	26	22	**35**	**16**	**73**	0	**8**	**8**	**16**	133
08:00 AM	2	7	1	10	**27**	12	5	**44**	28	35	10	73	0	1	6	7	**134**
08:15 AM	**6**	8	0	14	8	8	4	20	30	21	8	59	**2**	5	4	11	104
08:30 AM	0	3	0	3	1	**24**	2	27	**34**	22	10	66	0	2	1	3	99
Total Volume	12	30	3	45	45	56	16	117	114	113	44	271	2	16	19	37	470
% App. Total	26.7	66.7	6.7		38.5	47.9	13.7		42.1	41.7	16.2		5.4	43.2	51.4		
PHF	.500	.625	.375	.625	.417	.583	.800	.665	.838	.807	.688	.928	.250	.500	.594	.578	.877

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
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				07:45 AM				07:45 AM				07:00 AM			
+0 mins.	3	**12**	1	16	9	12	**5**	26	22	**35**	**16**	**73**	**2**	6	3	11
+15 mins.	1	6	0	7	**27**	12	5	**44**	28	35	10	73	0	3	5	8
+30 mins.	**4**	12	**2**	**18**	8	8	4	20	30	21	8	59	0	3	**8**	11
+45 mins.	2	7	1	10	1	**24**	2	27	**34**	22	10	66	0	**8**	8	**16**
Total Volume	10	37	4	51	45	56	16	117	114	113	44	271	2	20	24	46
% App. Total	19.6	72.5	7.8		38.5	47.9	13.7		42.1	41.7	16.2		4.3	43.5	52.2	
PHF	.625	.771	.500	.708	.417	.583	.800	.665	.838	.807	.688	.928	.250	.625	.750	.719

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

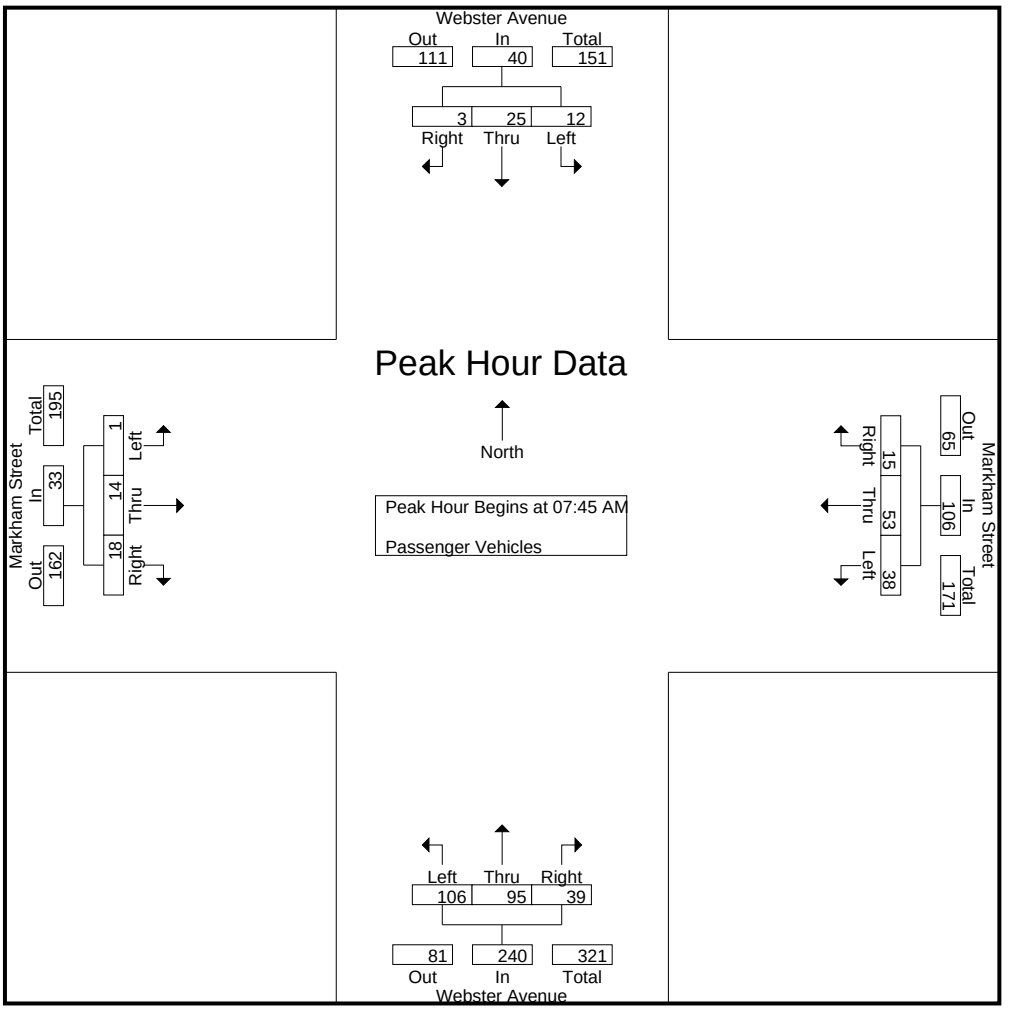
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	2	1	7	4	14	6	24	12	16	15	43	2	5	2	9	83
07:15 AM	3	12	1	16	2	7	8	17	17	23	6	46	0	3	3	6	85
07:30 AM	1	5	0	6	7	4	2	13	16	27	19	62	0	3	7	10	91
07:45 AM	4	10	2	16	5	12	4	21	21	32	15	68	0	7	8	15	120
Total	12	29	4	45	18	37	20	75	66	98	55	219	2	18	20	40	379
08:00 AM	2	6	1	9	25	10	5	40	27	30	8	65	0	1	5	6	120
08:15 AM	6	7	0	13	8	8	4	20	27	15	8	50	1	5	4	10	93
08:30 AM	0	2	0	2	0	23	2	25	31	18	8	57	0	1	1	2	86
08:45 AM	1	6	0	7	5	13	5	23	25	10	6	41	0	1	6	7	78
Total	9	21	1	31	38	54	16	108	110	73	30	213	1	8	16	25	377
Grand Total	21	50	5	76	56	91	36	183	176	171	85	432	3	26	36	65	756
Apprch %	27.6	65.8	6.6		30.6	49.7	19.7		40.7	39.6	19.7		4.6	40	55.4		
Total %	2.8	6.6	0.7	10.1	7.4	12	4.8	24.2	23.3	22.6	11.2	57.1	0.4	3.4	4.8	8.6	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	**10**	**2**	**16**	5	12	4	21	21	**32**	**15**	**68**	0	**7**	**8**	**15**	**120**
08:00 AM	2	6	1	9	**25**	10	**5**	**40**	27	30	8	65	0	1	5	6	120
08:15 AM	**6**	7	0	13	8	8	4	20	27	15	8	50	**1**	5	4	10	93
08:30 AM	0	2	0	2	0	**23**	2	25	**31**	18	8	57	0	1	1	2	86
Total Volume	12	25	3	40	38	53	15	106	106	95	39	240	1	14	18	33	419
% App. Total	30	62.5	7.5		35.8	50	14.2		44.2	39.6	16.2		3	42.4	54.5		
PHF	.500	.625	.375	.625	.380	.576	.750	.663	.855	.742	.650	.882	.250	.500	.563	.550	.873

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City of Perris
N/S: Webster Avenue
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Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	4	**10**	**2**	**16**	5	12	4	21	21	**32**	**15**	**68**	0	**7**	**8**	**15**
+15 mins.	2	6	1	9	**25**	10	**5**	**40**	27	30	8	65	0	1	5	6
+30 mins.	**6**	7	0	13	8	8	4	20	27	15	8	50	**1**	5	4	10
+45 mins.	0	2	0	2	0	**23**	2	25	**31**	18	8	57	0	1	1	2
Total Volume	12	25	3	40	38	53	15	106	106	95	39	240	1	14	18	33
% App. Total	30	62.5	7.5		35.8	50	14.2		44.2	39.6	16.2		3	42.4	54.5	
PHF	.500	.625	.375	.625	.380	.576	.750	.663	.855	.742	.650	.882	.250	.500	.563	.550

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

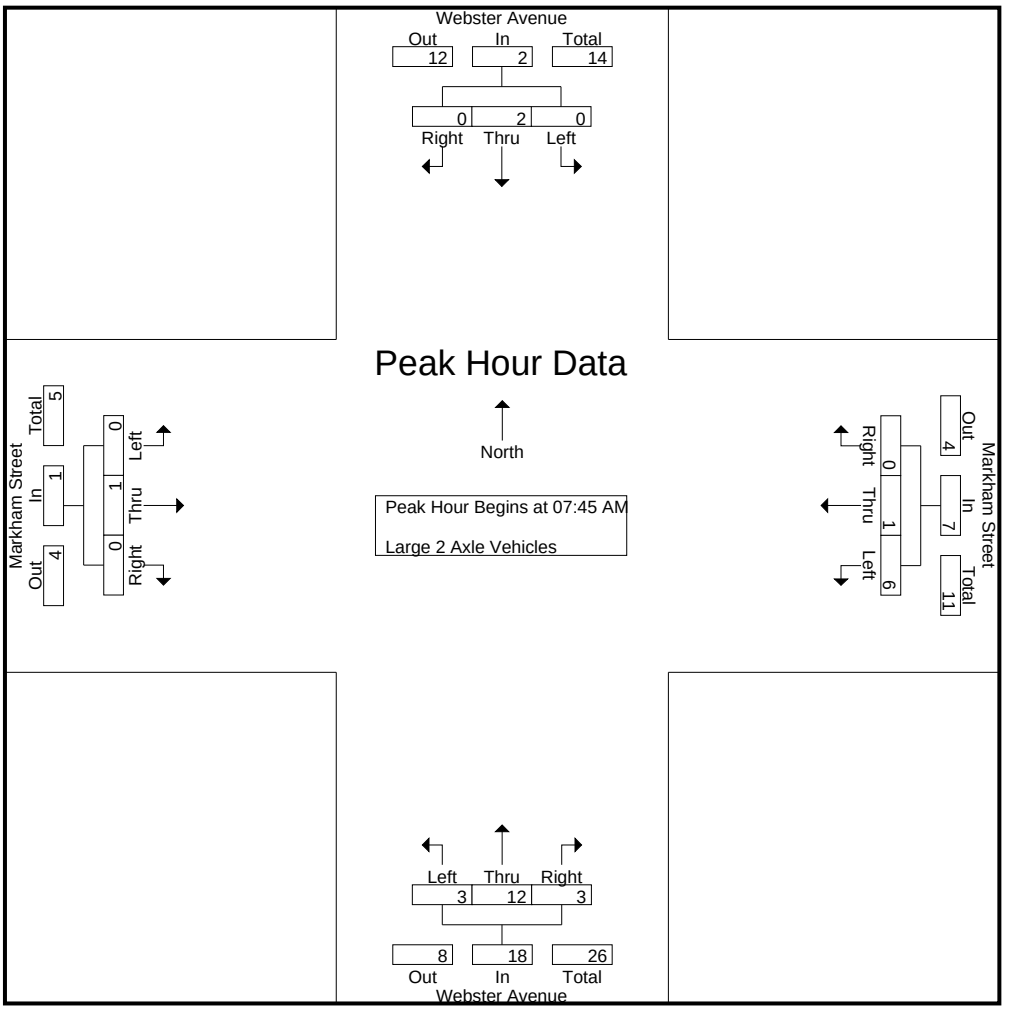
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	1	1	4
07:15 AM	0	0	0	0	1	0	1	2	0	2	0	2	0	0	2	2	6
07:30 AM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	1	1	4
07:45 AM	0	1	0	1	4	0	0	4	0	3	0	3	0	1	0	1	9
Total	0	2	0	2	6	1	2	9	0	7	0	7	0	1	4	5	23
08:00 AM	0	0	0	0	1	1	0	2	0	3	1	4	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	5
08:30 AM	0	1	0	1	1	0	0	1	2	2	2	6	0	0	0	0	8
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Total	0	2	0	2	2	1	0	3	3	10	3	16	0	0	1	1	22
Grand Total	0	4	0	4	8	2	2	12	3	17	3	23	0	1	5	6	45
Apprch %	0	100	0		66.7	16.7	16.7		13	73.9	13		0	16.7	83.3		
Total %	0	8.9	0	8.9	17.8	4.4	4.4	26.7	6.7	37.8	6.7	51.1	0	2.2	11.1	13.3	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	**1**	**4**	0	0	**4**	0	3	0	3	0	**1**	0	**1**	**9**
08:00 AM	0	0	0	0	1	**1**	0	2	0	3	1	4	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	1	**4**	0	5	0	0	0	0	5
08:30 AM	0	1	0	1	1	0	0	1	**2**	2	**2**	**6**	0	0	0	0	8
Total Volume	0	2	0	2	6	1	0	7	3	12	3	18	0	1	0	1	28
% App. Total	0	100	0		85.7	14.3	0		16.7	66.7	16.7		0	100	0		
PHF	.000	.500	.000	.500	.375	.250	.000	.438	.375	.750	.375	.750	.000	.250	.000	.250	.778

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City of Perris
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E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
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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	**1**	0	**1**	**4**	0	0	**4**	0	3	0	3	0	**1**	0	**1**
+15 mins.	0	0	0	0	1	**1**	0	2	0	3	1	4	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	**4**	0	5	0	0	0	0
+45 mins.	0	1	0	1	1	0	0	1	**2**	2	**2**	**6**	0	0	0	0
Total Volume	0	2	0	2	6	1	0	7	3	12	3	18	0	1	0	1
% App. Total	0	100	0		85.7	14.3	0		16.7	66.7	16.7		0	100	0	
PHF	.000	.500	.000	.500	.375	.250	.000	.438	.375	.750	.375	.750	.000	.250	.000	.250

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City of Perris
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E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- 3 Axle Vehicles

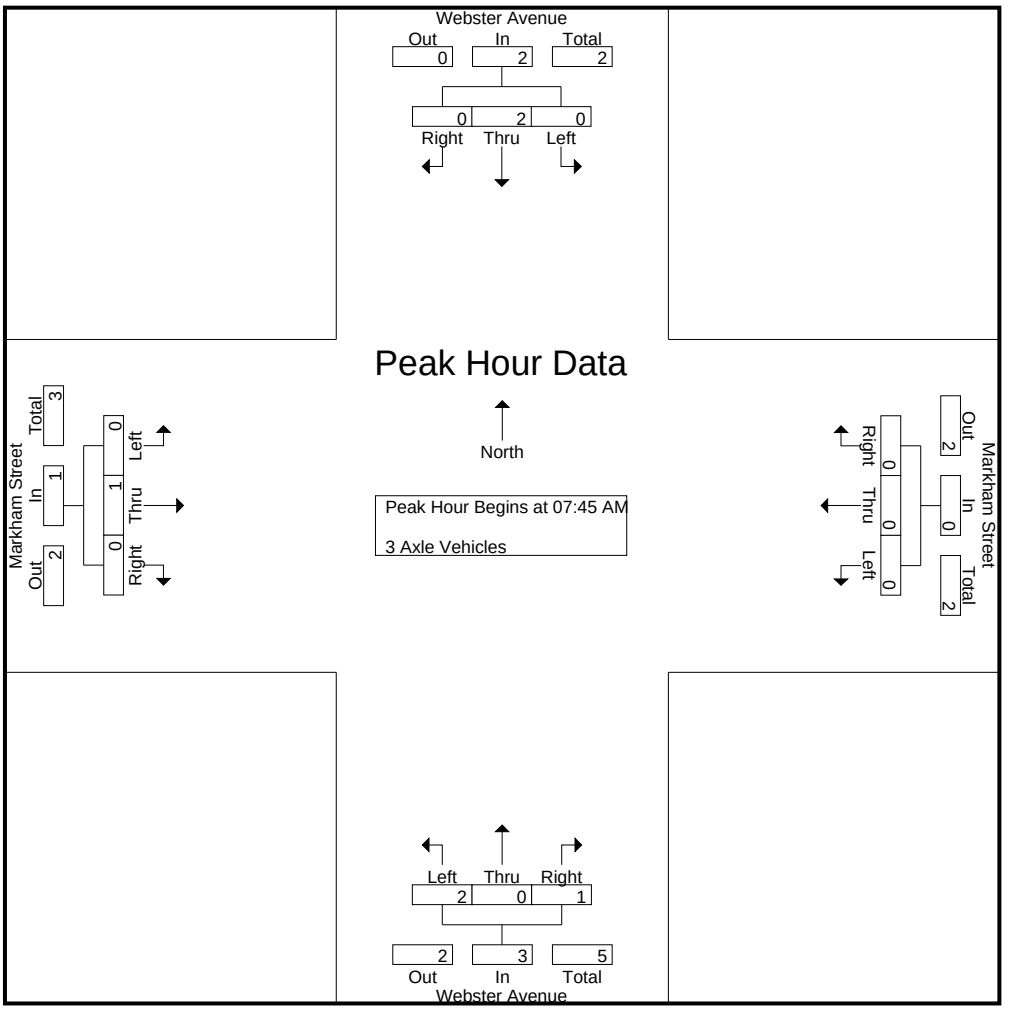
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	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	1	0	0	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	1	0	1	1	1	1	3	0	1	0	1	7
Grand Total	0	2	1	3	0	1	0	1	2	1	1	4	0	1	0	1	9
Apprch %	0	66.7	33.3		0	100	0		50	25	25		0	100	0		
Total %	0	22.2	11.1	33.3	0	11.1	0	11.1	22.2	11.1	11.1	44.4	0	11.1	0	11.1	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	**1**	1	0	0	0	0	**2**
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	2	0	2	0	0	0	0	2	0	1	3	0	1	0	1	6
% App. Total	0	100	0		0	0	0		66.7	0	33.3		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.000	.250	.750	.000	.250	.000	.250	.750

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City of Perris
N/S: Webster Avenue
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Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
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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	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	0	0	1	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	2	0	2	0	0	0	0	2	0	1	3	0	1	0	1
% App. Total	0	100	0		0	0	0		66.7	0	33.3		0	100	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.000	.250	.750	.000	.250	.000	.250

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
Start Date : 11/10/2021
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Groups Printed- 4+ Axle Trucks

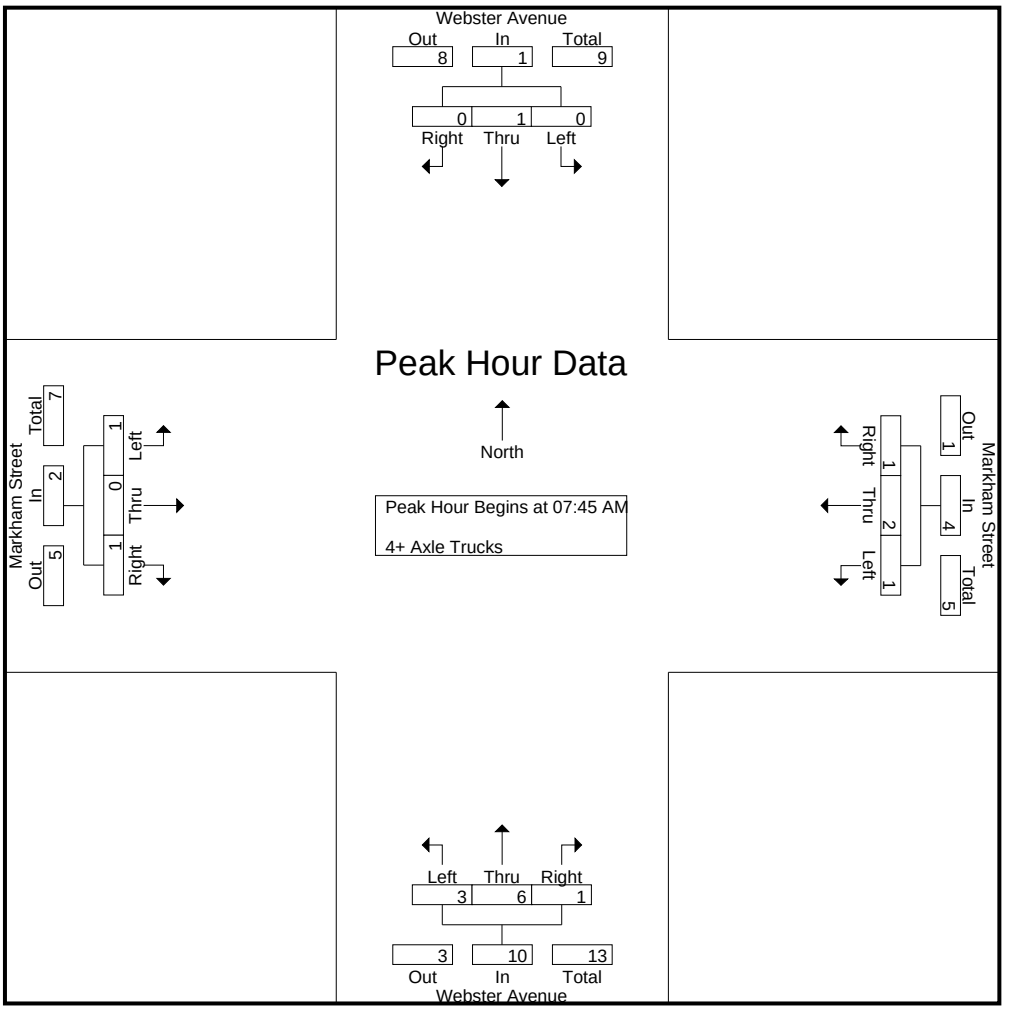
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	1	1	0	0	1	1	0	0	0	0	3
Total	0	1	0	1	0	1	2	3	2	0	3	5	0	1	0	1	10
08:00 AM	0	0	0	0	1	1	0	2	1	2	0	3	0	0	1	1	6
08:15 AM	0	0	0	0	0	0	0	0	1	2	0	3	1	0	0	1	4
08:30 AM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	0	0	4
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
Total	0	0	0	0	1	3	0	4	3	6	0	9	1	2	2	5	18
Grand Total	0	1	0	1	1	4	2	7	5	6	3	14	1	3	2	6	28
Apprch %	0	100	0		14.3	57.1	28.6		35.7	42.9	21.4		16.7	50	33.3		
Total %	0	3.6	0	3.6	3.6	14.3	7.1	25	17.9	21.4	10.7	50	3.6	10.7	7.1	21.4	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	**1**	0	0	**1**	1	0	0	**1**	1	0	0	0	0	3
08:00 AM	0	0	0	0	**1**	**1**	0	**2**	**1**	**2**	0	**3**	0	0	**1**	**1**	**6**
08:15 AM	0	0	0	0	0	0	0	0	1	2	0	3	**1**	0	0	1	4
08:30 AM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	0	0	4
Total Volume	0	1	0	1	1	2	1	4	3	6	1	10	1	0	1	2	17
% App. Total	0	100	0		25	50	25		30	60	10		50	0	50		
PHF	.000	.250	.000	.250	.250	.500	.250	.500	.750	.750	.250	.833	.250	.000	.250	.500	.708

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City of Perris
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Weather: Clear

File Name : 08_PER_Webster_Markham AM
Site Code : 06721659
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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	**1**	0	**1**	0	0	**1**	1	0	0	**1**	1	0	0	0	0
+15 mins.	0	0	0	0	**1**	**1**	0	**2**	**1**	**2**	0	**3**	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	1	2	0	3	**1**	0	0	1
+45 mins.	0	0	0	0	0	1	0	1	1	2	0	3	0	0	0	0
Total Volume	0	1	0	1	1	2	1	4	3	6	1	10	1	0	1	2
% App. Total	0	100	0		25	50	25		30	60	10		50	0	50	
PHF	.000	.250	.000	.250	.250	.500	.250	.500	.750	.750	.250	.833	.250	.000	.250	.500

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham PM
Site Code : 06721659
Start Date : 11/10/2021
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

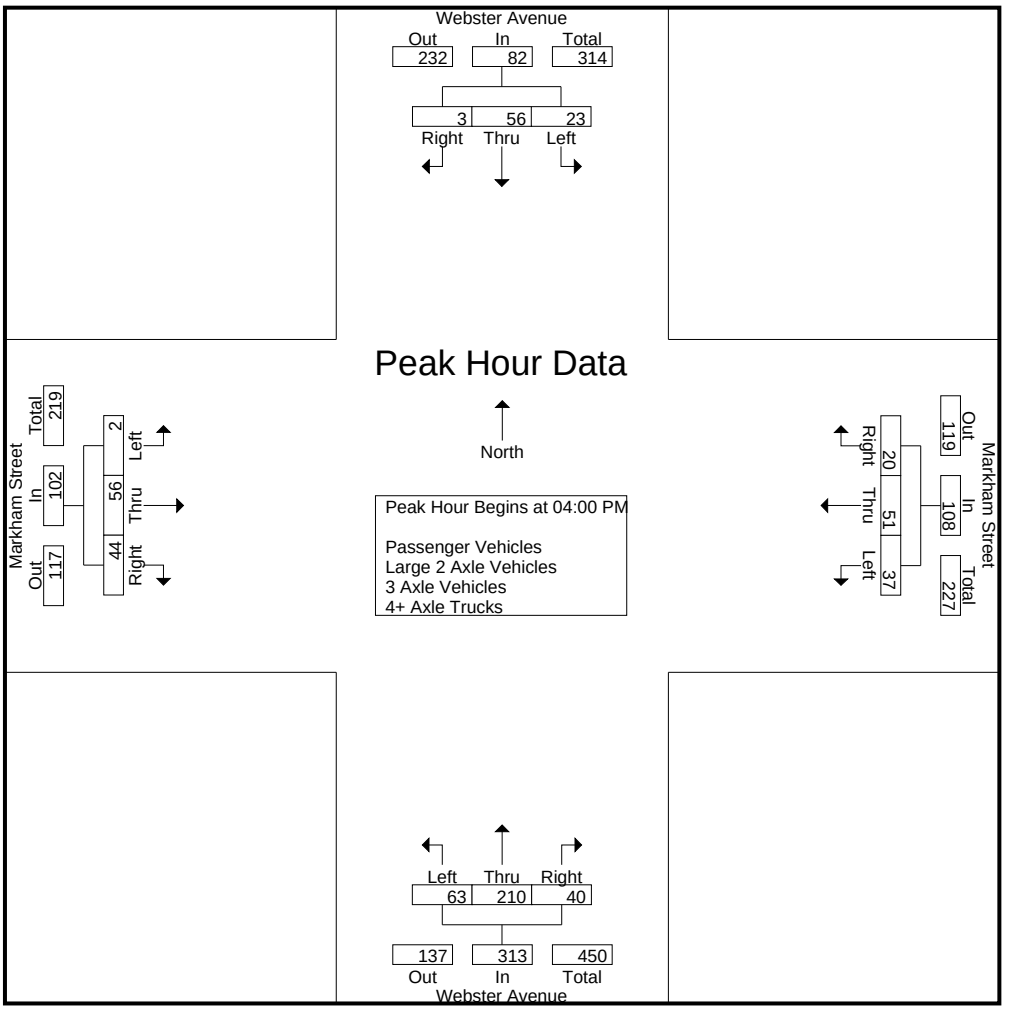
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	16	0	23	9	8	6	23	17	47	7	71	1	12	7	20	137
04:15 PM	8	12	2	22	6	27	6	39	15	67	8	90	1	9	8	18	169
04:30 PM	4	14	0	18	10	9	5	24	18	51	16	85	0	24	20	44	171
04:45 PM	4	14	1	19	12	7	3	22	13	45	9	67	0	11	9	20	128
Total	23	56	3	82	37	51	20	108	63	210	40	313	2	56	44	102	605
05:00 PM	3	15	0	18	8	10	2	20	6	24	10	40	0	8	13	21	99
05:15 PM	3	13	0	16	9	8	5	22	15	18	13	46	0	12	8	20	104
05:30 PM	2	12	1	15	4	7	2	13	11	14	9	34	3	39	45	87	149
05:45 PM	3	11	0	14	6	15	4	25	20	36	9	65	0	11	12	23	127
Total	11	51	1	63	27	40	13	80	52	92	41	185	3	70	78	151	479
Grand Total	34	107	4	145	64	91	33	188	115	302	81	498	5	126	122	253	1084
Apprch %	23.4	73.8	2.8		34	48.4	17.6		23.1	60.6	16.3		2	49.8	48.2		
Total %	3.1	9.9	0.4	13.4	5.9	8.4	3	17.3	10.6	27.9	7.5	45.9	0.5	11.6	11.3	23.3	
Passenger Vehicles	31	103	2	136	64	85	30	179	107	292	74	473	5	122	117	244	1032
% Passenger Vehicles	91.2	96.3	50	93.8	100	93.4	90.9	95.2	93	96.7	91.4	95	100	96.8	95.9	96.4	95.2
Large 2 Axle Vehicles	2	2	0	4	0	2	1	3	4	7	3	14	0	1	3	4	25
% Large 2 Axle Vehicles	5.9	1.9	0	2.8	0	2.2	3	1.6	3.5	2.3	3.7	2.8	0	0.8	2.5	1.6	2.3
3 Axle Vehicles	0	0	1	1	0	1	1	2	2	2	2	6	0	2	2	4	13
% 3 Axle Vehicles	0	0	25	0.7	0	1.1	3	1.1	1.7	0.7	2.5	1.2	0	1.6	1.6	1.6	1.2
4+ Axle Trucks	1	2	1	4	0	3	1	4	2	1	2	5	0	1	0	1	14
% 4+ Axle Trucks	2.9	1.9	25	2.8	0	3.3	3	2.1	1.7	0.3	2.5	1	0	0.8	0	0.4	1.3

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	7	**16**	0	**23**	9	8	**6**	23	17	47	7	71	**1**	12	7	20	137
04:15 PM	**8**	12	**2**	22	6	**27**	6	**39**	15	**67**	8	**90**	1	9	8	18	169
04:30 PM	4	14	0	18	10	9	5	24	**18**	51	**16**	85	0	**24**	**20**	**44**	**171**
04:45 PM	4	14	1	19	**12**	7	3	22	13	45	9	67	0	11	9	20	128
Total Volume	23	56	3	82	37	51	20	108	63	210	40	313	2	56	44	102	605
% App. Total	28	68.3	3.7		34.3	47.2	18.5		20.1	67.1	12.8		2	54.9	43.1		
PHF	.719	.875	.375	.891	.771	.472	.833	.692	.875	.784	.625	.869	.500	.583	.550	.580	.885

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City of Perris
N/S: Webster Avenue
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Weather: Clear

File Name : 08_PER_Webster_Markham PM
Site Code : 06721659
Start Date : 11/10/2021
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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				04:00 PM				05:00 PM			
+0 mins.	7	**16**	0	**23**	9	8	**6**	23	17	47	7	71	0	8	13	21
+15 mins.	**8**	12	**2**	22	6	**27**	6	**39**	15	**67**	8	**90**	0	12	8	20
+30 mins.	4	14	0	18	10	9	5	24	**18**	51	**16**	85	**3**	**39**	**45**	**87**
+45 mins.	4	14	1	19	**12**	7	3	22	13	45	9	67	0	11	12	23
Total Volume	23	56	3	82	37	51	20	108	63	210	40	313	3	70	78	151
% App. Total	28	68.3	3.7		34.3	47.2	18.5		20.1	67.1	12.8		2	46.4	51.7	
PHF	.719	.875	.375	.891	.771	.472	.833	.692	.875	.784	.625	.869	.250	.449	.433	.434

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Passenger Vehicles

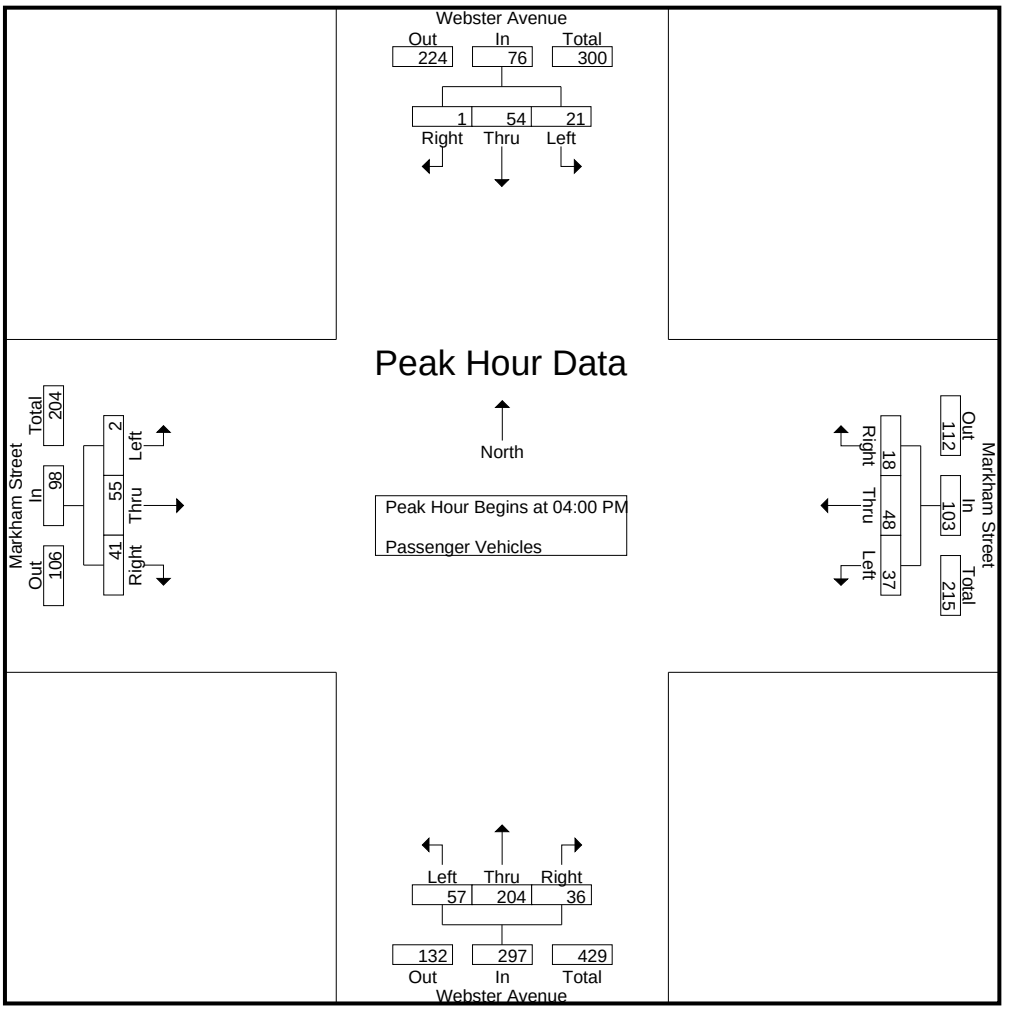
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	15	0	20	9	8	5	22	16	46	5	67	1	11	7	19	128
04:15 PM	8	12	1	21	6	25	5	36	12	67	7	86	1	9	6	16	159
04:30 PM	4	13	0	17	10	8	5	23	17	47	15	79	0	24	20	44	163
04:45 PM	4	14	0	18	12	7	3	22	12	44	9	65	0	11	8	19	124
Total	21	54	1	76	37	48	18	103	57	204	36	297	2	55	41	98	574
05:00 PM	3	13	0	16	8	8	2	18	6	23	10	39	0	8	11	19	92
05:15 PM	3	13	0	16	9	8	4	21	15	18	12	45	0	12	8	20	102
05:30 PM	1	12	1	14	4	6	2	12	10	13	8	31	3	37	45	85	142
05:45 PM	3	11	0	14	6	15	4	25	19	34	8	61	0	10	12	22	122
Total	10	49	1	60	27	37	12	76	50	88	38	176	3	67	76	146	458
Grand Total	31	103	2	136	64	85	30	179	107	292	74	473	5	122	117	244	1032
Apprch %	22.8	75.7	1.5		35.8	47.5	16.8		22.6	61.7	15.6		2	50	48		
Total %	3	10	0.2	13.2	6.2	8.2	2.9	17.3	10.4	28.3	7.2	45.8	0.5	11.8	11.3	23.6	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	**15**	0	20	9	8	**5**	22	16	46	5	67	**1**	11	7	19	128
04:15 PM	**8**	12	**1**	**21**	6	**25**	5	**36**	12	**67**	7	**86**	1	9	6	16	159
04:30 PM	4	13	0	17	10	8	5	23	**17**	47	**15**	79	0	**24**	**20**	**44**	**163**
04:45 PM	4	14	0	18	**12**	7	3	22	12	44	9	65	0	11	8	19	124
Total Volume	21	54	1	76	37	48	18	103	57	204	36	297	2	55	41	98	574
% App. Total	27.6	71.1	1.3		35.9	46.6	17.5		19.2	68.7	12.1		2	56.1	41.8		
PHF	.656	.900	.250	.905	.771	.480	.900	.715	.838	.761	.600	.863	.500	.573	.513	.557	.880

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City of Perris
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Site Code : 06721659
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	5	**15**	0	20	9	8	**5**	22	16	46	5	67	**1**	11	7	19
+15 mins.	**8**	12	**1**	**21**	6	**25**	5	**36**	12	**67**	7	**86**	1	9	6	16
+30 mins.	4	13	0	17	10	8	5	23	**17**	47	**15**	79	0	**24**	**20**	**44**
+45 mins.	4	14	0	18	**12**	7	3	22	12	44	9	65	0	11	8	19
Total Volume	21	54	1	76	37	48	18	103	57	204	36	297	2	55	41	98
% App. Total	27.6	71.1	1.3		35.9	46.6	17.5		19.2	68.7	12.1		2	56.1	41.8	
PHF	.656	.900	.250	.905	.771	.480	.900	.715	.838	.761	.600	.863	.500	.573	.513	.557

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham PM
Site Code : 06721659
Start Date : 11/10/2021
Page No : 1

Groups Printed- Large 2 Axle Vehicles

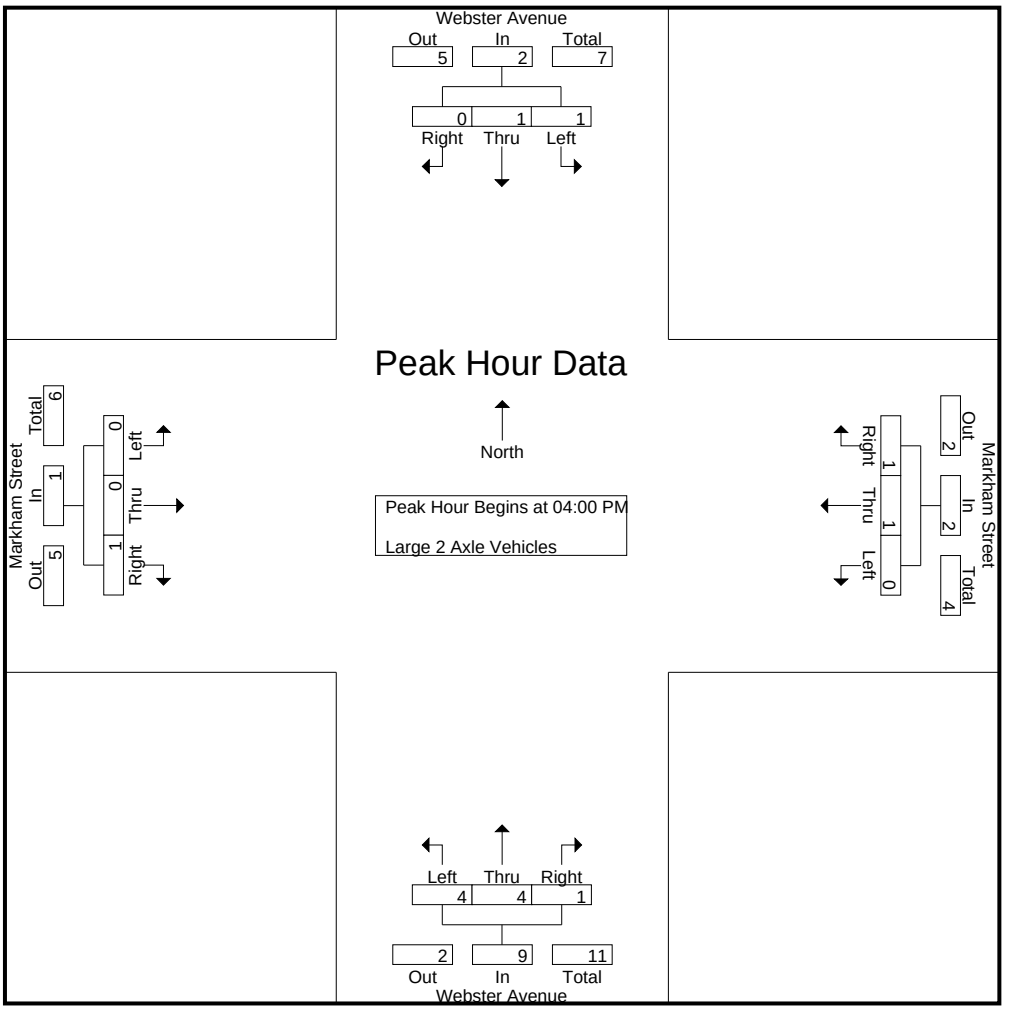
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
Total	1	1	0	2	0	1	1	2	4	4	1	9	0	0	1	1	14
05:00 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	2	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
Total	1	1	0	2	0	1	0	1	0	3	2	5	0	1	2	3	11
Grand Total	2	2	0	4	0	2	1	3	4	7	3	14	0	1	3	4	25
Apprch %	50	50	0		0	66.7	33.3		28.6	50	21.4		0	25	75		
Total %	8	8	0	16	0	8	4	12	16	28	12	56	0	4	12	16	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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	**1**	**1**	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	**1**	0	1	**2**	0	**1**	**3**	0	0	0	0	**4**
04:30 PM	0	**1**	0	1	0	0	0	0	1	**2**	0	3	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	**1**	**1**	3
Total Volume	1	1	0	2	0	1	1	2	4	4	1	9	0	0	1	1	14
% App. Total	50	50	0		0	50	50		44.4	44.4	11.1		0	0	100		
PHF	.250	.250	.000	.500	.000	.250	.250	.500	.500	.500	.250	.750	.000	.000	.250	.250	.875

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City of Perris
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File Name : 08_PER_Webster_Markham PM
Site Code : 06721659
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	0	0	**1**	**1**	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	1	**2**	0	**1**	**3**	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	0	0	1	**2**	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	**1**	**1**
Total Volume	1	1	0	2	0	1	1	2	4	4	1	9	0	0	1	1
% App. Total	50	50	0		0	50	50		44.4	44.4	11.1		0	0	100	
PHF	.250	.250	.000	.500	.000	.250	.250	.500	.500	.500	.250	.750	.000	.000	.250	.250

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham PM
Site Code : 06721659
Start Date : 11/10/2021
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Groups Printed- 3 Axle Vehicles

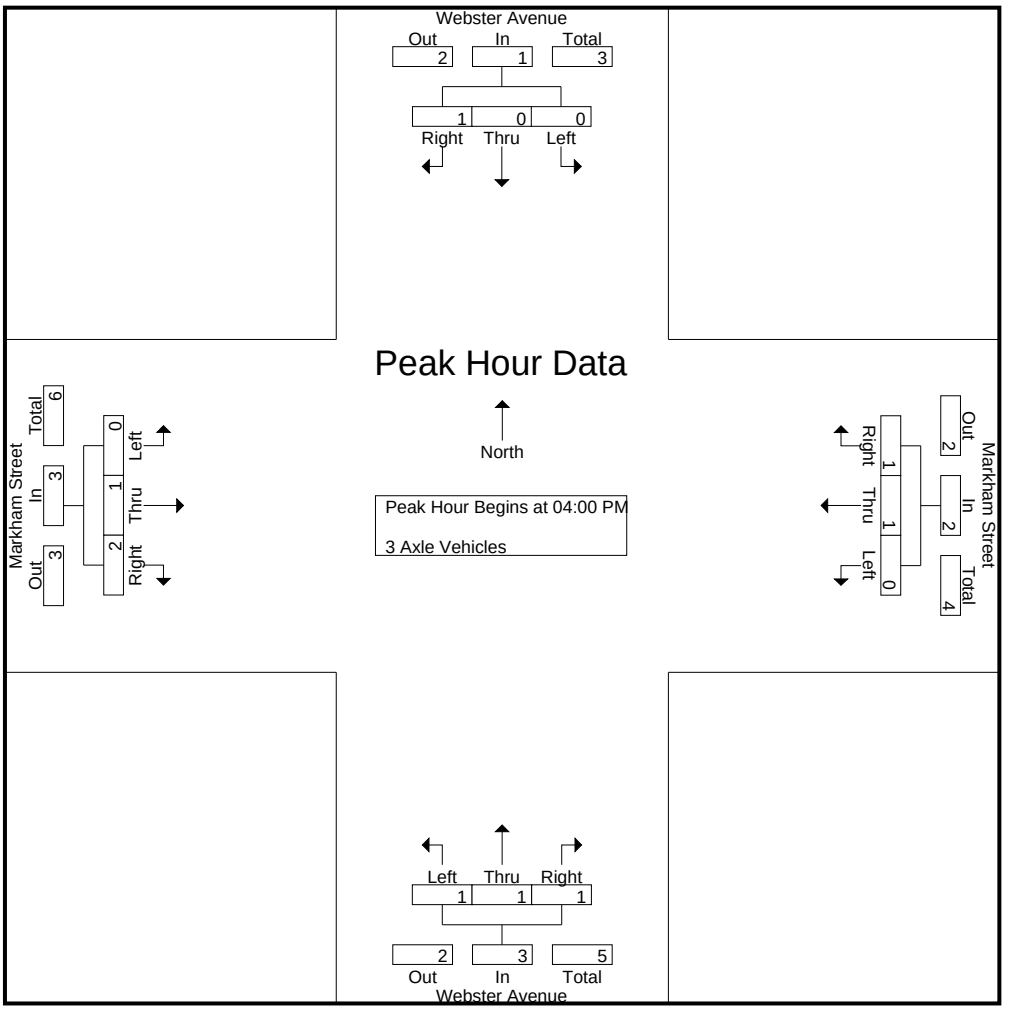
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:15 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	2	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	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	1	1	0	1	1	2	1	1	1	3	0	1	2	3	9
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	1	1	0	0	0	0	1
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	1	1	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	1	3	0	1	0	1	4
Grand Total	0	0	1	1	0	1	1	2	2	2	2	6	0	2	2	4	13
Apprch %	0	0	100		0	50	50		33.3	33.3	33.3		0	50	50		
Total %	0	0	7.7	7.7	0	7.7	7.7	15.4	15.4	15.4	15.4	46.2	0	15.4	15.4	30.8	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**1**	0	1	2
04:15 PM	0	0	**1**	**1**	0	**1**	**1**	**2**	0	0	0	0	0	0	**2**	**2**	**5**
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	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	1	1	0	1	1	2	1	1	1	3	0	1	2	3	9
% App. Total	0	0	100		0	50	50		33.3	33.3	33.3		0	33.3	66.7		
PHF	.000	.000	.250	.250	.000	.250	.250	.250	.250	.250	.250	.375	.000	.250	.250	.375	.450

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City of Perris
N/S: Webster Avenue
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Weather: Clear

File Name : 08_PER_Webster_Markham PM
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**1**	0	1
+15 mins.	0	0	**1**	**1**	0	**1**	**1**	**2**	0	0	0	0	0	0	**2**	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**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	0	1	1	0	1	1	2	1	1	1	3	0	1	2	3
% App. Total	0	0	100		0	50	50		33.3	33.3	33.3		0	33.3	66.7	
PHF	.000	.000	.250	.250	.000	.250	.250	.250	.250	.250	.250	.375	.000	.250	.250	.375

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City of Perris
N/S: Webster Avenue
E/W: Markham Street
Weather: Clear

File Name : 08_PER_Webster_Markham PM
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Groups Printed- 4+ Axle Trucks

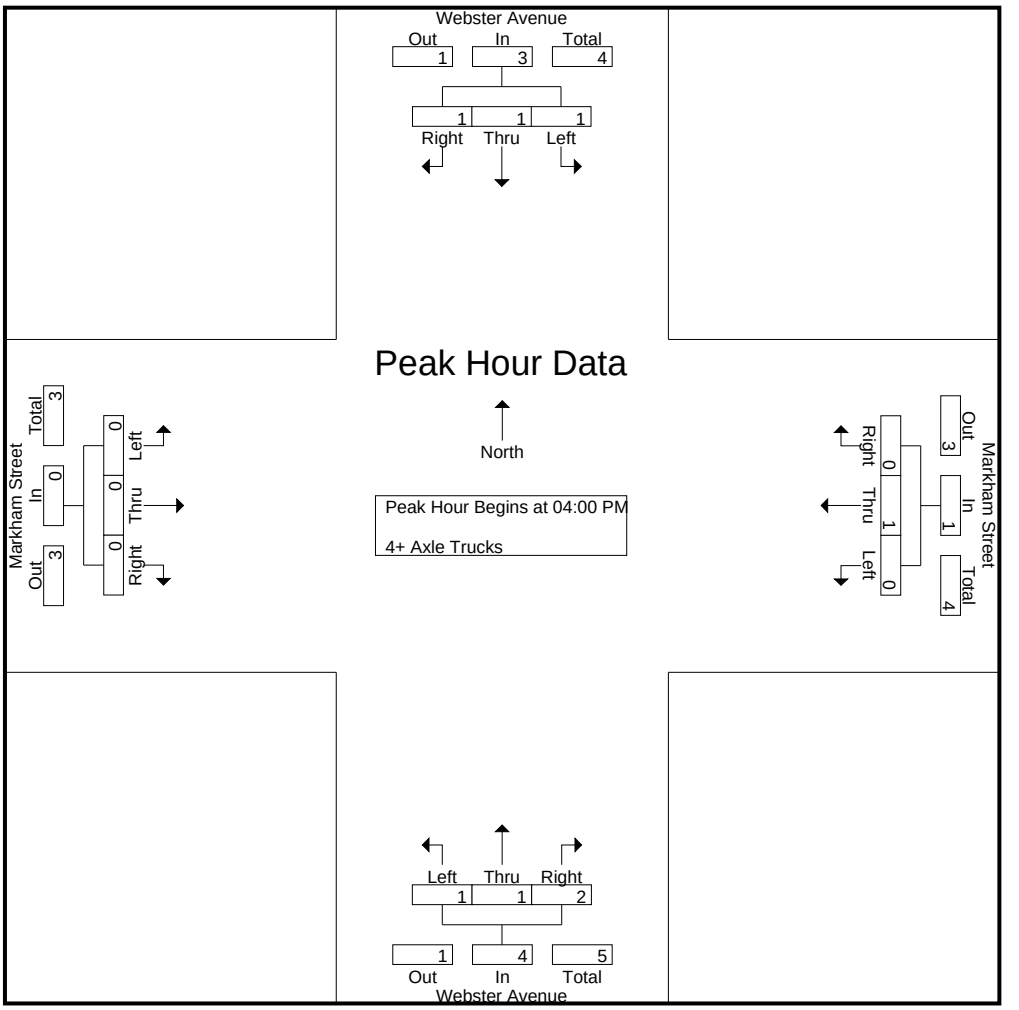
	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	0	2	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	1	3	0	1	0	1	1	1	2	4	0	0	0	0	8
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
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	2	1	3	1	0	0	1	0	1	0	1	6
Grand Total	1	2	1	4	0	3	1	4	2	1	2	5	0	1	0	1	14
Apprch %	25	50	25		0	75	25		40	20	40		0	100	0		
Total %	7.1	14.3	7.1	28.6	0	21.4	7.1	28.6	14.3	7.1	14.3	35.7	0	7.1	0	7.1	

	Webster Avenue Southbound				Markham Street Westbound				Webster Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	**1**	0	**2**	0	0	0	0	0	0	**2**	**2**	0	0	0	0	**4**
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	**1**	0	**1**	0	**1**	0	1	0	0	0	0	2
04:45 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	1	3	0	1	0	1	1	1	2	4	0	0	0	0	8
% App. Total	33.3	33.3	33.3		0	100	0		25	25	50		0	0	0		
PHF	.250	.250	.250	.375	.000	.250	.000	.250	.250	.250	.250	.500	.000	.000	.000	.000	.500

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City of Perris
N/S: Webster Avenue
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Site Code : 06721659
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	**2**	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	0	0	0	0
+45 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	1	3	0	1	0	1	1	1	2	4	0	0	0	0
% App. Total	33.3	33.3	33.3		0	100	0		25	25	50		0	0	0	
PHF	.250	.250	.250	.375	.000	.250	.000	.250	.250	.250	.250	.500	.000	.000	.000	.000

Appendix D

Level of Service Analysis Worksheets

Appendix D-1

Existing Conditions Analysis (2021)

Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 1 Existing AM

Report File: H:\...\LOS - 1 Existing AM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.455	6.9	A
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.007	9.5	A
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Left	0.010	9.8	A
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	SB Left	0.120	8.0	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.003	10.8	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.004	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	NB Thru	0.379	4.8	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.166	8.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	83	2	10	13	3	27	18	1043	66	21	820	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	1	0	0	1
Total Hourly Volume [veh/h]	83	2	10	13	3	27	18	1043	65	21	820	34
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	1	3	3	1	7	5	268	17	5	210	9
Total Analysis Volume [veh/h]	85	2	10	13	3	28	18	1071	67	22	842	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	12	77	0	9	74	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	26	26	26	26	26	26	26	26	26
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	3	1	10	10	1	10	10
g / C, Green / Cycle	0.12	0.12	0.12	0.02	0.39	0.39	0.03	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.21	0.01	0.02	0.01	0.21	0.04	0.01	0.23	0.02
s, saturation flow rate [veh/h]	458	1828	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	311	460	186	47	2047	639	56	1449	647
d1, Uniform Delay [s]	12.82	10.33	10.43	12.54	6.03	4.99	12.44	6.13	4.80
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.57	0.03	0.37	5.16	0.21	0.07	4.49	0.37	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.03	0.15	0.39	0.52	0.10	0.40	0.58	0.05
d, Delay for Lane Group [s/veh]	13.39	10.36	10.80	17.70	6.23	5.06	16.94	6.50	4.84
Lane Group LOS	B	B	B	B	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.47	0.06	0.12	0.14	0.72	0.12	0.16	0.88	0.06
50th-Percentile Queue Length [ft/ln]	11.84	1.51	2.98	3.57	17.95	2.95	4.04	22.06	1.47
95th-Percentile Queue Length [veh/ln]	0.85	0.11	0.21	0.26	1.29	0.21	0.29	1.59	0.11
95th-Percentile Queue Length [ft/ln]	21.31	2.72	5.36	6.42	32.31	5.31	7.28	39.71	2.65

Movement, Approach, & Intersection Results

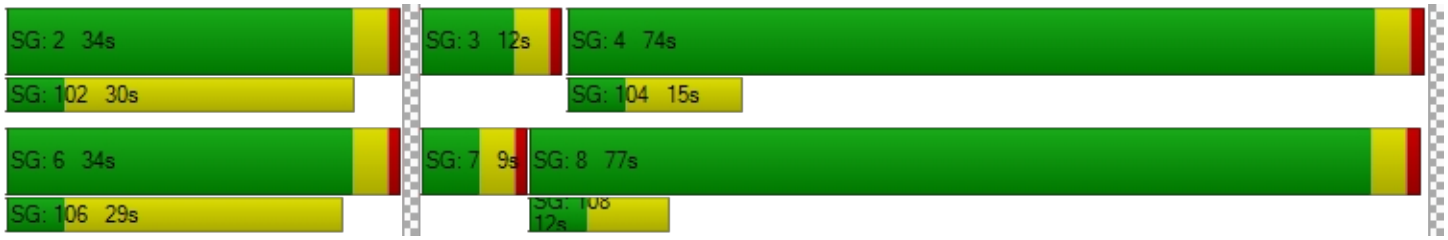
d_M, Delay for Movement [s/veh]	13.39	13.39	13.39	10.36	10.36	10.80	17.70	6.23	5.06	16.94	6.50	4.84
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	13.39			10.64			6.34			6.69		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	6.88											
Intersection LOS	A											
Intersection V/C	0.455											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	5.58	5.58	5.58	5.58
l_p,int, Pedestrian LOS Score for Intersection	1.734	1.899	2.937	2.818
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2302	2302	5602	5372
d_b, Bicycle Delay [s]	0.30	0.30	42.27	37.04
l_b,int, Bicycle LOS Score for Intersection	1.720	1.632	2.196	2.302
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1	81	84	6	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	81	84	6	5	2
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	23	24	2	1	1
Total Analysis Volume [veh/h]	1	91	94	7	6	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.40	0.00	0.00	0.00	9.53	8.78
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.00	0.72	0.72
d_A, Approach Delay [s/veh]	0.08		0.00		9.34	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	63	0	1	101	4	7	0	3	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	63	0	1	101	4	7	0	3	0	0	1
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	18	0	0	29	1	2	0	1	0	0	0
Total Analysis Volume [veh/h]	2	72	0	1	116	5	8	0	3	0	0	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.44	0.00	0.00	7.34	0.00	0.00	9.77	10.20	8.90	9.73	10.15	8.62
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.10	0.00	0.00	0.05	0.00	0.00	1.04	1.04	1.04	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	0.20			0.06			9.53			8.62		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.65											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	22	5	40	23	7	12	6	1	49	19	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	22	5	40	23	7	12	6	1	49	19	62
Peak Hour Factor	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	2	12	7	2	4	2	0	15	6	19
Total Analysis Volume [veh/h]	0	27	6	49	28	9	15	7	1	60	23	76
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	717	736	659	751	708	694	872
Degree of Utilization, x	0.00	0.04	0.07	0.05	0.03	0.12	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.14	0.24	0.16	0.10	0.41	0.29
95th-Percentile Queue Length [ft]	0.00	3.52	6.01	3.88	2.52	10.14	7.14
Approach Delay [s/veh]	7.82		8.23		8.26	7.94	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.04						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	575	1	2	869
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	575	1	2	869
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	148	0	1	223
Total Analysis Volume [veh/h]	0	0	590	1	2	892
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.85	10.98	0.00	0.00	10.82	0.00
Movement LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.24	0.00
d_A, Approach Delay [s/veh]	13.41		0.00		0.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	0	0	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	0	0	1
Peak Hour Factor	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1
Total Analysis Volume [veh/h]	4	0	0	0	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	7.21	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	151	9	11	44	2	5	0	2	5	3	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	151	9	11	44	2	5	0	2	5	3	3
Peak Hour Factor	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	45	3	3	13	1	2	0	1	2	1	1
Total Analysis Volume [veh/h]	2	181	11	13	53	2	6	0	2	6	4	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	0	68	0	0	68	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	2	2	0	0
g / C, Green / Cycle	0.22	0.22	0.22	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.37	0.01	0.03	0.00	0.01
s, saturation flow rate [veh/h]	522	1210	1888	1778	1821
c, Capacity [veh/h]	459	687	423	635	527
d1, Uniform Delay [s]	4.65	3.24	3.30	5.09	5.11
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.62	0.01	0.14	0.01	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.02	0.13	0.01	0.03
d, Delay for Lane Group [s/veh]	5.26	3.25	3.44	5.10	5.13
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.18	0.00	0.02	0.00	0.00
50th-Percentile Queue Length [ft/ln]	4.55	0.05	0.40	0.03	0.07
95th-Percentile Queue Length [veh/ln]	0.33	0.00	0.03	0.00	0.01
95th-Percentile Queue Length [ft/ln]	8.20	0.09	0.73	0.06	0.13

Movement, Approach, & Intersection Results

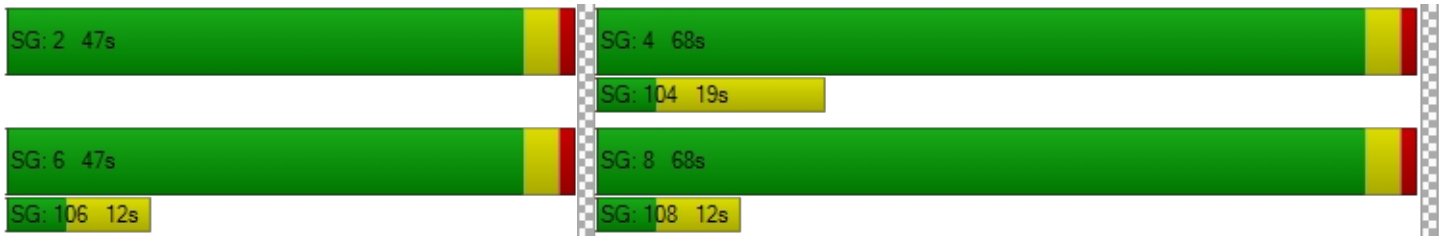
d_M, Delay for Movement [s/veh]	5.26	5.26	5.26	3.25	3.44	3.44	5.10	5.10	5.10	5.13	5.13	5.13
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	5.26			3.40			5.10			5.13		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.81											
Intersection LOS	A											
Intersection V/C	0.379											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.11	0.11	0.00	0.11
l_p,int, Pedestrian LOS Score for Intersection	1.616	1.971	0.000	1.520
Crosswalk LOS	A	A	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	8185	8185	12183	12183
d_b, Bicycle Delay [s]	50.24	50.24	136.18	136.18
l_b,int, Bicycle LOS Score for Intersection	1.880	1.672	1.573	1.583
Bicycle LOS	A	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	124	131	49	12	35	3	4	18	21	50	61	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	131	49	12	35	3	4	18	21	50	61	18
Peak Hour Factor	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	37	14	3	10	1	1	5	6	14	17	5
Total Analysis Volume [veh/h]	141	149	56	14	40	3	5	21	24	57	70	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	92	0	0	92	0	10	19	0	9	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	21	21	21	21	21	21	21	21	21
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	6	6	0	1	1	1	2
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.01	0.06	0.06	0.07	0.12
(v / s)_i Volume / Saturation Flow Rate	0.10	0.11	0.01	0.02	0.00	0.01	0.01	0.03	0.05
s, saturation flow rate [veh/h]	1385	1813	1196	1877	1810	1900	1615	1810	1826
c, Capacity [veh/h]	591	532	469	551	13	106	90	123	212
d1, Uniform Delay [s]	7.81	5.79	8.44	5.26	10.17	9.28	9.32	9.23	8.46
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.46	0.03	0.06	17.37	0.91	1.58	2.70	1.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.39	0.03	0.08	0.38	0.20	0.27	0.46	0.43
d, Delay for Lane Group [s/veh]	8.02	6.25	8.47	5.32	27.54	10.20	10.90	11.93	9.82
Lane Group LOS	A	A	A	A	C	B	B	B	A
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.32	0.33	0.04	0.06	0.08	0.08	0.10	0.24	0.29
50th-Percentile Queue Length [ft/ln]	8.04	8.35	0.88	1.50	1.93	2.01	2.52	5.93	7.24
95th-Percentile Queue Length [veh/ln]	0.58	0.60	0.06	0.11	0.14	0.14	0.18	0.43	0.52
95th-Percentile Queue Length [ft/ln]	14.48	15.04	1.59	2.69	3.47	3.62	4.54	10.67	13.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.02	6.25	6.25	8.47	5.32	5.32	27.54	10.20	10.90	11.93	9.82	9.82
Movement LOS	A	A	A	A	A	A	C	B	B	B	A	A
d_A, Approach Delay [s/veh]	6.97			6.09			12.27			10.64		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	8.23											
Intersection LOS	A											
Intersection V/C	0.166											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.28	0.00	3.28	3.28
l_p,int, Pedestrian LOS Score for Intersection	1.997	0.000	2.457	1.943
Crosswalk LOS	A	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	8529	8529	1454	1357
d_b, Bicycle Delay [s]	109.95	109.95	0.77	1.07
l_b,int, Bicycle LOS Score for Intersection	2.131	1.654	1.642	1.804
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 2 Existing PM

Report File: H:\...\LOS - 1 Existing PM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.563	9.9	A
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.023	11.0	B
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Thru	0.002	11.2	B
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	SB Left	0.152	8.3	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.002	12.8	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.003	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	WB Right	0.234	4.3	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.214	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	169	4	32	16	3	17	5	701	51	22	1231	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	0	0	0	1	0	0	0
Total Hourly Volume [veh/h]	169	4	31	16	3	17	5	701	50	22	1231	7
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	1	8	4	1	5	1	191	14	6	335	2
Total Analysis Volume [veh/h]	184	4	34	17	3	19	5	764	54	24	1341	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	10	47	0	9	46	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	42	42	42	42	42	42	42	42	42
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	0	19	19	1	20	20
g / C, Green / Cycle	0.23	0.23	0.23	0.01	0.46	0.46	0.03	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.19	0.01	0.01	0.00	0.15	0.03	0.01	0.37	0.00
s, saturation flow rate [veh/h]	1174	1639	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	424	533	370	14	2365	738	55	1736	775
d1, Uniform Delay [s]	16.42	12.71	12.73	20.90	7.32	6.46	20.16	9.10	5.76
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.00	0.03	0.06	15.22	0.08	0.04	5.34	0.76	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.04	0.05	0.36	0.32	0.07	0.44	0.77	0.01
d, Delay for Lane Group [s/veh]	17.42	12.74	12.79	36.12	7.40	6.50	25.51	9.86	5.76
Lane Group LOS	B	B	B	D	A	A	C	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.86	0.13	0.12	0.10	1.07	0.21	0.29	3.65	0.03
50th-Percentile Queue Length [ft/ln]	46.62	3.22	3.10	2.56	26.72	5.13	7.23	91.23	0.68
95th-Percentile Queue Length [veh/ln]	3.36	0.23	0.22	0.18	1.92	0.37	0.52	6.57	0.05
95th-Percentile Queue Length [ft/ln]	83.92	5.79	5.59	4.61	48.09	9.23	13.01	164.21	1.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.42	17.42	17.42	12.74	12.74	12.79	36.12	7.40	6.50	25.51	9.86	5.76
Movement LOS	B	B	B	B	B	B	D	A	A	C	A	A
d_A, Approach Delay [s/veh]	17.42			12.76			7.51			10.10		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	9.94											
Intersection LOS	A											
Intersection V/C	0.563											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.12	13.12	13.12	13.12
l_p,int, Pedestrian LOS Score for Intersection	1.826	1.919	3.147	2.884
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1417	1417	2032	1984
d_b, Bicycle Delay [s]	1.80	1.80	0.01	0.00
l_b,int, Bicycle LOS Score for Intersection	1.928	1.624	2.013	2.692
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	7	152	82	9	9	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	152	82	9	9	2
Peak Hour Factor	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	58	31	3	3	1
Total Analysis Volume [veh/h]	11	232	125	14	14	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.49	0.00	0.00	0.00	10.99	9.05
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.57	0.00	0.00	0.00	2.00	2.00
d_A, Approach Delay [s/veh]	0.34		0.00		10.64	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	186	0	0	65	2	4	1	1	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	186	0	0	65	2	4	1	1	0	0	1
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	62	0	0	22	1	1	0	0	0	0	0
Total Analysis Volume [veh/h]	1	248	0	0	87	3	5	1	1	0	0	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	7.71	0.00	0.00	10.89	11.21	8.75	10.85	11.16	9.53
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.00	0.00	0.00	0.82	0.82	0.82	0.09	0.09	0.09
d_A, Approach Delay [s/veh]	0.03			0.00			10.63			9.53		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	0.26											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.152

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	53	26	54	20	2	4	22	0	21	13	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	53	26	54	20	2	4	22	0	21	13	92
Peak Hour Factor	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	9	18	7	1	1	7	0	7	4	31
Total Analysis Volume [veh/h]	0	72	35	73	27	3	5	30	0	29	18	125
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	705	738	642	716	682	668	822
Degree of Utilization, x	0.00	0.14	0.11	0.04	0.05	0.07	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.51	0.38	0.13	0.16	0.23	0.53
95th-Percentile Queue Length [ft]	0.00	12.64	9.56	3.28	4.05	5.66	13.37
Approach Delay [s/veh]	8.40		8.70		8.56	8.04	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.34						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	775	0	1	1265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	775	0	1	1265
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	216	0	0	353
Total Analysis Volume [veh/h]	0	0	866	0	1	1413
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	23.98	12.31	0.00	0.00	12.84	0.00
Movement LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.16	0.00
d_A, Approach Delay [s/veh]	18.15		0.00		0.01	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	0	0	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	1	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0
Total Analysis Volume [veh/h]	3	0	0	0	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.51	8.31	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.234

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	213	18	17	65	1	1	0	0	10	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	213	18	17	65	1	1	0	0	10	1	17
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	58	5	5	18	0	0	0	0	3	0	5
Total Analysis Volume [veh/h]	0	233	20	19	71	1	1	0	0	11	1	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	25	0	0	95	0	0	95	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	3	1	1
g / C, Green / Cycle	0.25	0.25	0.25	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.22	0.02	0.04	0.00	0.02
s, saturation flow rate [veh/h]	1167	1144	1895	1776	1841
c, Capacity [veh/h]	612	641	485	711	511
d1, Uniform Delay [s]	4.02	3.23	3.30	5.21	5.30
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.45	0.02	0.14	0.00	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.03	0.15	0.00	0.06
d, Delay for Lane Group [s/veh]	4.46	3.25	3.44	5.22	5.35
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.17	0.00	0.02	0.00	0.01
50th-Percentile Queue Length [ft/ln]	4.15	0.08	0.47	0.01	0.29
95th-Percentile Queue Length [veh/ln]	0.30	0.01	0.03	0.00	0.02
95th-Percentile Queue Length [ft/ln]	7.46	0.15	0.85	0.01	0.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.46	4.46	4.46	3.25	3.44	3.44	5.22	5.22	5.22	5.35	5.35	5.35
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.46			3.40			5.22			5.35		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.28											
Intersection LOS	A											
Intersection V/C	0.234											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.25	0.25	0.00	0.25
l_p,int, Pedestrian LOS Score for Intersection	1.696	2.018	0.000	1.578
Crosswalk LOS	A	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3684	3684	15966	15966
d_b, Bicycle Delay [s]	4.04	4.04	277.92	277.92
l_b,int, Bicycle LOS Score for Intersection	1.977	1.710	1.561	1.611
Bicycle LOS	A	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.214

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	68	215	46	26	59	6	2	57	47	37	55	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	215	46	26	59	6	2	57	47	37	55	22
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	60	13	7	16	2	1	16	13	10	15	6
Total Analysis Volume [veh/h]	76	240	51	29	66	7	2	64	53	41	61	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	47	0	0	47	0	26	33	0	10	17	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	21	21	21	21	21	21	21	21	21
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	6	6	0	3	3	1	4
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.00	0.12	0.12	0.05	0.17
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.03	0.04	0.00	0.03	0.03	0.02	0.05
s, saturation flow rate [veh/h]	1348	1843	1105	1868	1810	1900	1615	1810	1807
c, Capacity [veh/h]	538	475	376	481	8	235	200	100	315
d1, Uniform Delay [s]	8.18	6.97	10.21	6.11	10.56	8.46	8.45	9.73	7.62
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	1.29	0.09	0.14	16.15	0.62	0.70	2.71	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.61	0.08	0.15	0.25	0.27	0.27	0.41	0.27
d, Delay for Lane Group [s/veh]	8.30	8.26	10.29	6.25	26.72	9.07	9.15	12.43	8.08
Lane Group LOS	A	A	B	A	C	A	A	B	A
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.19	0.68	0.09	0.13	0.04	0.19	0.16	0.19	0.22
50th-Percentile Queue Length [ft/ln]	4.71	16.99	2.31	3.28	1.03	4.80	4.11	4.69	5.53
95th-Percentile Queue Length [veh/ln]	0.34	1.22	0.17	0.24	0.07	0.35	0.30	0.34	0.40
95th-Percentile Queue Length [ft/ln]	8.48	30.57	4.16	5.91	1.85	8.64	7.40	8.45	9.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.30	8.26	8.26	10.29	6.25	6.25	26.72	9.07	9.15	12.43	8.08	8.08
Movement LOS	A	A	A	B	A	A	C	A	A	B	A	A
d_A, Approach Delay [s/veh]	8.27			7.40			9.40			9.48		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.55											
Intersection LOS	A											
Intersection V/C	0.214											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.51	0.00	3.51	3.51
l_p,int, Pedestrian LOS Score for Intersection	2.019	0.000	2.367	1.977
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	4057	4057	2736	1227
d_b, Bicycle Delay [s]	11.21	11.21	1.44	1.58
l_b,int, Bicycle LOS Score for Intersection	2.165	1.728	1.756	1.769
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix D-2

Existing Conditions plus Project Analysis

Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 3 Existing + Project AM

Report File: H:\...\LOS - 2 Ex + P AM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.421	7.6	A
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.009	10.5	B
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Left	0.011	10.1	B
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	SB Left	0.120	8.0	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.003	10.8	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.004	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	NB Thru	0.379	4.8	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.166	8.2	A
9	Patterson Ave @ Project Dwy 1	Two-way stop	HCM 6th Edition	WB Right	0.015	8.8	A
10	Patterson Ave @ Project Dwy 4	Two-way stop	HCM 6th Edition	WB Right	0.001	8.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	83	2	10	13	3	27	18	1043	66	21	820	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	0	2	0	0	0	0	0	41	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	2	0	0	1
Total Hourly Volume [veh/h]	107	2	12	13	3	27	18	1043	105	33	820	34
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	1	3	3	1	7	5	268	27	8	210	9
Total Analysis Volume [veh/h]	110	2	12	13	3	28	18	1071	108	34	842	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	12	77	0	9	74	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	28	28	28	28	28	28	28	28	28
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	4	1	11	11	1	11	11
g / C, Green / Cycle	0.15	0.15	0.15	0.02	0.38	0.38	0.04	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.18	0.01	0.02	0.01	0.21	0.07	0.02	0.23	0.02
s, saturation flow rate [veh/h]	697	1827	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	343	501	239	46	1987	620	80	1456	650
d1, Uniform Delay [s]	13.29	10.36	10.45	13.57	6.77	5.76	13.18	6.58	5.16
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.64	0.03	0.22	5.40	0.23	0.13	3.59	0.37	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.03	0.12	0.39	0.54	0.17	0.43	0.58	0.05
d, Delay for Lane Group [s/veh]	13.93	10.38	10.67	18.97	7.00	5.89	16.76	6.95	5.19
Lane Group LOS	B	B	B	B	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.66	0.06	0.12	0.16	0.93	0.25	0.24	1.07	0.07
50th-Percentile Queue Length [ft/ln]	16.38	1.61	3.05	3.88	23.16	6.25	5.99	26.81	1.78
95th-Percentile Queue Length [veh/ln]	1.18	0.12	0.22	0.28	1.67	0.45	0.43	1.93	0.13
95th-Percentile Queue Length [ft/ln]	29.48	2.91	5.49	6.99	41.68	11.26	10.78	48.25	3.21

Movement, Approach, & Intersection Results

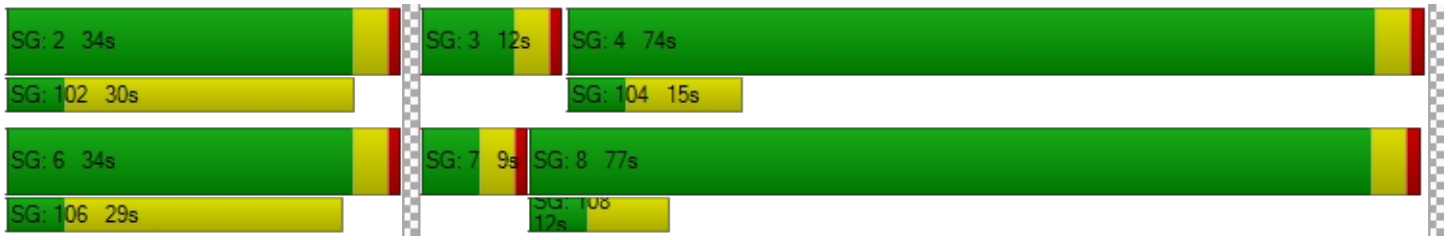
d_M, Delay for Movement [s/veh]	13.93	13.93	13.93	10.38	10.38	10.67	18.97	7.00	5.89	16.76	6.95	5.19
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	13.93			10.56			7.08			7.25		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.59											
Intersection LOS	A											
Intersection V/C	0.421											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.55	6.55	6.55	6.55
l_p,int, Pedestrian LOS Score for Intersection	1.780	1.905	2.989	2.826
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2125	2125	5171	4958
d_b, Bicycle Delay [s]	0.06	0.06	35.48	30.88
l_b,int, Bicycle LOS Score for Intersection	1.764	1.632	2.219	2.312
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	81	0	0	84	6	5	0	2	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	6	26	14	0	0	0	0	1	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	90	6	26	98	6	5	0	2	1	0	4
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	2	7	27	2	1	0	1	0	0	1
Total Analysis Volume [veh/h]	1	101	7	29	110	7	6	0	2	1	0	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.43	0.00	0.00	7.46	0.00	0.00	10.48	10.88	8.87	10.43	10.85	8.79
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.06	0.00	0.00	0.03	0.03	0.03	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	1.48	0.00	0.00	0.85	0.85	0.85	0.43	0.43	0.43
d_A, Approach Delay [s/veh]	0.07			1.48			10.08			9.12		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	63	0	1	101	4	7	0	3	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	8	7	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	70	0	9	108	4	7	0	3	0	0	9
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	20	0	3	31	1	2	0	1	0	0	3
Total Analysis Volume [veh/h]	2	81	0	10	124	5	8	0	3	0	0	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.45	0.00	0.00	7.37	0.00	0.00	10.14	10.47	8.94	10.04	10.45	8.69
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.00	0.00	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.10	0.00	0.00	0.49	0.00	0.00	1.10	1.10	1.10	0.77	0.77	0.77
d_A, Approach Delay [s/veh]	0.18			0.53			9.81			8.69		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.17											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	22	5	40	23	7	12	6	1	49	19	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	22	5	41	23	7	12	6	1	49	19	70
Peak Hour Factor	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	2	13	7	2	4	2	0	15	6	21
Total Analysis Volume [veh/h]	0	27	6	50	28	9	15	7	1	60	23	86
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	714	732	656	748	706	693	871
Degree of Utilization, x	0.00	0.05	0.08	0.05	0.03	0.12	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.14	0.25	0.16	0.10	0.41	0.33
95th-Percentile Queue Length [ft]	0.00	3.53	6.17	3.90	2.52	10.15	8.19
Approach Delay [s/veh]	7.85		8.27		8.27	7.93	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.04						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	575	1	2	869
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	577	1	2	881
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	148	0	1	226
Total Analysis Volume [veh/h]	0	0	592	1	2	905
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.94	10.99	0.00	0.00	10.83	0.00
Movement LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.24	0.00
d_A, Approach Delay [s/veh]	13.46		0.00		0.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	0	0	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	0	0	1
Peak Hour Factor	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1
Total Analysis Volume [veh/h]	4	0	0	0	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	7.21	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	151	9	11	44	2	5	0	2	5	3	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	151	9	11	44	2	5	0	2	5	3	3
Peak Hour Factor	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	45	3	3	13	1	2	0	1	2	1	1
Total Analysis Volume [veh/h]	2	181	11	13	53	2	6	0	2	6	4	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	0	68	0	0	68	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	2	2	0	0
g / C, Green / Cycle	0.22	0.22	0.22	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.37	0.01	0.03	0.00	0.01
s, saturation flow rate [veh/h]	522	1210	1888	1778	1821
c, Capacity [veh/h]	459	687	423	635	527
d1, Uniform Delay [s]	4.65	3.24	3.30	5.09	5.11
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.62	0.01	0.14	0.01	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.02	0.13	0.01	0.03
d, Delay for Lane Group [s/veh]	5.26	3.25	3.44	5.10	5.13
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.18	0.00	0.02	0.00	0.00
50th-Percentile Queue Length [ft/ln]	4.55	0.05	0.40	0.03	0.07
95th-Percentile Queue Length [veh/ln]	0.33	0.00	0.03	0.00	0.01
95th-Percentile Queue Length [ft/ln]	8.20	0.09	0.73	0.06	0.13

Movement, Approach, & Intersection Results

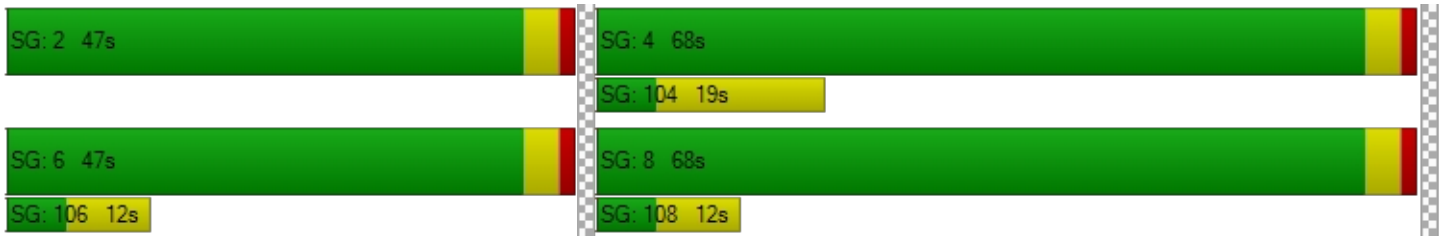
d_M, Delay for Movement [s/veh]	5.26	5.26	5.26	3.25	3.44	3.44	5.10	5.10	5.10	5.13	5.13	5.13
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	5.26			3.40			5.10			5.13		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.81											
Intersection LOS	A											
Intersection V/C	0.379											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.11	0.11	0.00	0.11
l_p,int, Pedestrian LOS Score for Intersection	1.616	1.971	0.000	1.520
Crosswalk LOS	A	A	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	8185	8185	12183	12183
d_b, Bicycle Delay [s]	50.24	50.24	136.18	136.18
l_b,int, Bicycle LOS Score for Intersection	1.880	1.672	1.573	1.583
Bicycle LOS	A	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.166

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	124	131	49	12	35	3	4	18	21	50	61	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	131	49	12	35	3	4	18	22	50	61	18
Peak Hour Factor	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	37	14	3	10	1	1	5	6	14	17	5
Total Analysis Volume [veh/h]	151	149	56	14	40	3	5	21	25	57	70	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	92	0	0	92	0	10	19	0	9	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	21	21	21	21	21	21	21	21	21
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	6	6	0	1	1	1	2
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.01	0.06	0.06	0.07	0.12
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.01	0.02	0.00	0.01	0.02	0.03	0.05
s, saturation flow rate [veh/h]	1385	1813	1196	1877	1810	1900	1615	1810	1826
c, Capacity [veh/h]	599	547	476	566	13	107	91	123	214
d1, Uniform Delay [s]	7.81	5.75	8.37	5.22	10.33	9.41	9.45	9.38	8.57
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.43	0.02	0.06	17.43	0.88	1.60	2.72	1.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.38	0.03	0.08	0.38	0.20	0.27	0.46	0.43
d, Delay for Lane Group [s/veh]	8.03	6.17	8.40	5.27	27.76	10.29	11.05	12.10	9.92
Lane Group LOS	A	A	A	A	C	B	B	B	A
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.35	0.33	0.04	0.06	0.08	0.08	0.11	0.24	0.30
50th-Percentile Queue Length [ft/ln]	8.75	8.37	0.89	1.51	1.94	2.04	2.67	6.06	7.39
95th-Percentile Queue Length [veh/ln]	0.63	0.60	0.06	0.11	0.14	0.15	0.19	0.44	0.53
95th-Percentile Queue Length [ft/ln]	15.75	15.06	1.60	2.71	3.50	3.67	4.81	10.90	13.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.03	6.17	6.17	8.40	5.27	5.27	27.76	10.29	11.05	12.10	9.92	9.92
Movement LOS	A	A	A	A	A	A	C	B	B	B	A	A
d_A, Approach Delay [s/veh]	6.96			6.04			12.37			10.76		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	8.24											
Intersection LOS	A											
Intersection V/C	0.166											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.41	0.00	3.41	3.41
l_p,int, Pedestrian LOS Score for Intersection	2.002	0.000	2.475	1.944
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	8403	8403	1432	1337
d_b, Bicycle Delay [s]	107.34	107.34	0.84	1.15
l_b,int, Bicycle LOS Score for Intersection	2.147	1.654	1.644	1.804
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Patterson Ave @ Project Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	86	0	0	90	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	13	40	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	0	13	130	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	0	3	34	0	3
Total Analysis Volume [veh/h]	104	0	14	137	0	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.42	0.00	0.00	8.82
Movement LOS	A	A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.00	0.00	1.11
d_A, Approach Delay [s/veh]	0.00		0.69		8.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.85					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Patterson Ave @ Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	65	0	0	104	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	2	6	1	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	2	6	105	0	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	1	2	28	0	0
Total Analysis Volume [veh/h]	75	2	6	111	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.36	0.00	9.56	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.29	0.29	0.08	0.08
d_A, Approach Delay [s/veh]	0.00		0.38		8.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	A					

Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 4 Existing + Project PM

Report File: H:\...\LOS - 2 Ex + P PM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.602	11.7	B
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.030	13.0	B
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Thru	0.002	11.6	B
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	SB Left	0.160	8.4	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.002	13.0	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.003	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	WB Right	0.234	4.3	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.220	8.6	A
9	Patterson Ave @ Project Dwy 1	Two-way stop	HCM 6th Edition	WB Right	0.010	9.4	A
10	Patterson Ave @ Project Dwy 4	Two-way stop	HCM 6th Edition	WB Left	0.003	10.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	169	4	32	16	3	17	5	701	51	22	1231	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	39	0	15	0	0	0	0	0	19	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	0	0	0	1	0	0	0
Total Hourly Volume [veh/h]	208	4	46	16	3	17	5	701	69	27	1231	7
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	1	13	4	1	5	1	191	19	7	335	2
Total Analysis Volume [veh/h]	227	4	50	17	3	19	5	764	75	29	1341	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	10	47	0	9	46	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	47	47	47	47	47	47	47	47	47
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	13	0	20	20	2	22	22
g / C, Green / Cycle	0.28	0.28	0.28	0.01	0.44	0.44	0.03	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.23	0.01	0.01	0.00	0.15	0.05	0.02	0.37	0.00
s, saturation flow rate [veh/h]	1228	1590	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	475	578	443	13	2258	704	62	1676	748
d1, Uniform Delay [s]	17.08	12.51	12.52	23.23	8.76	7.83	22.27	10.76	6.80
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.18	0.02	0.04	18.03	0.09	0.07	5.44	0.92	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.03	0.04	0.39	0.34	0.11	0.47	0.80	0.01
d, Delay for Lane Group [s/veh]	18.25	12.53	12.56	41.26	8.85	7.90	27.72	11.68	6.81
Lane Group LOS	B	B	B	D	A	A	C	B	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.64	0.14	0.13	0.12	1.36	0.37	0.38	4.62	0.03
50th-Percentile Queue Length [ft/ln]	66.00	3.42	3.28	2.88	34.00	9.15	9.51	115.59	0.86
95th-Percentile Queue Length [veh/ln]	4.75	0.25	0.24	0.21	2.45	0.66	0.68	8.15	0.06
95th-Percentile Queue Length [ft/ln]	118.80	6.16	5.91	5.18	61.19	16.47	17.12	203.75	1.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.25	18.25	18.25	12.53	12.53	12.56	41.26	8.85	7.90	27.72	11.68	6.81
Movement LOS	B	B	B	B	B	B	D	A	A	C	B	A
d_A, Approach Delay [s/veh]	18.25			12.54			8.96			11.99		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	11.68											
Intersection LOS	B											
Intersection V/C	0.602											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	15.38	15.38	15.38	15.38
l_p,int, Pedestrian LOS Score for Intersection	1.873	1.925	3.224	2.893
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1276	1276	1828	1786
d_b, Bicycle Delay [s]	3.08	3.08	0.17	0.27
l_b,int, Bicycle LOS Score for Intersection	2.025	1.624	2.024	2.696
Bicycle LOS	B	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	152	0	0	82	9	9	0	2	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	3	11	7	0	0	0	0	8	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	165	3	11	89	9	9	0	2	8	0	33
Peak Hour Factor	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	63	1	4	34	3	3	0	1	3	0	13
Total Analysis Volume [veh/h]	11	252	5	17	136	14	14	0	3	12	0	50
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.06
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	7.76	0.00	0.00	13.05	12.55	9.20	12.55	12.82	10.04
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.04	0.00	0.00	0.10	0.10	0.10	0.28	0.28	0.28
95th-Percentile Queue Length [ft/ln]	0.58	0.00	0.00	0.98	0.00	0.00	2.61	2.61	2.61	7.12	7.12	7.12
d_A, Approach Delay [s/veh]	0.31			0.79			12.37			10.53		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.10											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	186	0	0	65	2	4	1	1	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	4	11	0	0	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	197	0	4	76	2	4	1	1	0	0	6
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	66	0	1	25	1	1	0	0	0	0	2
Total Analysis Volume [veh/h]	1	263	0	5	101	3	5	1	1	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.40	0.00	0.00	7.75	0.00	0.00	11.36	11.56	8.83	11.26	11.55	9.66
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.29	0.00	0.00	0.88	0.88	0.88	0.78	0.78	0.78
d_A, Approach Delay [s/veh]	0.03			0.36			11.03			9.66		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	0.52											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.160

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	53	26	54	20	2	4	22	0	21	13	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	0	0	0	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	53	26	64	20	2	4	22	0	21	13	96
Peak Hour Factor	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	9	22	7	1	1	7	0	7	4	33
Total Analysis Volume [veh/h]	0	72	35	87	27	3	5	30	0	29	18	130
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	701	734	641	713	675	663	814
Degree of Utilization, x	0.00	0.15	0.14	0.04	0.05	0.07	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.51	0.47	0.13	0.16	0.23	0.57
95th-Percentile Queue Length [ft]	0.00	12.73	11.70	3.29	4.09	5.71	14.16
Approach Delay [s/veh]	8.45		8.88		8.62	8.12	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.44						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	775	0	1	1265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	790	0	1	1270
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	221	0	0	355
Total Analysis Volume [veh/h]	0	0	883	0	1	1419
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	24.43	12.40	0.00	0.00	12.98	0.00
Movement LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.17	0.00
d_A, Approach Delay [s/veh]	18.42		0.00		0.01	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	0	0	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	1	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0
Total Analysis Volume [veh/h]	3	0	0	0	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.51	8.31	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.234

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	213	18	17	65	1	1	0	0	10	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	213	18	17	65	1	1	0	0	10	1	17
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	58	5	5	18	0	0	0	0	3	0	5
Total Analysis Volume [veh/h]	0	233	20	19	71	1	1	0	0	11	1	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	25	0	0	95	0	0	95	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	3	1	1
g / C, Green / Cycle	0.25	0.25	0.25	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.22	0.02	0.04	0.00	0.02
s, saturation flow rate [veh/h]	1167	1144	1895	1776	1841
c, Capacity [veh/h]	612	641	485	711	511
d1, Uniform Delay [s]	4.02	3.23	3.30	5.21	5.30
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.45	0.02	0.14	0.00	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.03	0.15	0.00	0.06
d, Delay for Lane Group [s/veh]	4.46	3.25	3.44	5.22	5.35
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.17	0.00	0.02	0.00	0.01
50th-Percentile Queue Length [ft/ln]	4.15	0.08	0.47	0.01	0.29
95th-Percentile Queue Length [veh/ln]	0.30	0.01	0.03	0.00	0.02
95th-Percentile Queue Length [ft/ln]	7.46	0.15	0.85	0.01	0.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.46	4.46	4.46	3.25	3.44	3.44	5.22	5.22	5.22	5.35	5.35	5.35
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.46			3.40			5.22			5.35		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.28											
Intersection LOS	A											
Intersection V/C	0.234											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.25	0.25	0.00	0.25
l_p,int, Pedestrian LOS Score for Intersection	1.696	2.018	0.000	1.578
Crosswalk LOS	A	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3684	3684	15966	15966
d_b, Bicycle Delay [s]	4.04	4.04	277.92	277.92
l_b,int, Bicycle LOS Score for Intersection	1.977	1.710	1.561	1.611
Bicycle LOS	A	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	68	215	46	26	59	6	2	57	47	37	55	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	0	0	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	215	46	26	59	6	2	57	57	37	55	22
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	60	13	7	16	2	1	16	16	10	15	6
Total Analysis Volume [veh/h]	80	240	51	29	66	7	2	64	64	41	61	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	47	0	0	47	0	26	33	0	10	17	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	21	21	21	21	21	21	21	21	21
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	6	6	0	3	3	1	4
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.00	0.13	0.13	0.05	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.03	0.04	0.00	0.03	0.04	0.02	0.05
s, saturation flow rate [veh/h]	1348	1843	1105	1868	1810	1900	1615	1810	1807
c, Capacity [veh/h]	535	476	373	483	8	248	211	99	327
d1, Uniform Delay [s]	8.29	7.04	10.31	6.17	10.70	8.44	8.49	9.86	7.60
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	1.27	0.09	0.14	16.37	0.55	0.80	2.74	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.61	0.08	0.15	0.26	0.26	0.30	0.41	0.26
d, Delay for Lane Group [s/veh]	8.42	8.32	10.40	6.32	27.07	8.98	9.29	12.59	8.02
Lane Group LOS	A	A	B	A	C	A	A	B	A
Critical Lane Group	No	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.20	0.70	0.09	0.14	0.04	0.19	0.20	0.19	0.22
50th-Percentile Queue Length [ft/ln]	5.11	17.41	2.36	3.38	1.04	4.79	5.05	4.79	5.55
95th-Percentile Queue Length [veh/ln]	0.37	1.25	0.17	0.24	0.07	0.34	0.36	0.34	0.40
95th-Percentile Queue Length [ft/ln]	9.20	31.33	4.25	6.09	1.87	8.62	9.09	8.62	9.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.42	8.32	8.32	10.40	6.32	6.32	27.07	8.98	9.29	12.59	8.02	8.02
Movement LOS	A	A	A	B	A	A	C	A	A	B	A	A
d_A, Approach Delay [s/veh]	8.34			7.48			9.42			9.50		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.61											
Intersection LOS	A											
Intersection V/C	0.220											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.63	0.00	3.63	3.63
l_p,int, Pedestrian LOS Score for Intersection	2.025	0.000	2.377	1.979
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	4000	4000	2698	1209
d_b, Bicycle Delay [s]	10.75	10.75	1.31	1.68
l_b,int, Bicycle LOS Score for Intersection	2.172	1.728	1.774	1.769
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Patterson Ave @ Project Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	161	0	0	91	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	0	6	18	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	207	0	6	109	0	8
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9500	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	0	2	28	0	2
Total Analysis Volume [veh/h]	215	0	6	113	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	0.00	9.38
Movement LOS	A	A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.00	0.00	0.73
d_A, Approach Delay [s/veh]	0.00		0.39		9.38	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Patterson Ave @ Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	187	0	0	66	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	1	3	8	2	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	1	3	74	2	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	0	1	19	1	2
Total Analysis Volume [veh/h]	200	1	3	78	2	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	10.14	9.31
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.16	0.16	0.93	0.93
d_A, Approach Delay [s/veh]	0.00		0.28		9.48	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Appendix D-3

Opening Day Conditions Analysis (2024)

Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 5 Opening Day (EAC) AM

Report File: H:\...\LOS - 3 Opening Day (EAC) AM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.471	7.2	A
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.008	9.6	A
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Left	0.012	9.9	A
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	WB Left	0.132	8.1	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.004	11.5	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.004	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	WB Left	0.274	4.2	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.188	8.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	83	2	10	13	3	27	18	1043	66	21	820	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	53	0	0	74	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	1	0	0	1
Total Hourly Volume [veh/h]	90	2	11	14	3	29	20	1190	71	23	968	37
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	1	3	4	1	7	5	305	18	6	248	9
Total Analysis Volume [veh/h]	92	2	11	14	3	30	21	1222	73	24	994	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	12	77	0	9	74	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	29	29	29	29	29	29	29	29	29
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	4	1	12	12	1	12	12
g / C, Green / Cycle	0.13	0.13	0.13	0.03	0.43	0.43	0.03	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.18	0.01	0.02	0.01	0.24	0.05	0.01	0.27	0.02
s, saturation flow rate [veh/h]	568	1830	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	306	458	203	51	2207	689	57	1556	694
d1, Uniform Delay [s]	13.92	11.12	11.23	13.77	6.21	4.97	13.70	6.46	4.79
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.66	0.03	0.33	5.29	0.22	0.07	4.82	0.44	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.04	0.15	0.41	0.55	0.11	0.42	0.64	0.05
d, Delay for Lane Group [s/veh]	14.59	11.15	11.56	19.07	6.42	5.03	18.52	6.90	4.83
Lane Group LOS	B	B	B	B	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.59	0.07	0.14	0.18	0.96	0.14	0.19	1.25	0.07
50th-Percentile Queue Length [ft/ln]	14.73	1.86	3.60	4.46	23.89	3.59	4.87	31.17	1.79
95th-Percentile Queue Length [veh/ln]	1.06	0.13	0.26	0.32	1.72	0.26	0.35	2.24	0.13
95th-Percentile Queue Length [ft/ln]	26.52	3.35	6.48	8.03	43.00	6.45	8.77	56.10	3.22

Movement, Approach, & Intersection Results

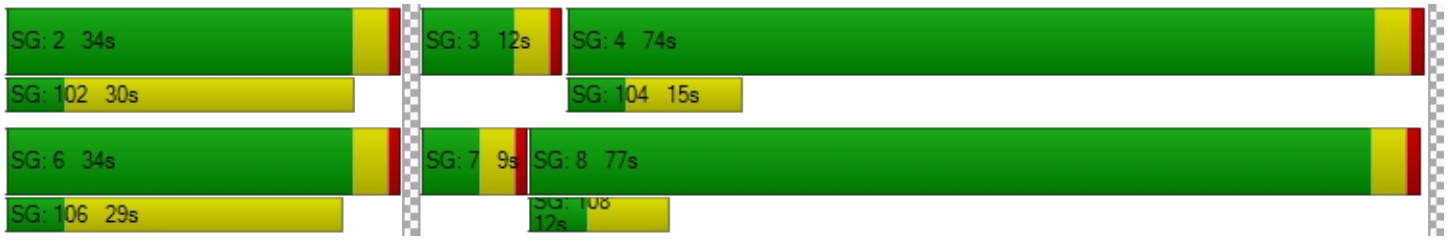
d_M, Delay for Movement [s/veh]	14.59	14.59	14.59	11.15	11.15	11.56	19.07	6.42	5.03	18.52	6.90	4.83
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	14.59			11.41			6.55			7.09		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.20											
Intersection LOS	A											
Intersection V/C	0.471											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.79	6.79	6.79	6.79
l_p,int, Pedestrian LOS Score for Intersection	1.749	1.910	2.999	2.870
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2085	2085	5074	4866
d_b, Bicycle Delay [s]	0.03	0.03	33.99	29.54
l_b,int, Bicycle LOS Score for Intersection	1.733	1.637	2.284	2.432
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1	81	84	6	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	88	92	7	5	2
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	26	2	1	1
Total Analysis Volume [veh/h]	1	99	103	8	6	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	0.00	9.63	8.82
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.00	0.74	0.74
d_A, Approach Delay [s/veh]	0.07		0.00		9.43	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	63	0	1	101	4	7	0	3	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	69	0	1	110	4	8	0	3	0	0	1
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	20	0	0	32	1	2	0	1	0	0	0
Total Analysis Volume [veh/h]	2	79	0	1	127	5	9	0	3	0	0	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.46	0.00	0.00	7.35	0.00	0.00	9.91	10.32	8.96	9.86	10.27	8.65
Movement LOS	A	A	A	A	A	A	A	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.10	0.00	0.00	0.05	0.00	0.00	1.17	1.17	1.17	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	0.18			0.06			9.67			8.65		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.65											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	22	5	40	23	7	12	6	1	49	19	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	24	5	44	25	8	13	7	1	53	21	68
Peak Hour Factor	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	2	13	8	2	4	2	0	16	6	21
Total Analysis Volume [veh/h]	0	29	6	54	31	10	16	9	1	65	26	83
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	709	726	653	744	702	690	865
Degree of Utilization, x	0.00	0.05	0.08	0.06	0.04	0.13	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.15	0.27	0.17	0.12	0.45	0.32
95th-Percentile Queue Length [ft]	0.00	3.79	6.74	4.37	2.88	11.34	7.94
Approach Delay [s/veh]	7.91		8.33		8.33	8.04	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.13						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	575	1	2	869
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	53	0	0	74
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	680	1	2	1021
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	175	0	1	262
Total Analysis Volume [veh/h]	0	0	698	1	2	1048
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	18.20	11.47	0.00	0.00	11.54	0.00
Movement LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.27	0.00
d_A, Approach Delay [s/veh]	14.84		0.00		0.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	0	0	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	0	0	1
Peak Hour Factor	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1
Total Analysis Volume [veh/h]	4	0	0	0	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	7.21	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	151	9	11	44	2	5	0	2	5	3	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	58	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	180	10	12	106	2	5	0	2	5	3	3
Peak Hour Factor	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	54	3	4	32	1	2	0	1	2	1	1
Total Analysis Volume [veh/h]	2	216	12	14	127	2	6	0	2	6	4	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	0	68	0	0	68	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	3	0	0
g / C, Green / Cycle	0.25	0.25	0.25	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.27	0.01	0.07	0.00	0.01
s, saturation flow rate [veh/h]	863	1171	1895	1781	1823
c, Capacity [veh/h]	548	656	488	608	505
d1, Uniform Delay [s]	4.06	3.11	3.29	5.33	5.34
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.51	0.01	0.29	0.01	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.02	0.26	0.01	0.03
d, Delay for Lane Group [s/veh]	4.57	3.12	3.58	5.34	5.37
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.19	0.00	0.04	0.00	0.00
50th-Percentile Queue Length [ft/ln]	4.77	0.06	0.97	0.06	0.12
95th-Percentile Queue Length [veh/ln]	0.34	0.00	0.07	0.00	0.01
95th-Percentile Queue Length [ft/ln]	8.58	0.11	1.75	0.11	0.21

Movement, Approach, & Intersection Results

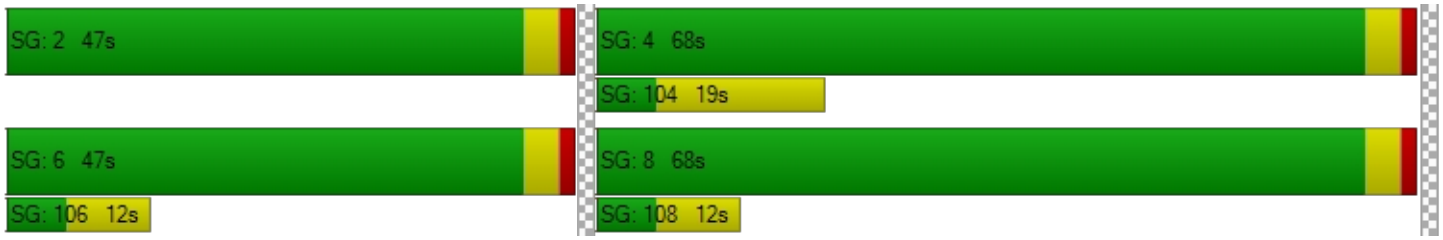
d_M, Delay for Movement [s/veh]	4.57	4.57	4.57	3.12	3.58	3.58	5.34	5.34	5.34	5.37	5.37	5.37
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.57			3.53			5.34			5.37		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.24											
Intersection LOS	A											
Intersection V/C	0.274											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.19	0.19	0.00	0.19
l_p,int, Pedestrian LOS Score for Intersection	1.691	2.020	0.000	1.544
Crosswalk LOS	A	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7796	7796	11603	11603
d_b, Bicycle Delay [s]	46.32	46.32	127.17	127.17
l_b,int, Bicycle LOS Score for Intersection	1.939	1.796	1.573	1.583
Bicycle LOS	A	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.188

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	124	131	49	12	35	3	4	18	21	50	61	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	58	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	158	53	13	96	3	4	20	23	55	66	20
Peak Hour Factor	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	45	15	4	27	1	1	6	7	16	19	6
Total Analysis Volume [veh/h]	154	180	60	15	109	3	5	23	26	63	75	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	92	0	0	92	0	10	19	0	9	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	23	23	23	23	23	23	23	23	23
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	8	8	0	1	1	2	3
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.01	0.06	0.06	0.07	0.12
(v / s)_i Volume / Saturation Flow Rate	0.12	0.13	0.01	0.06	0.00	0.01	0.02	0.03	0.05
s, saturation flow rate [veh/h]	1301	1820	1158	1891	1810	1900	1615	1810	1824
c, Capacity [veh/h]	577	610	479	634	14	113	96	133	229
d1, Uniform Delay [s]	8.22	5.74	8.50	5.30	11.14	10.10	10.14	10.04	9.12
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.24	0.41	0.03	0.13	15.56	0.87	1.49	2.61	1.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.39	0.03	0.18	0.37	0.20	0.27	0.47	0.43
d, Delay for Lane Group [s/veh]	8.46	6.16	8.52	5.43	26.70	10.97	11.63	12.65	10.38
Lane Group LOS	A	A	A	A	C	B	B	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.41	0.42	0.04	0.18	0.08	0.10	0.12	0.29	0.35
50th-Percentile Queue Length [ft/ln]	10.29	10.57	1.04	4.38	1.90	2.45	2.99	7.21	8.79
95th-Percentile Queue Length [veh/ln]	0.74	0.76	0.08	0.32	0.14	0.18	0.22	0.52	0.63
95th-Percentile Queue Length [ft/ln]	18.53	19.03	1.88	7.88	3.42	4.41	5.39	12.98	15.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.46	6.16	6.16	8.52	5.43	5.43	26.70	10.97	11.63	12.65	10.38	10.38
Movement LOS	A	A	A	A	A	A	C	B	B	B	B	B
d_A, Approach Delay [s/veh]	7.06			5.80			12.74			11.27		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	8.18											
Intersection LOS	A											
Intersection V/C	0.188											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.10	0.00	4.10	4.10
l_p,int, Pedestrian LOS Score for Intersection	2.046	0.000	2.489	1.960
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7781	7781	1326	1238
d_b, Bicycle Delay [s]	94.48	94.48	1.28	1.64
l_b,int, Bicycle LOS Score for Intersection	2.210	1.769	1.649	1.825
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 6 Opening Day (EAC) PM

Report File: H:\...\LOS - 3 Opening Day (EAC) PM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.626	11.2	B
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.026	11.3	B
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Thru	0.002	11.5	B
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	SB Left	0.168	8.5	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.003	14.3	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.003	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	WB Right	0.232	4.1	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.268	8.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	169	4	32	16	3	17	5	701	51	22	1231	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	73	0	0	58	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	0	0	0	1	0	0	0
Total Hourly Volume [veh/h]	184	4	34	17	3	19	5	837	55	24	1400	8
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	1	9	5	1	5	1	228	15	7	381	2
Total Analysis Volume [veh/h]	200	4	37	19	3	21	5	912	60	26	1525	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	10	47	0	9	46	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	50	50	50	50	50	50	50	50	50
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	0	24	24	2	25	25
g / C, Green / Cycle	0.24	0.24	0.24	0.01	0.49	0.49	0.03	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.20	0.01	0.01	0.00	0.18	0.04	0.01	0.42	0.01
s, saturation flow rate [veh/h]	1194	1624	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	421	528	391	13	2517	785	56	1845	824
d1, Uniform Delay [s]	19.04	14.50	14.52	24.65	7.99	6.84	23.76	10.35	6.02
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.23	0.03	0.06	16.52	0.09	0.04	5.76	0.99	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.04	0.05	0.37	0.36	0.08	0.46	0.83	0.01
d, Delay for Lane Group [s/veh]	20.27	14.53	14.58	41.17	8.08	6.88	29.51	11.34	6.03
Lane Group LOS	C	B	B	D	A	A	C	B	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.51	0.17	0.17	0.12	1.59	0.27	0.37	5.43	0.04
50th-Percentile Queue Length [ft/ln]	62.86	4.35	4.20	2.90	39.78	6.85	9.23	135.80	0.92
95th-Percentile Queue Length [veh/ln]	4.53	0.31	0.30	0.21	2.86	0.49	0.66	9.25	0.07
95th-Percentile Queue Length [ft/ln]	113.14	7.84	7.57	5.21	71.61	12.34	16.61	231.35	1.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.27	20.27	20.27	14.53	14.53	14.58	41.17	8.08	6.88	29.51	11.34	6.03
Movement LOS	C	C	C	B	B	B	D	A	A	C	B	A
d_A, Approach Delay [s/veh]	20.27			14.56			8.18			11.62		
Approach LOS	C			B			A			B		
d_I, Intersection Delay [s/veh]	11.21											
Intersection LOS	B											
Intersection V/C	0.626											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	16.79	16.79	16.79	16.79
l_p,int, Pedestrian LOS Score for Intersection	1.849	1.930	3.230	2.944
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1201	1201	1721	1681
d_b, Bicycle Delay [s]	3.99	3.99	0.49	0.64
l_b,int, Bicycle LOS Score for Intersection	1.959	1.631	2.098	2.847
Bicycle LOS	A	A	B	C

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	7	152	82	9	9	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	166	89	10	10	2
Peak Hour Factor	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	63	34	4	4	1
Total Analysis Volume [veh/h]	12	254	136	15	15	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	0.00	11.30	9.13
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.63	0.00	0.00	0.00	2.22	2.22
d_A, Approach Delay [s/veh]	0.34		0.00		10.94	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	186	0	0	65	2	4	1	1	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	203	0	0	71	2	4	1	1	0	0	1
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	68	0	0	24	1	1	0	0	0	0	0
Total Analysis Volume [veh/h]	1	271	0	0	95	3	5	1	1	0	0	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.39	0.00	0.00	7.76	0.00	0.00	11.18	11.46	8.80	11.13	11.42	9.67
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.10	0.10	0.10
d_A, Approach Delay [s/veh]	0.03			0.00			10.88			9.67		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	0.25											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.168

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	53	26	54	20	2	4	22	0	21	13	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	58	28	59	22	2	4	24	0	23	14	100
Peak Hour Factor	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	10	20	7	1	1	8	0	8	5	34
Total Analysis Volume [veh/h]	0	79	38	80	30	3	5	33	0	31	19	136
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	697	729	636	707	673	660	811
Degree of Utilization, x	0.00	0.16	0.13	0.05	0.06	0.08	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.57	0.43	0.15	0.18	0.25	0.60
95th-Percentile Queue Length [ft]	0.00	14.24	10.72	3.67	4.48	6.13	15.01
Approach Delay [s/veh]	8.58		8.84		8.67	8.19	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.49						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	775	0	1	1265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	73	0	0	58
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	918	0	1	1437
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	256	0	0	401
Total Analysis Volume [veh/h]	0	0	1026	0	1	1606
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	30.21	13.23	0.00	0.00	14.35	0.00
Movement LOS	D	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.19	0.00
d_A, Approach Delay [s/veh]	21.72		0.00		0.01	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	0	0	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	1	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0
Total Analysis Volume [veh/h]	3	0	0	0	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.51	8.31	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	213	18	17	65	1	1	0	0	10	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	291	20	19	91	1	1	0	0	11	1	19
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	80	5	5	25	0	0	0	0	3	0	5
Total Analysis Volume [veh/h]	0	318	22	21	100	1	1	0	0	12	1	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	25	0	0	95	0	0	95	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	12	12	12	12	12
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	4	1	1
g / C, Green / Cycle	0.30	0.30	0.30	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.21	0.02	0.05	0.00	0.02
s, saturation flow rate [veh/h]	1595	1057	1897	1779	1843
c, Capacity [veh/h]	766	603	561	679	492
d1, Uniform Delay [s]	3.79	3.10	3.21	5.52	5.62
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.41	0.02	0.15	0.00	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.03	0.18	0.00	0.07
d, Delay for Lane Group [s/veh]	4.20	3.12	3.36	5.52	5.68
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.15	0.00	0.02	0.00	0.02
50th-Percentile Queue Length [ft/ln]	3.73	0.10	0.59	0.01	0.50
95th-Percentile Queue Length [veh/ln]	0.27	0.01	0.04	0.00	0.04
95th-Percentile Queue Length [ft/ln]	6.71	0.18	1.07	0.02	0.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.20	4.20	4.20	3.12	3.36	3.36	5.52	5.52	5.52	5.68	5.68	5.68
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.20			3.32			5.52			5.68		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.09											
Intersection LOS	A											
Intersection V/C	0.232											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.42	0.42	0.00	0.42
l_p,int, Pedestrian LOS Score for Intersection	1.775	2.068	0.000	1.605
Crosswalk LOS	A	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3437	3437	14894	14894
d_b, Bicycle Delay [s]	3.15	3.15	253.96	253.96
l_b,int, Bicycle LOS Score for Intersection	2.121	1.761	1.561	1.616
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	68	215	46	26	59	6	2	57	47	37	55	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	293	50	28	84	7	2	62	51	40	60	24
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	82	14	8	23	2	1	17	14	11	17	7
Total Analysis Volume [veh/h]	83	327	56	31	94	8	2	69	57	45	67	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	47	0	0	47	0	26	33	0	10	17	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	23	23	23	23	23	23	23	23	23
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	7	7	0	3	3	1	4
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.00	0.12	0.12	0.06	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.21	0.03	0.05	0.00	0.04	0.04	0.02	0.05
s, saturation flow rate [veh/h]	1313	1852	1016	1874	1810	1900	1615	1810	1808
c, Capacity [veh/h]	560	567	355	574	6	235	199	103	320
d1, Uniform Delay [s]	8.14	7.09	10.96	5.95	11.62	9.32	9.31	10.66	8.35
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	1.41	0.10	0.15	25.79	0.69	0.78	2.89	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.67	0.09	0.18	0.31	0.29	0.29	0.44	0.29
d, Delay for Lane Group [s/veh]	8.26	8.50	11.06	6.10	37.42	10.01	10.09	13.55	8.86
Lane Group LOS	A	A	B	A	D	B	B	B	A
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	0.99	0.12	0.20	0.05	0.24	0.21	0.23	0.29
50th-Percentile Queue Length [ft/ln]	5.65	24.86	2.88	4.90	1.32	6.09	5.18	5.76	7.15
95th-Percentile Queue Length [veh/ln]	0.41	1.79	0.21	0.35	0.09	0.44	0.37	0.41	0.51
95th-Percentile Queue Length [ft/ln]	10.17	44.75	5.19	8.81	2.37	10.96	9.32	10.37	12.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.26	8.50	8.50	11.06	6.10	6.10	37.42	10.01	10.09	13.55	8.86	8.86
Movement LOS	A	A	A	B	A	A	D	B	B	B	A	A
d_A, Approach Delay [s/veh]	8.46			7.25			10.47			10.38		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	8.88											
Intersection LOS	A											
Intersection V/C	0.268											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.35	0.00	4.35	4.35
l_p,int, Pedestrian LOS Score for Intersection	2.072	0.000	2.390	1.996
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3706	3706	2499	1120
d_b, Bicycle Delay [s]	8.44	8.44	0.72	2.24
l_b,int, Bicycle LOS Score for Intersection	2.329	1.779	1.771	1.789
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix D-4

Opening Day plus Project Analysis (2024)

Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 7 Opening Day + Project AM

Report File: H:\...\LOS - 4 OD + P AM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.447	8.0	A
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.009	10.6	B
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Left	0.013	10.3	B
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	SB Left	0.132	8.1	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.004	11.5	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.004	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	WB Left	0.274	4.2	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.188	8.2	A
9	Patterson Ave @ Project Dwy 1	Two-way stop	HCM 6th Edition	WB Right	0.015	8.9	A
10	Patterson Ave @ Project Dwy 4	Two-way stop	HCM 6th Edition	WB Right	0.001	8.7	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	83	2	10	13	3	27	18	1043	66	21	820	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	0	2	0	0	0	0	53	41	12	74	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	2	0	0	1
Total Hourly Volume [veh/h]	114	2	13	14	3	29	20	1190	111	35	968	37
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	1	3	4	1	7	5	305	28	9	248	9
Total Analysis Volume [veh/h]	117	2	13	14	3	30	21	1222	114	36	994	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	12	77	0	9	74	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	31	31	31	31	31	31	31	31	31
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	5	5	1	13	13	1	13	13
g / C, Green / Cycle	0.16	0.16	0.16	0.03	0.41	0.41	0.04	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.16	0.01	0.02	0.01	0.24	0.07	0.02	0.27	0.02
s, saturation flow rate [veh/h]	823	1821	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	347	498	257	52	2144	669	82	1559	696
d1, Uniform Delay [s]	14.21	11.22	11.33	15.01	7.06	5.80	14.63	7.02	5.21
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	0.03	0.20	5.08	0.24	0.12	3.69	0.44	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.03	0.12	0.41	0.57	0.17	0.44	0.64	0.05
d, Delay for Lane Group [s/veh]	14.89	11.25	11.53	20.10	7.30	5.92	18.32	7.46	5.25
Lane Group LOS	B	B	B	C	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.80	0.08	0.15	0.19	1.25	0.30	0.28	1.54	0.09
50th-Percentile Queue Length [ft/ln]	19.91	2.00	3.74	4.80	31.18	7.45	7.11	38.45	2.20
95th-Percentile Queue Length [veh/ln]	1.43	0.14	0.27	0.35	2.24	0.54	0.51	2.77	0.16
95th-Percentile Queue Length [ft/ln]	35.84	3.59	6.74	8.64	56.12	13.41	12.80	69.20	3.97

Movement, Approach, & Intersection Results

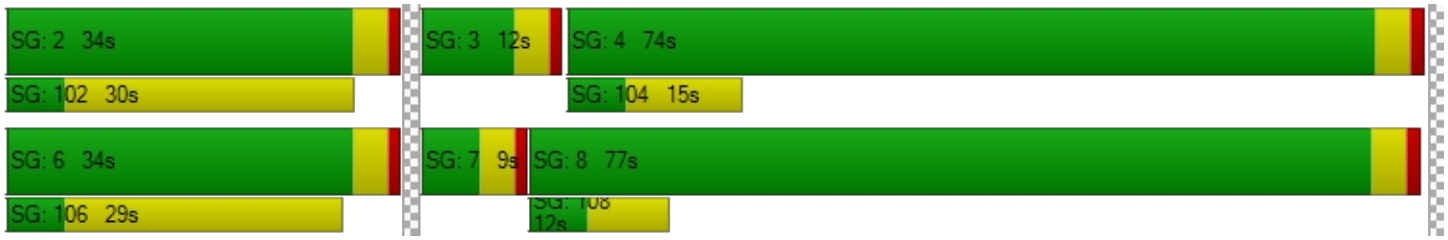
d_M, Delay for Movement [s/veh]	14.89	14.89	14.89	11.25	11.25	11.53	20.10	7.30	5.92	18.32	7.46	5.25
Movement LOS	B	B	B	B	B	B	C	A	A	B	A	A
d_A, Approach Delay [s/veh]	14.89			11.43			7.38			7.75		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.99											
Intersection LOS	A											
Intersection V/C	0.447											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.01	8.01	8.01	8.01
l_p,int, Pedestrian LOS Score for Intersection	1.796	1.916	3.052	2.879
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1909	1909	4644	4453
d_b, Bicycle Delay [s]	0.03	0.03	27.47	23.65
l_b,int, Bicycle LOS Score for Intersection	1.777	1.637	2.307	2.442
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	81	0	0	84	6	5	0	2	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	6	26	14	0	0	0	0	1	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	97	6	26	106	7	5	0	2	1	0	4
Peak Hour Factor	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910	0.8910
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	27	2	7	30	2	1	0	1	0	0	1
Total Analysis Volume [veh/h]	1	109	7	29	119	8	6	0	2	1	0	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.45	0.00	0.00	7.47	0.00	0.00	10.63	11.02	8.92	10.58	10.99	8.83
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.06	0.00	0.00	0.03	0.03	0.03	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	1.49	0.00	0.00	0.87	0.87	0.87	0.44	0.44	0.44
d_A, Approach Delay [s/veh]	0.06			1.39			10.20			9.18		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	1.23											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	63	0	1	101	4	7	0	3	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	8	7	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	76	0	9	117	4	8	0	3	0	0	9
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	0	3	34	1	2	0	1	0	0	3
Total Analysis Volume [veh/h]	2	87	0	10	135	5	9	0	3	0	0	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.48	0.00	0.00	7.38	0.00	0.00	10.28	10.60	9.01	10.17	10.57	8.72
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.05	0.05	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.10	0.00	0.00	0.50	0.00	0.00	1.24	1.24	1.24	0.78	0.78	0.78
d_A, Approach Delay [s/veh]	0.17			0.49			9.96			8.72		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.13											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	22	5	40	23	7	12	6	1	49	19	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	24	5	45	25	8	13	7	1	53	21	76
Peak Hour Factor	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	2	14	8	2	4	2	0	16	6	23
Total Analysis Volume [veh/h]	0	29	6	55	31	10	16	9	1	65	26	93
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	706	723	651	741	700	689	864
Degree of Utilization, x	0.00	0.05	0.08	0.06	0.04	0.13	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.15	0.28	0.18	0.12	0.45	0.36
95th-Percentile Queue Length [ft]	0.00	3.81	6.90	4.39	2.89	11.35	9.01
Approach Delay [s/veh]	7.93		8.36		8.34	8.04	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.14						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	575	1	2	869
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	54	0	0	86
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	681	1	2	1033
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	175	0	1	265
Total Analysis Volume [veh/h]	0	0	699	1	2	1061
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	18.30	11.47	0.00	0.00	11.55	0.00
Movement LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.27	0.00
d_A, Approach Delay [s/veh]	14.89		0.00		0.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	0	0	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	0	0	1
Peak Hour Factor	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1
Total Analysis Volume [veh/h]	4	0	0	0	0	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	7.21	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	2	151	9	11	44	2	5	0	2	5	3	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	58	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	180	10	12	106	2	5	0	2	5	3	3
Peak Hour Factor	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320	0.8320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	54	3	4	32	1	2	0	1	2	1	1
Total Analysis Volume [veh/h]	2	216	12	14	127	2	6	0	2	6	4	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	0	68	0	0	68	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	3	0	0
g / C, Green / Cycle	0.25	0.25	0.25	0.02	0.02
(v / s)_i Volume / Saturation Flow Rate	0.27	0.01	0.07	0.00	0.01
s, saturation flow rate [veh/h]	863	1171	1895	1781	1823
c, Capacity [veh/h]	548	656	488	608	505
d1, Uniform Delay [s]	4.06	3.11	3.29	5.33	5.34
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.51	0.01	0.29	0.01	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.02	0.26	0.01	0.03
d, Delay for Lane Group [s/veh]	4.57	3.12	3.58	5.34	5.37
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.19	0.00	0.04	0.00	0.00
50th-Percentile Queue Length [ft/ln]	4.77	0.06	0.97	0.06	0.12
95th-Percentile Queue Length [veh/ln]	0.34	0.00	0.07	0.00	0.01
95th-Percentile Queue Length [ft/ln]	8.58	0.11	1.75	0.11	0.21

Movement, Approach, & Intersection Results

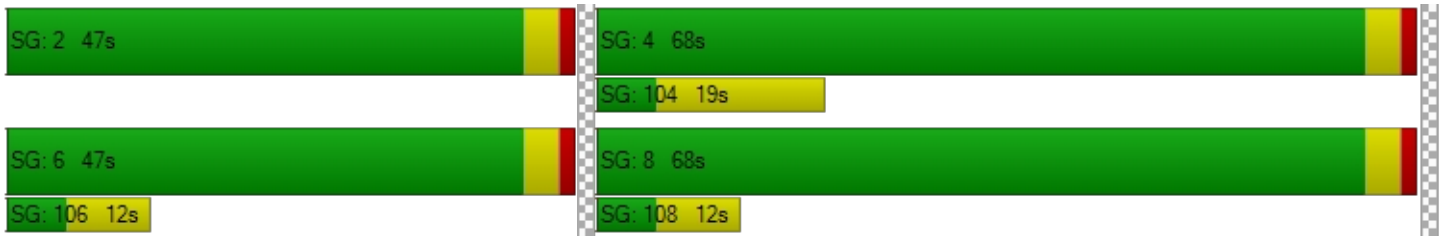
d_M, Delay for Movement [s/veh]	4.57	4.57	4.57	3.12	3.58	3.58	5.34	5.34	5.34	5.37	5.37	5.37
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.57			3.53			5.34			5.37		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.24											
Intersection LOS	A											
Intersection V/C	0.274											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.19	0.19	0.00	0.19
l_p,int, Pedestrian LOS Score for Intersection	1.691	2.020	0.000	1.544
Crosswalk LOS	A	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7796	7796	11603	11603
d_b, Bicycle Delay [s]	46.32	46.32	127.17	127.17
l_b,int, Bicycle LOS Score for Intersection	1.939	1.796	1.573	1.583
Bicycle LOS	A	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.188

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	124	131	49	12	35	3	4	18	21	50	61	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	15	0	0	58	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	158	53	13	96	3	4	20	24	55	66	20
Peak Hour Factor	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770	0.8770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	45	15	4	27	1	1	6	7	16	19	6
Total Analysis Volume [veh/h]	163	180	60	15	109	3	5	23	27	63	75	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	92	0	0	92	0	10	19	0	9	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	23	23	23	23	23	23	23	23	23
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	8	8	0	1	1	2	3
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.01	0.06	0.06	0.07	0.13
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.01	0.06	0.00	0.01	0.02	0.03	0.05
s, saturation flow rate [veh/h]	1301	1820	1158	1891	1810	1900	1615	1810	1824
c, Capacity [veh/h]	584	622	485	647	14	115	98	132	230
d1, Uniform Delay [s]	8.23	5.71	8.44	5.27	11.30	10.22	10.27	10.18	9.23
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.39	0.03	0.13	15.63	0.84	1.51	2.63	1.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.39	0.03	0.17	0.37	0.20	0.28	0.48	0.43
d, Delay for Lane Group [s/veh]	8.48	6.10	8.46	5.39	26.93	11.07	11.78	12.82	10.48
Lane Group LOS	A	A	A	A	C	B	B	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	0.43	0.04	0.18	0.08	0.10	0.13	0.29	0.36
50th-Percentile Queue Length [ft/ln]	11.06	10.63	1.05	4.41	1.91	2.48	3.16	7.36	8.95
95th-Percentile Queue Length [veh/ln]	0.80	0.77	0.08	0.32	0.14	0.18	0.23	0.53	0.64
95th-Percentile Queue Length [ft/ln]	19.91	19.13	1.89	7.94	3.44	4.47	5.68	13.24	16.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.48	6.10	6.10	8.46	5.39	5.39	26.93	11.07	11.78	12.82	10.48	10.48
Movement LOS	A	A	A	A	A	A	C	B	B	B	B	B
d_A, Approach Delay [s/veh]	7.06			5.76			12.86			11.39		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	8.20											
Intersection LOS	A											
Intersection V/C	0.188											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.23	0.00	4.23	4.23
l_p,int, Pedestrian LOS Score for Intersection	2.051	0.000	2.505	1.961
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7675	7675	1308	1221
d_b, Bicycle Delay [s]	92.31	92.31	1.37	1.74
l_b,int, Bicycle LOS Score for Intersection	2.225	1.769	1.650	1.825
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Patterson Ave @ Project Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	86	0	0	90	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	13	40	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	0	13	138	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	0	3	36	0	3
Total Analysis Volume [veh/h]	113	0	14	145	0	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.44	0.00	0.00	8.87
Movement LOS	A	A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.00	0.00	1.13
d_A, Approach Delay [s/veh]	0.00		0.66		8.87	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.80					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Patterson Ave @ Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	65	0	0	104	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	2	6	1	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	2	6	114	0	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	1	2	30	0	0
Total Analysis Volume [veh/h]	81	2	6	120	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.37	0.00	9.65	8.66
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.30	0.30	0.08	0.08
d_A, Approach Delay [s/veh]	0.00		0.35		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	A					

Duke Patterson-Nance Warehouse

Vistro File: H:\...\21-032 Duke Patterson-Nance warehouse.vistro

Scenario 8 Opening Day + Project PM

Report File: H:\...\LOS - 4 OD + P PM.pdf

2021-12-20

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Patterson Ave @ Harley Knox Blvd	Signalized	HCM 6th Edition	EB Left	0.668	13.4	B
2	Patterson Ave @ California Ave / Project Dwy 2	Two-way stop	HCM 6th Edition	EB Left	0.034	13.6	B
3	Patterson Ave @ Nance St / Project Dwy 3	Two-way stop	HCM 6th Edition	EB Thru	0.002	11.8	B
4	Patterson Ave @ Markham St	All-way stop	HCM 6th Edition	SB Left	0.176	8.6	A
5	Nevada Ave @ Harley Knox Blvd	Two-way stop	HCM 6th Edition	WB Left	0.003	14.5	B
6	Nevada Ave @ Nance St / Project Dwy 5	Two-way stop	HCM 6th Edition	SB Left	0.003	8.5	A
7	Webster Ave @ Nance St	Signalized	HCM 6th Edition	WB Right	0.232	4.1	A
8	Webster Ave @ Markham St	Signalized	HCM 6th Edition	EB Left	0.274	9.0	A
9	Patterson Ave @ Project Dwy 1	Two-way stop	HCM 6th Edition	WB Right	0.010	9.5	A
10	Patterson Ave @ Project Dwy 4	Two-way stop	HCM 6th Edition	WB Left	0.003	10.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Patterson Ave @ Harley Knox Blvd

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	190.00	100.00	250.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	169	4	32	16	3	17	5	701	51	22	1231	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	39	0	15	0	0	0	0	73	19	5	58	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	1	0	0	0	0	0	2	0	0	0
Total Hourly Volume [veh/h]	223	4	49	17	3	19	5	837	73	29	1400	8
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	1	13	5	1	5	1	228	20	8	381	2
Total Analysis Volume [veh/h]	243	4	53	19	3	21	5	912	80	32	1525	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	10	47	0	9	46	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	25	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	55	55	55	55	55	55	55	55	55
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	16	0	25	25	2	27	27
g / C, Green / Cycle	0.29	0.29	0.29	0.01	0.46	0.46	0.04	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.24	0.01	0.01	0.00	0.18	0.05	0.02	0.42	0.01
s, saturation flow rate [veh/h]	1230	1583	1615	1810	5176	1615	1810	3618	1615
c, Capacity [veh/h]	470	574	461	13	2386	744	64	1770	790
d1, Uniform Delay [s]	19.85	14.21	14.23	27.22	9.71	8.42	26.07	12.41	7.22
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.45	0.03	0.04	19.02	0.10	0.06	5.89	1.34	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.64	0.04	0.05	0.40	0.38	0.11	0.50	0.86	0.01
d, Delay for Lane Group [s/veh]	21.30	14.24	14.27	46.24	9.81	8.48	31.97	13.74	7.22
Lane Group LOS	C	B	B	D	A	A	C	B	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.48	0.18	0.18	0.13	2.00	0.47	0.49	6.84	0.05
50th-Percentile Queue Length [ft/ln]	87.04	4.59	4.41	3.21	50.12	11.63	12.31	170.89	1.15
95th-Percentile Queue Length [veh/ln]	6.27	0.33	0.32	0.23	3.61	0.84	0.89	11.12	0.08
95th-Percentile Queue Length [ft/ln]	156.66	8.25	7.93	5.77	90.21	20.93	22.15	278.09	2.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.30	21.30	21.30	14.24	14.24	14.27	46.24	9.81	8.48	31.97	13.74	7.22
Movement LOS	C	C	C	B	B	B	D	A	A	C	B	A
d_A, Approach Delay [s/veh]	21.30			14.26			9.89			14.08		
Approach LOS	C			B			A			B		
d_I, Intersection Delay [s/veh]	13.39											
Intersection LOS	B											
Intersection V/C	0.668											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	19.30	19.30	19.30	19.30
l_p,int, Pedestrian LOS Score for Intersection	1.896	1.936	3.307	2.952
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1088	1088	1560	1524
d_b, Bicycle Delay [s]	5.73	5.73	1.33	1.56
l_b,int, Bicycle LOS Score for Intersection	2.056	1.631	2.109	2.852
Bicycle LOS	B	A	B	C

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	152	0	0	82	9	9	0	2	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	3	11	7	0	0	0	0	8	0	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	179	3	11	96	10	10	0	2	8	0	33
Peak Hour Factor	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540	0.6540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	68	1	4	37	4	4	0	1	3	0	13
Total Analysis Volume [veh/h]	12	274	5	17	147	15	15	0	3	12	0	50
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.07
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	7.82	0.00	0.00	13.55	12.95	9.31	12.99	13.22	10.21
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.04	0.00	0.00	0.12	0.12	0.12	0.30	0.30	0.30
95th-Percentile Queue Length [ft/ln]	0.63	0.00	0.00	1.00	0.00	0.00	2.94	2.94	2.94	7.40	7.40	7.40
d_A, Approach Delay [s/veh]	0.31			0.74			12.84			10.75		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.04											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	186	0	0	65	2	4	1	1	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	4	11	0	0	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	214	0	4	82	2	4	1	1	0	0	6
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	71	0	1	27	1	1	0	0	0	0	2
Total Analysis Volume [veh/h]	1	285	0	5	109	3	5	1	1	0	0	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	7.80	0.00	0.00	11.66	11.82	8.87	11.55	11.81	9.79
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.29	0.00	0.00	0.92	0.92	0.92	0.80	0.80	0.80
d_A, Approach Delay [s/veh]	0.03			0.33			11.29			9.79		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	0.49											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: Patterson Ave @ Markham St

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.176

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	53	26	54	20	2	4	22	0	21	13	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	0	0	0	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	58	28	69	22	2	4	24	0	23	14	104
Peak Hour Factor	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360	0.7360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	10	23	7	1	1	8	0	8	5	35
Total Analysis Volume [veh/h]	0	79	38	94	30	3	5	33	0	31	19	141
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	692	724	634	705	667	655	803
Degree of Utilization, x	0.00	0.16	0.15	0.05	0.06	0.08	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.57	0.52	0.15	0.18	0.25	0.63
95th-Percentile Queue Length [ft]	0.00	14.35	12.95	3.68	4.52	6.18	15.85
Approach Delay [s/veh]	8.63		9.02		8.73	8.27	
Approach LOS	A		A		A	A	
Intersection Delay [s/veh]	8.60						
Intersection LOS	A						

Intersection Level Of Service Report
Intersection 5: Nevada Ave @ Harley Knox Blvd

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	775	0	1	1265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	89	0	0	63
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	934	0	1	1442
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	261	0	0	403
Total Analysis Volume [veh/h]	0	0	1044	0	1	1611
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	30.82	13.34	0.00	0.00	14.54	0.00
Movement LOS	D	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.20	0.00
d_A, Approach Delay [s/veh]	22.08		0.00		0.01	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	0	0	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	1	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0
Total Analysis Volume [veh/h]	3	0	0	0	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.51	8.31	7.20	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		3.60		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Webster Ave @ Nance St

Control Type:	Signalized	Delay (sec / veh):	4.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	213	18	17	65	1	1	0	0	10	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	291	20	19	91	1	1	0	0	11	1	19
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	80	5	5	25	0	0	0	0	3	0	5
Total Analysis Volume [veh/h]	0	318	22	21	100	1	1	0	0	12	1	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	25	0	0	25	0	0	95	0	0	95	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	12	12	12	12	12
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	4	1	1
g / C, Green / Cycle	0.30	0.30	0.30	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.21	0.02	0.05	0.00	0.02
s, saturation flow rate [veh/h]	1595	1057	1897	1779	1843
c, Capacity [veh/h]	766	603	561	679	492
d1, Uniform Delay [s]	3.79	3.10	3.21	5.52	5.62
k, delay calibration	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.41	0.02	0.15	0.00	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.03	0.18	0.00	0.07
d, Delay for Lane Group [s/veh]	4.20	3.12	3.36	5.52	5.68
Lane Group LOS	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.15	0.00	0.02	0.00	0.02
50th-Percentile Queue Length [ft/ln]	3.73	0.10	0.59	0.01	0.50
95th-Percentile Queue Length [veh/ln]	0.27	0.01	0.04	0.00	0.04
95th-Percentile Queue Length [ft/ln]	6.71	0.18	1.07	0.02	0.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.20	4.20	4.20	3.12	3.36	3.36	5.52	5.52	5.52	5.68	5.68	5.68
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.20			3.32			5.52			5.68		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.09											
Intersection LOS	A											
Intersection V/C	0.232											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.42	0.42	0.00	0.42
l_p,int, Pedestrian LOS Score for Intersection	1.775	2.068	0.000	1.605
Crosswalk LOS	A	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3437	3437	14894	14894
d_b, Bicycle Delay [s]	3.15	3.15	253.96	253.96
l_b,int, Bicycle LOS Score for Intersection	2.121	1.761	1.561	1.616
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Webster Ave @ Markham St

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	68	215	46	26	59	6	2	57	47	37	55	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	59	0	0	20	0	0	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	293	50	28	84	7	2	62	61	40	60	24
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	82	14	8	23	2	1	17	17	11	17	7
Total Analysis Volume [veh/h]	87	327	56	31	94	8	2	69	68	45	67	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	47	0	0	47	0	26	33	0	10	17	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	23	23	23	23	23	23	23	23	23
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	7	7	0	3	3	1	4
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.00	0.13	0.13	0.06	0.18
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.03	0.05	0.00	0.04	0.04	0.02	0.05
s, saturation flow rate [veh/h]	1313	1852	1016	1874	1810	1900	1615	1810	1808
c, Capacity [veh/h]	558	567	353	574	6	246	209	103	330
d1, Uniform Delay [s]	8.25	7.17	11.07	6.02	11.75	9.30	9.35	10.78	8.33
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	1.41	0.11	0.15	25.96	0.62	0.90	2.91	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.68	0.09	0.18	0.31	0.28	0.33	0.44	0.28
d, Delay for Lane Group [s/veh]	8.38	8.59	11.17	6.16	37.71	9.91	10.25	13.69	8.80
Lane Group LOS	A	A	B	A	D	A	B	B	A
Critical Lane Group	No	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.24	1.02	0.12	0.20	0.05	0.24	0.25	0.23	0.29
50th-Percentile Queue Length [ft/ln]	6.08	25.48	2.94	5.03	1.33	6.06	6.26	5.85	7.15
95th-Percentile Queue Length [veh/ln]	0.44	1.83	0.21	0.36	0.10	0.44	0.45	0.42	0.52
95th-Percentile Queue Length [ft/ln]	10.94	45.87	5.29	9.06	2.39	10.91	11.27	10.53	12.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.38	8.59	8.59	11.17	6.16	6.16	37.71	9.91	10.25	13.69	8.80	8.80
Movement LOS	A	A	A	B	A	A	D	A	B	B	A	A
d_A, Approach Delay [s/veh]	8.55			7.33			10.48			10.38		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	8.96											
Intersection LOS	A											
Intersection V/C	0.274											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.46	0.00	4.46	4.46
l_p,int, Pedestrian LOS Score for Intersection	2.077	0.000	2.400	1.997
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3665	3665	2472	1108
d_b, Bicycle Delay [s]	8.13	8.13	0.65	2.33
l_b,int, Bicycle LOS Score for Intersection	2.335	1.779	1.789	1.789
Bicycle LOS	B	A	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Patterson Ave @ Project Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	161	0	0	91	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	2.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	46	0	6	18	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	0	6	117	0	8
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9500	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	0	2	30	0	2
Total Analysis Volume [veh/h]	229	0	6	121	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.68	0.00	0.00	9.46
Movement LOS	A	A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.00	0.00	0.74
d_A, Approach Delay [s/veh]	0.00		0.36		9.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Patterson Ave @ Project Dwy 4

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	187	0	0	66	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	1	3	8	2	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	207	1	3	80	2	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	0	1	21	1	2
Total Analysis Volume [veh/h]	218	1	3	84	2	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	10.30	9.41
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.17	0.96	0.96
d_A, Approach Delay [s/veh]	0.00		0.26		9.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	B					

Appendix E

Cumulative Projects Information

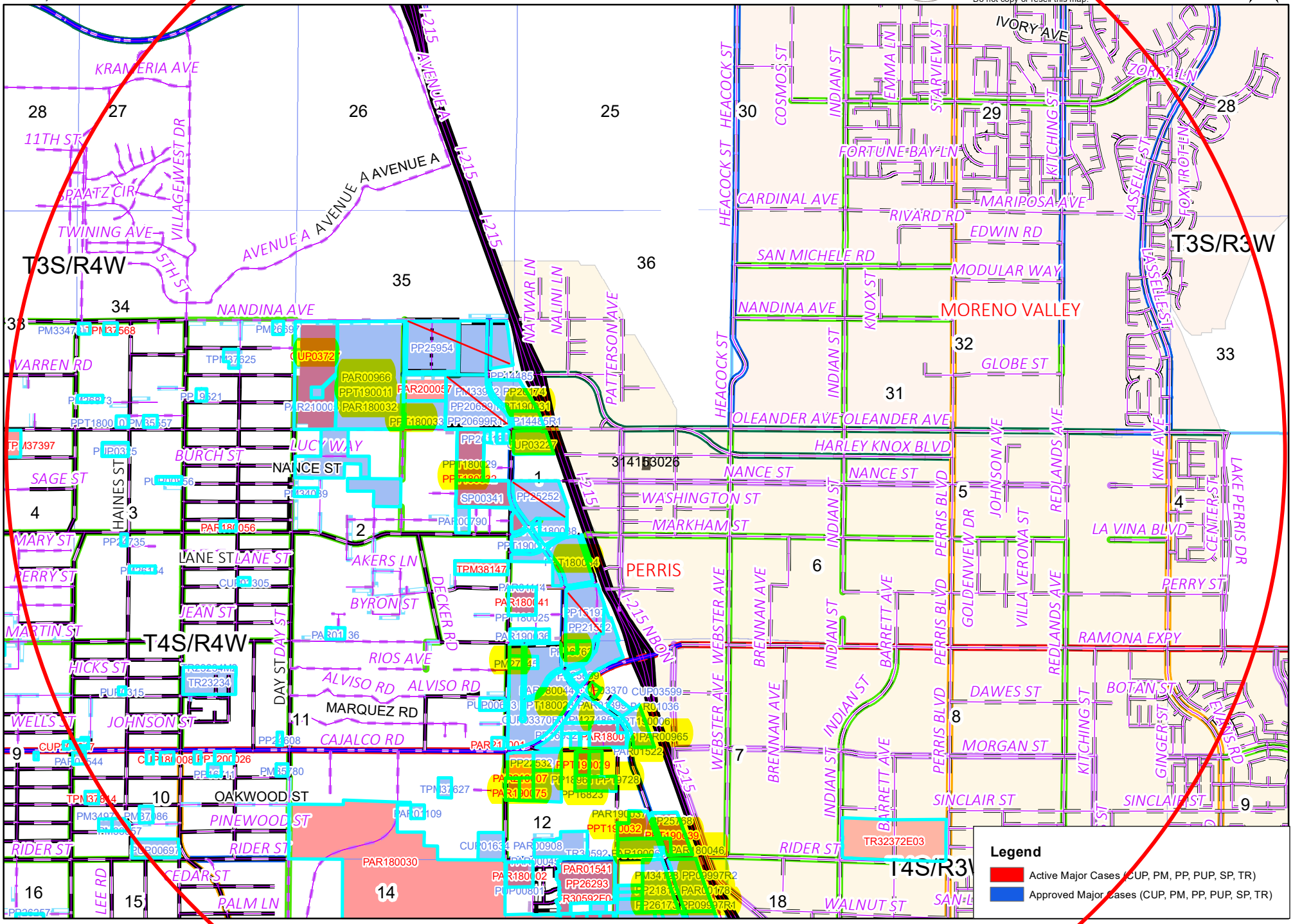
0 1,500 3,000 6,000 Feet

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N



Legend

- Active Major Cases (CUP, PM, PP, PUP, SP, TR)
- Approved Major Cases (CUP, PM, PP, PUP, SP, TR)

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
CUP03727	APPLIED	5/18/2015		
				5
CUP180008	LDC REVIEW	4/11/2018		
PROPOSED NEW SHOPPING CENTER (SERVICE STATION, DRIVE THRU RESTAURANT AND RETAILS)				
CUP200017	LDC REVIEW	7/9/2020		
REF: CUP180011 - PROPOSED 2 STORY MEAD VALLEY PLAZA - LIQUOR STORE, RETAIL & OFFICE SPACE				
CUP200049	LDC REVIEW	1/11/2021		
DEVELOPMENT OF A GAS STATION AND CAR WASH ON APPROXIMATELY 3.20 ACRE SITE LOCATED AT THE SOUTHWEST CORNER OF CAJALCO ROAD AND CARROLL STREET IN THE COUNTY OF RIVERSIDE (APN 318-130-012)				
PAR01541	APPLIED	6/28/2017		
PAR01541 FOR HANS02366 LIGHT INDUSTRIAL PARK DEVELOPMENT.				
PAR180002	LDC REVIEW	1/9/2018		
PAR APPLICATION TO SPLIT A PARCEL IN HALF THAT WAS APPROVED UNDER PUP00801R1.				
PAR180030	LDC REVIEW	5/23/2018		5/22/2020
REQUEST TO ESTABLISH A 577.22-ACRE AGGREGATE ROCK QUARRY (MEAD VALLEY QUARRY), WHEREBY APPROXIMATELY 280-ACRES WILL BE UTILIZED AS THE MINING AREA, APPROXIMATELY 95-ACRES WILL BE USED FOR MATERIALS PROCESSING AND INCLUDE CRUSHING AND STOCKPILING ACTIVITIES, AS WELL AS READY-MIX CONCRETE PRODUCTION, AND THE REMAINING APPROXIMATE 210-ACRES WILL BE DEDICATED FOR CONSERVATION				
PAR180041	LDC REVIEW	8/16/2018		8/15/2020
PAR REVIEW FOR PROPOSED SEATON COMMERCE CENTER 208,300 SF. FT. SINGLE BUILDING LOGISTICS/MANUFACTURING FACILITY 10,000 SQ. FT. OFFICE				
PAR180045	LDC REVIEW	9/7/2018		9/6/2020
PRE-APP REVIEW FOR THE FUTURE SUBITTAL OF A PLOT PLAN APPLICATION FOR AN APPROX 281,000 S.F. WAREHOUSE PROJECT IN THE MEAD VALLEY AREA PLAN OF UNINCORPORATED RIVERSIDE COUNTY.				
PAR180056	LDC REVIEW	12/19/2018		12/18/2020
12,000 SQ. FT. COMMERCIAL RETAIL				
PAR190020	LDC REVIEW	4/30/2019		
PAR FOR PROPOSED NEW COMMERCIAL RETAIL STORE (DOLLAR GENERAL) IN MEAD VALLEY CA				
PAR190075	LDC REVIEW	12/16/2019		12/15/2021
PAR FOR 162,200 SQUARE FOOT WAREHOUSE AND OFFICE BUILDING				
PAR200006	APPLIED	2/24/2020		
PROPOSES TO CONSTRUCT A 9,286 SQ.FT. SHOPPING CENTER, 4,011 SQ.FT. CONVENIENCE STORE, 1,487 SQ.FT. CAR WASH, 5,162 SQ.FT. CANOPY FOR GAS PUMPS. 932 SQ.FT CANOPY FOR DIESEL GAS PUMPS, TWO (2) DRIVE-THRU RESTAURANTS - 1,643 SQ.FT. AND 3,765 SQ.FT.				
PAR200044	LDC REVIEW	9/24/2020		
CULTIVATION PRE-APPLICATION REVIEW TO DETERMINE WHAT THE COUNTY OF RIVERSIDE REQUIREMENTS ARE TO BUILD AND OPERATE A SMALL INDOOR CANNABIS CULTIVATION FACILITY AT THIS LOCATION.				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PAR200057	LDC REVIEW	2/4/2021		
PRE-APPLICATION FOR PLOT PLAN SUBMITTAL FOR A 270,116 SQUARE FOOT HIGH-CUBE SPECULATIVE INDUSTRIAL BUILDING WITH 32 DOCK DOORS ON THE SOUTHERN SIDE.				
PAR200061	ASSIGNED	11/18/2020		
PRE-APPLICATION SUBMITTAL FOR PROPOSED 95,250 SF LIGHT INDUSTRIAL BUILDING APN 314-091-005				
PAR210001	LDC REVIEW	1/8/2021		
PAR FOR THE DEVELOPMENT AND CONSTRUCTION OF A NEW 7- ELEVEN FUEL STATION WITH 8 MPD'S AND A 4,088 SF C-STORE LOCATED AT THE NWC OF CAJALCO EXP. & SEATON RD. THE LAND AREA IS APPROXIMATELY 81,893 SF AND ENCOMPASSES TWO LOTS THAT WILL BE MERGED INTO ONE.				
PAR210007	LDC REVIEW	2/11/2021		
MINOR PLAN: PRE-APPLICATION REVIEW (PAR). REQUEST FOR PRELIMINARY REVIEW AND FEEDBACK OF ONE (1) +/- 365,046 SQ. FT. PROPOSED CLASS (A) INDUSTRIAL BUILDING. DEVELOPMENT WILL INCLUDE 10,000 S.F. OF ACCESSORY OFFICE. TRASH AND RECYCLING BINS WILL BE CONTAINED WITHIN A TRASH ENCLOSURE CONSTRUCTED OF CONCRETE WITH STEEL GATES TO SCREEN BINS FROM VIEW. AUTOMOBILE PARKING IS PROVIDED AT THE WEST SIDE OF THE SITE, NEAREST TO SEATON AVENUE, NORTH SIDE OF THE SITE NEAREST TO CAJALCO ROAD, AND THE SOUTH SIDE OF THE SITE. A FIRE APPARATUS ACCESS LANE AROUND THE BUILDING WILL BE MAINTAINED AT ALL TIMES, GATES WILL INCLUDE KNOX PADLOCK TO PROVIDE FIRE DEPARTMENT ACCESS. A PREVIOUS PAR SUBMITTAL (PAR 190075) WAS MADE FOR APN'S 317-140-019 AND 317-140-20 ON DECEMBER 20, 2019. SUBSEQUENT TO THE PREVIOUS SUBMITTAL, PHELAN DEVELOPMENT COMPANY ACQUIRED SIX (6) ADDITIONAL PARCELS (APN 317-140-044, 317-140-045, 317-140-046, 317-140-028, 317-140-004, 317-140-005). THE CURRENT PROPOSAL INCLUDES AN ASSEMBLAGE OF THE ABOVE PARCELS, TOTALING +/-17.5 ACRES. DURING OUR DUE DILIGENCE ON THE SUBJECT PROPERTIES, THE COUNTY OF RIVERSIDE CONFIRMED THAT THE ZONING DESIGNATIONS FOR THESE PARCELS INCLUDE "A-1-1", "R-R-1", AND "R-A-1". HOWEVER, THE CURRENT COUNTY OF RIVERSIDE GENERAL PLAN, DATED DECEMBER 8, 2015, DESIGNATES THE AREAS LIGHT INDUSTRIAL (L-I). THE COUNTY OF RIVERSIDE HAS INDICATED THAT THEY ARE IN SUPPORT OF THE ZONE CHANGE REQUIRED FOR THE SUBJECT PROPERTY AS IT WOULD ALLOW FOR CONFORMANCE WITH THE CURRENT COUNTY OF RIVERSIDE GENERAL PLAN.				
PAR210019	PAYMENT PEN	4/6/2021		
I AM LOOKING TO ENTITLE A SINGLE INDUSTRIAL BUILDING ON THIS PROPERTY. MOST LIKELY FOR DISTRIBUTION OR LOGISTICS USAGE - STRUCTURE SIZE JUST UNDER 300K SF OF BUILDING SPACE. PAR REQUEST I WANTED TO UNDERSTAND THE LIKELIHOOD OF A FUTURE CHANGE OF LAND USE ON THE ABOVE REFERENCE PARCELS FROM RURAL COMMUNITY TO INDUSTRIAL (SEE EXHIBIT). I UNDERSTAND THAT GENERAL PLAN AMENDMENTS ARE TYPICALLY ONLY HEARD EVERY 8 YEARS, BUT BASED ON RECENT ACTIVITY AND DEVELOPMENT IN THE SURROUNDING AREA - I WANTED TO GET FEEDBACK FROM THE APPROPRIATE AGENCIES REGARDING VIABILITY OF FUTURE ALTERNATE LAND USES.				
PM35988R01	LDC REVIEW	2/20/2019		
DIVIDE 4.94 ACRES INTO TWO LOTS				
PP26165	LDC REVIEW	12/27/2016		
PLOT PLAN FOR FEED STORE W/ MINI MART/SMOKE SHOP/PROPANE				
PP26293	APPLIED	6/19/2017		
PLOT PLAN FOR 612,481SF INDUSTRIAL WAREHOUSE				
PPT180032	LDC REVIEW	11/20/2018		
BUILDING 19				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PPT190029	LDC REVIEW	10/3/2019		
APPROXIMATELY 36,000SF GROUND-UP WAREHOUSE AND ASSOCIATED SITE WORK AND PHASE 2 PAD FOR FUTURE EXTENSION				
PPT190032	PC	10/15/2019		
CONSTRUCT A 53,275 SQ. FT. WAREHOUSING AND DISTRIBUTION TRUCK TERMINAL WHICH INCLUDES 5,000 SQ. FT. OF OFFICE USES ON A 11.15-ACRE SITE. THE BUILDING WILL BE CONSTRUCTED OF CONCRETE TILT-UP PANELS AND RANGING IN HEIGHT FROM 33 FEET TO 39 FEET. PARKING FOR 159 TRUCK TRAILERS WILL BE PROVIDED TO THE NORTH AND SOUTH OF THE PROPOSED TRUCK TERMINAL BUILDING. FORTY-FIVE (45) STANDARD PARKING SPACES WILL BE PROVIDED WHICH WILL INCLUDE THREE (3) ACCESSIBLE PARKING SPACES AND TWO (2) ELECTRIC VEHICLE SPACES. FOUR (4) WATER QUALITY MANAGEMENT BASINS ARE PROPOSED ALONG THE NORTHEASTERN AND SOUTHEASTERN BOUNDARIES OF THE PROPERTY SITE.				
PPT190039	LDC REVIEW	12/19/2019		
PLOT PLAN FOR 316,500 SQ. FT. DISTRIBUTION WAREHOUSE FACILITY.				
PPT200026	LDC REVIEW	1/11/2021		
DEVELOPMENT OF A COMMERCIAL/RETAIL CENTER WITH A GAS STATION AND CAR WASH ON APPROXIMATELY 3.20 ACRE SITE LOCATED AT THE SOUTHWEST CORNER OF CAJALCO ROAD AND CARROLL STREET IN THE COUNTY OF RIVERSIDE (APN 318-130-012))				
PPT210022	LDC REVIEW	4/19/2021		
PLOT PLAN FOR 2 SPECULATIVE SMALL SCALE INDUSTRIAL WAREHOUSES.				
TPM37397	LDC REVIEW	4/13/2018		
TENTATIVE PARCEL MAP				
TPM37568	ASSIGNED	10/21/2019		
SUBDIVIDE APPROXIMATELY 2.14 ACRES INTO (2) PARCELS.				
TPM37814	LDC REVIEW	9/17/2019		
A SCHEDULE ?H? SUBDIVISION OF 2.29 NET ACRES INTO 2 SINGLE FAMILY RESIDENTIAL LOTS WITH A MINIMUM LOT SIZE OF 1 NET ACRE.				
TPM38147	LDC REVIEW	4/19/2021		
PLOT PLAN AND TPM FOR 2 SPECULATIVE SMALL SCALE INDUSTRIAL WAREHOUSES				
TR30592E04	APPLIED	3/2/2018		
4TH EOT FOR TR30592				
TR32372E03	PC	10/15/2020		
THIRD EXTENSION OF TIME TR32372				

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CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
CUP01634	APPROVED	2/1/2008		
PROPOSAL TO REPLACE RESIN PROCESSING SYSTEM				
CUP02305	APPROVED	1/28/2008		
CUP03227	APPROVED	4/1/1996		6/4/1998
RESINS MANUFACTURING FACILITY RESINS MANUFACT FACILITY INCL. OFFICE BLDG, MAINT. BLDG., WAREHOUSE, TRUCK MAINT. & CONTROL ROOM/LAB EA 36982, CZ 6289 NONE				
CUP03315	APPROVED	5/18/2000		
GAS STATN/CONV STORE/2 FAST FOOD/1 DINE IN RESTRNT				
CUP03320	APPROVED	8/15/2000		6/1/2030
CONVENIENCE STORE/FAST FOOD RESTAURANT/CAR WASH/ BEER & WINE SALES/GAS STATION/OFF-SITE SIGNAGE				
CUP03370	APPROVED	4/3/2002		7/1/2006
TRUCK/GASSTATION COMM CTR SEVERAL BLDGS @ 32,000SF				
CUP03370R1	APPROVED	5/17/2016		
ADD ADDITIONAL ABC LICENSE TYPE 21 1. REVISE CUP03370 COND OF APPRVL 10.PLANNING 27 TO INCLUDE HARD LIQUOR. 2. DELETE CUP03370 COND OF APPROVAL 10. PLANNING 41 AND REPLACE WITH ABC TYPE 21, HARD LIQUOR., CONDITION NO. 3-MODIFY 11,800 SF C-STORE TO INCLUDE 2000SF TENANT LEASE.				
CUP03425	APPROVED	2/19/2004		11/14/2009
(4)CONCRETE TILT-UP BUILDINGS(TRUCKING OPERATIONS) BUILDING A: 15,092 SQ. FT. BUILDING B: 17,028 SQ. FT. BUILDING C: 14,642 SQ. FT. BUILDING D: 20,192 SQ. FT. (PROPOSED)				
CUP03468	APPROVED	9/15/2005		3/11/2010
PROPOSED GAS STATION,FASTFOOD,CARWASH, STORE				
CUP03477	APPROVED	11/14/2005		4/2/2010
CUP FOR EXISTING STRUCT FOR OFFICE SP/VEHICLE STOR				
CUP03599	APPROVED	6/25/2008		6/2/2017
TO CONSTRUCT A THREE-STORY 52,798 SQ.FT. HOTEL WI H 103 ROOMS AND A DETACHED ANCILLARY ONE-STORY 8,9 37 SQ.FT. BANQUET HALL ON 3.1 GROSS ACRES				
CUP03599R01	APPROVED	11/9/2018		
REVISED PERMIT FOR REVISION OF APPROVED 6'-0' HIGH MASONRY WALL TO PROPOSED 6'-0' HIGH				
CUP03620	APPROVED	3/30/2009		1/18/2014
GAS STATION/CONV STORE/RETAIL BUILDING				
CUP03620R1	APPROVED	10/23/2013		
ALLOW BEER&WINE SALES WITHIN GAS STATION/MARKET				
CUP03642	APPROVED	4/19/2010		
EXISTING USE AS CONVENIENT STORE W/PROPANE &ALCOHO SALES, LANDSCAPE, FACADE RENOVATION, REROOF				
CUP200031	APPROVED	9/8/2020		
RETAIL - DISTRIBUTION - CANNABIS STOREFRONT WITH DELIVERY ADULT AND MEDICAL USE				
PAR00045	APPROVED	11/9/1995		12/19/1997
TENT TR 28240, 137 RESIDENTIAL LOTS PAR APPLICATION FOR TR 28240 TR 28240				
PAR00177	APPROVED	10/28/1996		1/22/1999
PAR APP FOR CUP FOR TIRE SHOP.				

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CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PAR00178	APPROVED	10/28/1996		12/5/1998
PAR APPLICATION FOR A RVP TO PLOT PLAN 9997 PROPOSAL TO ADD A 10,000 SQ. FT. MAINTENANCE BUILD ING AND INCLUDE AN ADDITIONAL 10 ACRES, OF WHICH 5 ACRES IS INDICATED TO BE EXISTING PIPE STORAGE YA RD AND THE OTHER 5 ACRES IN LISTED AS EXISTING OUT SIDE STORAGE AREA TO REMAIN.				
PAR00238	APPROVED	3/31/1997		5/13/1999
SUBDIVIDE 4.53 AC INTO 2 RESIDENTIAL PARCELS.				
PAR00273	APPROVED	5/20/1997		6/16/1999
PAR APP FOR PUBLIC USE PERMIT FOR REHAB CENTER				
PAR00531	APPROVED	6/7/2004		
PAR FOR HANS APPLICATION				
PAR00646	APPROVED	1/10/2005		
ENVIRONMENTAL REVIEW FOR PM32865				
PAR00790	APPROVED	9/29/2005		12/20/2007
BOAT AND TRAILER STORAGE				
PAR00885	APPROVED	3/30/2006		7/20/2006
PRELIMINARY SITE PLAN FOR MINI SHOPPING CENTER				
PAR00908	APPROVED	5/8/2006		
PAR FOR POSSIBLE DIVISION OF 17.96AC INTO 28 LOTS WITH A MINIMUM SIZE OF 20,000 SQ. FT. (SCHEDULE B)				
PAR00965	APPROVED	8/11/2006		10/2/2008
5 OFFICE BLDG & LIGHT INDUSTRIAL PARK SEE DESCRIP 1 TWO-STORY OFFICE BLDG. AND 4 SINGLE STORY LIGH INDUSTRIAL BUILDINGS ON APPX 9.5 ACRE SITE.				
PAR00966	APPROVED	8/11/2006		10/23/2008
CONSTRUCT 18 BLDG PADS FOR INDUSTRIAL WRHS				
PAR01036	APPROVED	12/28/2006		4/11/2009
MIXED USE/MED OFC RETAIL RESTAURANT AND HOTEL				
PAR01068	APPROVED	3/12/2007		11/15/2009
GAS STATION W/CONVENIENCE STORE ALCOHOL SALES				
PAR01109	APPROVED	5/15/2007		
HANS REVIEW- HANS01781				
PAR01114	APPROVED	5/23/2007		
NEW SERVICE COMMERCIAL AND 20 NEW LGT INDUS BLDGS				
PAR01136	APPROVED	7/24/2007		9/25/2009
JPC LEARNING CENTER AUDITORIUM CHAPPEL LEARNING RO OM LUNCH ROOM DORMITORIES AND BATHROOM				
PAR01161	APPROVED	9/21/2007		11/16/2009
PAR FOR 2 LIGHT IND BLDGS				
PAR01222	APPROVED	9/2/2008		
HANS01943 REVIEW FOR PM35988-SUBDIVDE 4.94 AC				
PAR01367	APPROVED	7/11/2013		8/1/2015
PAR FOR 443,180 SQ FT WAREHOUSE/OFFICE FACILITY				
PAR01399	APPROVED	4/25/2014		6/5/2016
PAR FOR CLEAN ENERGY LNG FUELING FACIL AT EXT ARCO				
PAR01444	APPROVED	5/6/2015		6/21/2018
PRE-APPLICATION FOR CHURCH AND DORMITORY BLDG				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PAR01515	APPROVED	1/9/2017		3/20/2019
PAR FOR TRUCKING DISTRIBUTION CENTER				
PAR01522	APPROVED	2/8/2017		
PAR01544	APPROVED	7/26/2017		9/5/2019
PROPOSE DOLLAR GENERAL AND AUTO ZONE				
PAR180032	COMPLETED	6/12/2018		
THE PROPOSED IS FOR TWO INDUSTRIAL BUILDINGS 358,867 SF AND 333,799 SF.				
PAR180044	APPROVED	9/4/2018		9/3/2020
PAR FOR MAJESTIC FREEWAY BUSINESS CENTER DEVELOPMENT				
PAR180046	COMPLETED	9/17/2018		
PRELIMINARY SITE PLAN REVIEW OF PROPOSED 316,500 SQ. FT. DISTRIBUTION WAREHOUSE AT THE NEC OF RIDER ST. & HARVILL AVE.				
PAR180050	APPROVED	10/9/2018		10/8/2020
CATEGORY II PAR FOR PLOT PLAN FOR INDUSTRIAL DEVELOPMENT				
PAR190027	APPROVED	5/20/2019		
APPROXIMATELY 36,000 SF GROUND-UP WAREHOUSE, AND ASSOCIATED SITE WORK, AND PHASE 2 PAD FOR FUTURE EXTENSION.				
PAR190031	COMPLETED	6/7/2019		
PAR FOR PROPOSED 316,500 SF TILTUP WAREHOUSE				
PAR190036	APPROVED	6/21/2019		
DISCUSS PROPOSED SITE PLAN FOR THE DEVELOPMENT OF A NEW FACILITY FOR THE FABRICATION OF MODULAR WOODEN BUILDINGS FOR SCHOOLS. NEED TO DISCUSS THE SPLIT ZONING WHICH AFFECTS THE WESTERN PARCEL. LOT LINE ADJUSTMENT POSSIBILITY OR IF REZONE WILL BE REQUIRED. ALSO CONFIRM EASTERN PARCEL IS UNDER THE SPECIFIC PLAN 341. PER PREVIOUS MEETING WITH JASON KILLEBREW IT WAS STATED THIS PARCEL WAS; HOWEVER, AFTER REVIEWING THE MAP FOR THE SP IT DOES NOT APPEAR SO. SP341 HAS BEEN ATTACHED. ADDITIONALLY, NEED TO DISCUSS CEQA AND STORMWATER REQUIREMENTS.				
PAR190037	APPROVED	7/1/2019		6/30/2021
PAR REVIEW FOR INDUSTRIAL WAREHOUSE-TERMINAL FOR DISTRIBUTION				
PAR190068	APPROVED	12/4/2019		12/3/2021
TO CONSTRUCT TWO INDUSTRIAL BUILDINGS TOTALING 419,791 SQ.FT.				
PAR210005	APPROVED	2/2/2021		
PRE APPLICATION REVIEW (PAR) THE PROPOSED SITE IS TO DEVELOP FOR INDUSTRIAL AND COMMERCIAL US. (4) NEW BUILDING, TRUCK DOCKS. PAVED DRIVE AISLES (1) COMMERCIAL PAD AND UTILITIES.				
PAR210019	PAYMENT PEN	4/6/2021		
I AM LOOKING TO ENTITLE A SINGLE INDUSTRIAL BUILDING ON THIS PROPERTY. MOST LIKELY FOR DISTRIBUTION OR LOGISTICS USAGE - STRUCTURE SIZE JUST UNDER 300K SF OF BUILDING SPACE. PAR REQUEST I WANTED TO UNDERSTAND THE LIKELIHOOD OF A FUTURE CHANGE OF LAND USE ON THE ABOVE REFERENCE PARCELS FROM RURAL COMMUNITY TO INDUSTRIAL (SEE EXHIBIT). I UNDERSTAND THAT GENERAL PLAN AMENDMENTS ARE TYPICALLY ONLY HEARD EVERY 8 YEARS, BUT BASED ON RECENT ACTIVITY AND DEVELOPMENT IN THE SURROUNDING AREA - I WANTED TO GET FEEDBACK FROM THE APPROPRIATE AGENCIES REGARDING VIABILITY OF FUTURE ALTERNATE LAND USES.				
PM25051	APPROVED	1/25/1990		5/14/1996
DIVIDE APPROX 4 ACRES INTO 4 PARCELS DIVIDE 4.15 ACRES INTO 4 PARCELS EA 34759 EXT 873				
PM26154	APPROVED	7/17/1990		2/25/1998
SUBDIVIDE INTO 4 LOTS SUBDIVIDE 2.4 ACRES INTO 3 LOTS WITH A 1/2 ACRE MI NIMUM LOT SIZE EA 35344				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PM26697	APPROVED	5/2/1991		2/11/2000
SUBDIVIDE 2.12 ACRES INTO TWO PARCELS. DIVIDE 2.12 ACRES INTO 2 RESIDENTIAL PARCELS WITH A MINIMUM SIZE OF 1 ACRE. EA 35852. N/A.				
PM26873	APPROVED	4/12/1991		7/7/1998
DIVIDE 2.50 ACRES INTO 4 PARCELS DIVIDE 2.50 ACRES INTO 4 PARCELS EA 35828 CFG 179, ASA 30				
PM27140	APPROVED	9/25/1991		5/26/1998
3.99AC INTO TEN INDUSTRIAL PARCELS NTO 10 PARCELS DIVIDE 3.99 ACRES INTO 10 PLANNED INDUSTRIAL PARCE LS. EA 36089 CFG 62, PP 12994 SEE FILE				
PM27445	APPROVED	3/25/1992		3/16/1999
DIVIDE APPROX 14 ACRES INTO 10 LOTS DIVIDE 14.52 ACRES INTO 10 INDUSTRIAL PARCELS WITH A 1.05 ACRE MINIMUM PARCEL SIZE EA 36214 PM 24110				
PM27485	APPROVED	4/21/1992		1/26/1999
SUBDIVIDE 26.73 ACRES INTO 10 INDUSTRIAL LOTS DIVIDE 26.73 ACRES INTO 10 INDUSTRIAL PARCELS WITH A 1.11 ACRE MINIMUM PARCEL SIZE EA 36236 N/A				
PM27875	APPROVED	5/25/1994		11/1/1998
DIVIDE APPROX 5 ACRES INTO 4 LOTS DIVIDE 4.94 ACRES INTO 4 RESIDENTIAL PARCELS WITH A MINIMUM PARCEL SIZE OF 1 ACRE. EA 36695. TR 27130, CZ 6134, PM 5983.				
PM29716	APPROVED	5/18/2000		7/25/2004
SUBDIVIDE 4.45 ACRES INTO 4 COMMERCIAL PARCELS				
PM30133	APPROVED	3/2/2001		
SUBDIVIDE 10.9 AC PARCEL INTO 3 IND PARCELS				
PM32334	APPROVED	6/7/2004		9/6/2015
SCHED H DIVISION OF 4.95 AC INTO 4 PARCELS.				
PM32865	APPROVED	9/28/2004		7/25/2013
SCHED H DIVISION OF 2 AC. INTO 2 1AC PARCELS. H MAP				
PM33357	APPROVED	10/18/2005		4/21/2015
SCHED H DIVISION OF 3 AC INTO 3 ONE AC PARCELS.				
PM33478	APPROVED	3/21/2006		7/30/2013
SCHED H DIVISION OF 2.35AC INTO TWO 1-AC PARCELS.				
PM33510	APPROVED	6/16/2005		4/17/2013
SUBDIVIDE 4.84 ACRES INTO (4) 1 ACRE LOTS				
PM33942	APPROVED	7/28/2005		6/25/2017
PM33942 PROPOSES A SCHEDULE E SUBDIVISION OF 68.85 GROSS (64.13 NET) ACRES INTO 7 PARCELS: PARCEL ON E (1) - 30.39 GROSS ACRES, PARCEL TWO (2) - 6.06 G ROSS ACRES, PARCEL THREE (3) - 5.97 GROSS ACRES, P ARCEL FOUR (4) - 4.08 GROSS ACRES, PARCEL FIVE (5) - 16.96 GROSS ACRES, PARCEL SIX (6) FOR STORM DRA IN - 1.32 GROSS ACRES, AND PARCEL SEVEN (7) FOR S TORM DRAIN - 2.94 NET ACRES.				
PM34039	APPROVED	10/3/2005		11/13/2014
SCHED H DIVISION OF 3 AC INTO 3 1-AC. MIN PARCELS				
PM34128	APPROVED	6/6/2006		6/12/2013
PARCEL MAP NO. 34128 PROPOSES A SCHEDULE E SUBDIVI SION OF A 12.53 ACRE LOT INTO TEN (10) PARCELS RAN GING IN SIZE FROM 28,963 SQ. FT. TO 96,373 SQ. FT.				
PM34706	APPROVED	4/21/2006		6/9/2016
PROPOSE TO SUBDIVIDE 20 ACRES INTO 2 PARCELS. FOR MANUFACTURING AND DISTRIBUTION.				
PM34971	APPROVED	5/31/2007		6/16/2015
SCHED H DIVISION OF 2.29 AC INTO 2 SFR PARCELS.				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PM35557	APPROVED	8/13/2007		7/22/2015
SCHEDULE H SUBDIVISION OF 2.5AC INTO TWO PARCELS				
PM35780	APPROVED	9/20/2007		6/30/2015
SCHED H DIVISION OF 2.02 ACRES INTO TWO PARCELS.				
PM35988	APPROVED	7/17/2008		6/6/2022
SUBDIVDE 4.94 ACRES INTO FOUR (1) ACRE PARCELS				
PM37086	APPROVED	4/5/2016		8/29/2020
THREE SFR PARCELS UNDER SCHEDULE H				
PM37293	APPROVED	5/8/2017		
SUBDIVIDE 10 ACRE PARCEL INTO TWO, 5 ACRE LOTS				
PP09997R1	APPROVED	2/19/1997		
REV.PP ADD 10,000 SQFT MAINT BLD. 2400 SQFT OFFICE				
PP09997R2	APPROVED	8/10/2000		
RVP FOR 12,800 SQ FT MAINT BLDG W/OUTDOOR STORAGE				
PP12994	APPROVED	9/25/1991		3/9/1994
PLOT PLAN FOR PLANNED INDUSTRIAL DEVELOPMENT FOR 8 TILT-UP BLDG PLOT PLAN FOR PLANNED INDUSTRIAL DEVELOPMENT FOR 8 TILT-UP BUILDINGS EA 36083 CFG 63, PM 27140 SEE FILE				
PP14485	APPROVED	12/19/1995		1/22/1999
CONSTRUCTION EQUIP AUCTION CONSTRUCTION EQUIPMENT AUCTION EA 36944 COC 4507, COC 4511				
PP14485R1	APPROVED	8/20/2001		
HEAVY EQUIPMENT AUCTION YARD				
PP14974	APPROVED	4/25/1997		6/30/1999
STEEL BUILDING FABRICATION				
PP15189R1	APPROVED	2/28/2002		
CO-LOCATE ANT'S/EXPAND LEASE AREA-SEE DESCRIPTION REPLACE EXISTING 70 FT MONOPOLE WITH A 69 FT MONOP INE, WITH PINE BRANCHES EXTENDING 7 FT ABOVE THE P ROPOSED ATENNAS FOR A TOTAL HEIGHT OF 75 FT.				
PP15197	APPROVED	10/30/1997		12/1/1999
3 INDUSTRIAL BUILDINGS				
PP16711	APPROVED	9/1/2000		
150' UNMANNED TELECOMMUNICATION MONOPOLE				
PP16763	APPROVED	10/11/2000		12/12/
19500 SQ FT IND BUILDING (18,570 WAREHOUSE 930 OFF ICE				
PP16823	APPROVED	11/17/2000		2/8/2006
TO CONSTRUCT A 22,000 SQ FT MANUFACTURING FACILITY BUILDING TO MANUFACTURE,STORE AND LEASE CONCRETE F ORMING MATERIAL				
PP16932	APPROVED	2/2/2001		
SHEET METAL MANUFACTURING, 12,000 SQ FT STEEL BLDG WITH OFFICES,MEZZANINE, SHOP AND STORAGE AREA.				
PP16932R1	APPROVED	10/17/2008		7/12/2013
ADD RECYCLING COLLECTION CENTER TO A 12,000 S.F. P RE-MANUFACTURED STEEL BUILDING FOR THE MANUFACTURE OF SHEET METAL PRODUCTS. THE BUILDING CONTAINS 1 ,620 S.F. OF OFFICE AREA, A 936 S.F. MEZZANINE, SH EET METAL SHOP FABRICATION AREA, AND STORAGE AREA.				
PP16978	APPROVED	3/2/2001		
PLOT PLAN FOR TWO INDUSTRIAL BUILDINGS				

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CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PP18961	APPROVED	10/28/2003		
NATIONAL ARCHIVES & RECORDS ADMIN. WAREHOUSE FAC.				
PP19521	APPROVED	6/11/2004		11/13/2008
HAY AND FEED STORE				
PP19728	APPROVED	9/1/2004		2/27/2009
CONTRACTORS STORAGE YARD, VEHICLE MAINT AND ADMIN				
PP20157	APPROVED	1/11/2005		8/8/2007
24000 SF SINGLE STORY OFFICE/WAREHOUSE				
PP20699	APPROVED	7/28/2005		6/25/2012
PP20699 PROPOSES TO DEVELOP FIVE (5) INDUSTRIAL / DISTRIBUTION WAREHOUSE BUILDINGS ON A 68.85 GROSS (64.13 NET) ACRE SITE CONSISTING OF: 1,172,710 SQU ARE FEET OF WAREHOUSE, 34,000 SQUARE FEET OF OFFIC E, 425,289 SQUARE FEET OF LANDSCAPING AREA, 927 PA RKING SPACES, AND 8 DETENTION BASINS. THE TOTAL BU ILDING SQUARE FOOTAGE PROPOSED IS 1,206,710 SQUARE FEET. THE PROJECT WILL BE BUILT IN TWO PHASES.				
PP20699R1	APPROVED	6/16/2011		8/16/2013
REDUCE FROM 5 INDUS BLDG TO 3/MODIFY DRAINAGE AND WATER QUALITY CONCEPT				
PP20711	APPROVED	7/29/2005		6/9/2012
MANUFACTURING DISTRIBUTION FACILITIES PROPOSES THE CONSRUCTION OF TWO MANUFACTURING/ DIS TRIBUTION WAREHOUSE FACILITIES: PROPOSED BUILDING A ID APPROX. 235,500 SQUARE FEET WHICH INCLUDES 20 ,000 SQUARE FEET OF OFFICE, 100,000 SQUARE FEET OF MANUFACTURING, AS WELL AS 115,500 SQUARE FEET FOR DISTRIBUTION AND PROPOSED BUILDING B IS APPROXIMA TELY 126,500 SQUARE FEET WHICH INCLUDES 12,200 SQU ARE FEET OF OFFICE, 61,000 SQUARE FEET OF MANUFACT URING, AS WELL AS 53,300 SQUARE FEET OF DISTRIBUTI ON. THE PROJECT WILL BE BUILT IN TWO PHASES: PHASE				
PP21552	APPROVED	3/21/2006		12/18/2008
PROSPD 6 LIGHT INDUS BLDGS; TOTAL OF 14 PARCELS. BLDGS RANGING FROM 40,000 SF TO 600,000 SF PER SITE PLAN. 14 PARCELS WHICH WILL BE SUBJECT TO LOT CONSOLIDATIONS, LINE ADJUSTMENTS PER SEPARATE FORTHCOMING APPLICATION.				
PP21714	APPROVED	5/4/2006		9/21/2009
UNMNND WRLSS COMM 65' MONOTREE BROADLEAF/OUTDOOR E QUIPMENT/5X7 PAD FOR FUTURE GENERATOR FOR VERIZON				
PP21813	APPROVED	6/6/2006		6/12/2011
PLOT PLAN NO. 21813 PROPOSES THE CONSTRUCTION OF ELEVEN (11) INDUSTRIAL BUILDINGS TOTALING 191,411 SQ. FT. (FAR 0.38) , 9 WATER DETENTION BASINS, 37 PARKING STALLS AND 88,497 SQ. FT. OF LANDSCAPING.				
PP22532	APPROVED	2/9/2007		1/7/2010
OFFICE AND MANUFACTURING FACILITY TRACT 2006-26				
PP23342	APPROVED	3/20/2008		10/28/2013
MULTI USE INDUSTRIAL PARK WAREHOUSE BUILDINGS CONSISTING OF 24,868 SQ. FT./52,274 SQ. FT/41,614 SQ. FT WAREHOUSE BUILDINGS. THE PROJECT PROPOSES A TOTAL OF 180,551 SQ. FT OF BUILDING AREA, 104,437 SQ.FT. OF LANDSCAPING AND 377 PARKING SPACES.				
PP24608	APPROVED	6/17/2010		9/8/2016
FEED & GRAIN SALES W/6400 SF HAY BARN, 2880 SF STO RAGE SHED, EXISTING 1,152 SF RESIDENCE				
PP24735	APPROVED	9/30/2010		3/26/2014
50' MONOPINE/12 PANNL ANTS/1 MICRO/6 EQUIP CABINTS				
PP25067	APPROVED	12/22/2011		6/3/2015
VERIZON 65 FT MONOEUCALYPTUS WIRELESS FACILITY/12 ANTS/1 PARABOLIC ANT/1 EQPMT SHELTER/1 GENERATOR/2 GPS/6 FT DECORATIVE BLOCK WALL ENCLOSURE				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PP25252	APPROVED	12/20/2012		
399,150 SF WAREHOUSE/OFFICE BLDG FOR DISCOUNT TIRE THE FACILITY WILL ALSO PROVIDE 152 AUTO PARKING SP ACES AND 214 TRACTOR/TRAILER PARKING SPACES, AND I NCLUDES THE CONSTRUCTION OF A PRIVATE ROAD ALONG I TS A PORTION OF THE NORTHERLY PROJECT BOUNDARY.				
PP25699	APPROVED	11/7/2014		
FARMER BOYS/RETAIL SHOP. CNR 4 BLDGS/19,558 SF TOT				
PP25768	APPROVED	2/26/2015		
THE PROJECT PROPOSES TO CONSTRUCT A NEW 54,450 SQU ARE FOOT ANIMAL FOOD PRODUCTION FACILITY ON AN EXI STING FEED MILL SITE. THE PROJECT PROPOSAL INCLUDE S UTILIZING A PORTION OF THE EXHISTING MILLING OPE RATION LOCATED ON THE SOUTHERN SECTION OF THE PROJ ECT SITE. EXISTING GRAIN STORAGE BINS LOCATED IN T HE NORTHERN AND SOUTHERN PORTION OF THE PROJECT WI LL BE REMOVED.				
PP25954	APPROVED	1/29/2016		
PROPOSE 767,410 SF INDUS BLDG WITH 10000 SF MEZZ				
PP26118	APPROVED	10/7/2016		
30,000 SQ FT CONTRACTOR'S STORAGE YARD W/ A 528 S. MOBILE OFFICE.				
PP26173	APPROVED	1/5/2017		
PROPOSAL TO CONSTRUCT A 423,665 SQ. FT. HIGH-CUBE WAREHOUSING AND DISTRIBUTION FACILITY WITH 413,665 SQ. FT. OF THE BUILDING DESIGNATED FOR WAREHOUSING AND WITH 10,000 SQ. FT. DESIGNATED FOR OFFICE USE. THE FACILITY ALSO PROPOSES WATER QUALITY BASIN, 184 STANDARD PARKING SPACES, 6 ACCESSIBLE PARKING SPACES AND 100 TRAILER PARKING SPACES.				
PP26174	APPROVED	1/11/2017		
PLOT PLAN FOR UTILITY STORAGE YARD/CONTRACTOR YARD				
PP26220	APPROVED	3/14/2017		
TRUCKING TERMINAL/LOADING DOCK/OFFICES/PARKING LANDSCAPE AND STORM WATER FOR LIGHT INDUSTRIAL APPLICAITON				
PP26257	APPROVED	5/8/2017		
NEW ONE STORY CHURCH 5,245 SF W 62 PARKING SPACES				
PPT180010	APPROVED	3/21/2018		
TMOBILE 50 FT. MONOPINE, 6' CMU WALL, 12 PANEL ANTENNAS AT 43FT RAD CENTER, 400SQ FT LEASE AREA, 5 CABINETS				
PPT180023	APPROVED	9/17/2018		
PROPOSAL TO CONSTRUCT A 203,445 SQ. FT. SINGLE-STORY CONCRETE TILT UP INDUSTRIAL BUILDING (RIDER COMMERCE CENTER) WITH A MAXIMUM HEIGHT OF 44 FT. APPROXIMATELY 7,000 SQ. FT. OF OFFICE SPACE WOULD BE PROPOSED AT GROUND LEVEL AND ON A MEZZANINE IN THE NORTHWEST AND NORTHEAST CORNER OF THE BUILDING. IN ADDITION, A GATED TRUCK COVER IS PROPOSED ALONG THE NORTHERN AREA OF THE SITE THAT WOULD PROVIDE ACCESS TO 28 LOADING DOCKS ON THE NORTH SIDE OF THE BUILDING. A TOTAL OF 126 PARKING STALLS ARE PROPOSED FOR THE 9.58 SITE.				
PPT180025	APPROVED	10/23/2018		
SEATON COMMERCE CENTER 203,929 S.F. WAREHOUSE FACILITY W/ OFFICE SPACE AND MEZZANINE				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				

PPT180028 APPROVED 10/29/2018

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CONSTRUCT A 1,185,400 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT CONSISTING OF 3 BUILDINGS ON 72.5-ACRES (GROSS). THE 3 BUILDINGS CONSIST OF A 1,138,800 SQUARE FOOT BUILDING (IDENTIFIED AS BUILDING 1), A 31,408 SQUARE FOOT BUILDING (IDENTIFIED AS BUILDING 3), AND A 15,192 SQUARE FOOT BUILDING (IDENTIFIED AS BUILDING 4). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT. TWO REGULAR VEHICLE DRIVEWAYS TO THE PROJECT ARE PROPOSED WITH ONE ENTRANCE EACH ON CAJALCO EXPRESSWAY AND HARVILL AVENUE, WITH AN EMERGENCY ONLY GATED DRIVEWAY ON MARTIN STREET. THE DRIVEWAY ENTRANCES WOULD CONSTRUCT TRAFFIC SIGNALS AND AN ADDITIONAL TRAFFIC SIGNAL IS PROPOSED AT THE INTERSECTION OF CAJALCO EXPRESSWAY AND SEATON AVENUE. WITH THE DRIVEWAYS LOCATED ON CAJALCO AND HARVILL, NO TRUCK TRAFFIC IS ANTICIPATED ON SEATON AVENUE AND SIGNS NOTING RESTRICTION OF TRUCK TRAFFIC WILL BE POSTED ON SEATON AVENUE. OTHER THAN THE TRAFFIC SIGNALS PROPOSED, THE PROJECT WOULD PROVIDE ADDITIONAL DEDICATION AND CERTAIN IMPROVEMENTS TO SURROUNDING ROADS. AN ADDITIONAL 39 FEET OF RIGHT-OF-WAY IS PROPOSED FOR THE NORTH SIDE OF CAJALCO EXPRESSWAY ALONG THE PROJECT'S FRONTAGE WITH ADDITIONAL PAVING FOR A NORTHERLY HALF WIDTH OF 63 FEET TO CURB AS WELL AS SIDEWALK AND LANDSCAPING IMPROVEMENTS IN THE PARKWAY. AN ADDITIONAL NINE FEET OF RIGHT-OF-WAY IS PROPOSED FOR A PORTION OF HARVILL AVENUE TO ACCOMMODATE A NEW RIGHT TURN LANE TO CAJALCO EXPRESSWAY. ALONG THE WEST SIDE OF HARVILL AVENUE ON THE PROJECT'S FRONTAGE, THE PROJECT WILL CONSTRUCT AN EIGHT FOOT DECOMPOSED GRANITE TRAIL ADJACENT TO THE EXISTING SIDEWALK SEPARATED BY A PVC FENCE. NO ADDITIONAL ROAD PAVING IS PROPOSED FOR EITHER SEATON AVENUE OR MARTIN STREET. HOWEVER, ON THE EAST SIDE OF SEATON AVENUE AN ADDITIONAL DEDICATION OF 14 FEET IS PROPOSED FOR SEATON AVENUE AS WELL AS AN EIGHT FOOT WIDE DECOMPOSED GRANITE TRAIL ADJACENT TO THE EXISTING SIDEWALK SEPARATED BY A PVC FENCE. THE PROJECT PROPOSES NEW STOP SIGNS ON SEATON AVENUE AT THE INTERSECTION OF ALVISO ROAD FOR A THREE WAY STOP WITH CROSSWALKS AS DETERMINED BY THE DIRECTOR OF TRANSPORTATION. THE SITE IS CURRENTLY VACANT, BUT DOES INCLUDE AN INTERNAL STREET THAT WAS PREVIOUSLY BUILT. THE PROPOSED PROJECT WOULD VACATE THIS STREET AND DEMOLISH THE STREET WITH SITE PREPARATION AND GRADING OF THE SITE. GRADING FOR THE SITE IS ANTICIPATED TO BE NEARLY BALANCED WITH AN ESTIMATED 26 CUBIC YARDS OF IMPORT PROJECTED. BLASTING MAY BE REQUIRED FOR CERTAIN AREAS OF THE SITE WHERE HARD ROCK MAY BE PRESENT IN THE SOUTHWESTERN PORTION OF THE SITE. IF BLASTING DOES OCCUR, THESE ACTIVITIES WOULD BE REQUIRED TO OBTAIN BLASTING PERMITS FROM THE STATE, NOTIFICATION TO THE SHERIFF'S DEPARTMENT, AND WOULD BE REQUIRED TO REMAIN BELOW THE THRESHOLDS IDENTIFIED BY THE U.S. BUREAU OF MINES (USBM) AND OFFICE OF SURFACE MINING AND RECLAMATION ENFORCEMENT (OSMRE) TO ENSURE NOISE AND VIBRATION IMPACTS FROM THE BLASTING ARE MINIMIZED. THE BLASTING CONTRACTOR WILL INSPECT ANY HOMES WITHIN 300 FEET OF BLASTING AND PROPERTIES WITHIN 600 FEET WILL BE NOTIFIED PRIOR TO ANY BLASTING ACTIVITIES. THE IMPACTS OF BLASTING ARE ANALYZED IN THE INITIAL STUDY/ADDENDUM AND WERE DETERMINED TO BE LESS THAN SIGNIFICANT. THE PROPOSED GRADING OF THE SITE WOULD CREATE AN AREA IN THE WESTERN PORTION OF THE SITE THAT SITS LOWER THAN CURRENT AND WOULD BE LOWER THAN THE ADJACENT SEATON AVENUE AND RESIDENTIAL USES TO THE WEST. AN APPROXIMATELY 18 FOOT MAXIMUM HIGH RETAINING WALL IS PROPOSED ALONG THE WESTERN BOUNDARY THAT WOULD FACE INTERNAL TO THE SITE, SPECIFICALLY THE WESTERN DOCK AREA OF BUILDING 1. A DETENTION/BIORETENTION BASIN IS PROPOSED IN THE SOUTHEAST CORNER OF THE SITE THAT WOULD TREAT RUNOFF FROM THE SITE AND OUTLET TO EXISTING DRAINAGE FACILITIES UNDERNEATH CAJALCO EXPRESSWAY.

PPT180029 APPROVED 11/14/2018

ONE INDUSTRIAL WAREHOUSE BUILDING (BLDG 20) AT 406,496 SQ FT CONCRETE TILT-UP; WITH 20,325 SQUARE-FEET OFFICE AREA AND THE REMAINING 386,171 SQUARE-FEET FOR WAREHOUSE SPACE. THERE WOULD BE A 2.4 ACRE DETENTION BASIN THAT COULD ACCOMMODATE PICNIC TABLES ALONG THE RIM OF THE BASIN AND A DESIGNATED PARKING CUT-OUT FOR FOOD TRUCKS.

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CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PPT180033	APPROVED	11/28/2018		
215,424 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT CONSISTING OF 2 BUILDINGS ON 15.12-ACRES (GROSS)				
PPT180034	APPROVED	12/4/2018		
CONSTRUCTION AND OPERATION OF A 373,368 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 18.35-ACRES (GROSS). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT.				
PPT180038	APPROVED	12/20/2018		
CONSTRUCTION AND OPERATION OF A 147,249 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 8.51-ACRES (GROSS). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT.				
PPT190003	APPROVED	2/14/2019		
CONSTRUCTION AND OPERATION OF A 83,449 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 5.77-ACRES (GROSS). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT.				
PPT190006	APPROVED	2/26/2019		
NEW INDUSTRIAL BUILDING 289,556 SQ FT WAREHOUSE ON 12.96 ACRES GROSS				
PPT190008	APPROVED	3/5/2019		
683,000 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 30.19-ACRES				
PPT190011	APPROVED	4/10/2019		
PROPOSAL TO CONSTRUCT TWO (2) INDUSTRIAL WAREHOUSE BUILDINGS ON TWO (2) PARCELS. THE TOTAL PROJECT SITE CONSISTS OF FOUR (4) PARCELS THAT WOULD ADJUST THEIR EXISTING LOT LINES TO CONSIST OF THE FOLLOWING: PARCEL 1 OF 20.90 ACRES WOULD INCLUDE A 363,367 SQ. FT. INDUSTRIAL BUILDING (BUILDING A) WITH 15,000 SQ. FT. OF OFFICE/MEZZANINE SPACE AND 348,367 SQ. FT. OF WAREHOUSE AREA WITH 46 DOCKING BAY DOORS AND DRIVE AISLES. PARKING FOR PARCEL 1/BUILDING A WOULD CONSIST OF 245 PARKING SPACES FOR VEHICLES AND 62 PARKING STALLS FOR TRUCKS. PARCEL 2 OF 19.59 ACRES WOULD INCLUDE A 347,369 SQ. FT. INDUSTRIAL BUILDING (BUILDING B) WITH 15,000 SQ. FT. OF OFFICE/MEZZANINE SPACE AND 332,369 SQ. FT. OF WAREHOUSE AREA WITH 39 DOCKING BAY DOORS AND DRIVE AISLES. PARKING FOR PARCEL 1/BUILDING A WOULD CONSIST OF 224 PARKING SPACES FOR VEHICLES AND 53 PARKING STALLS FOR TRUCKS. LANDSCAPING WILL SURROUND THE PERIMETER OF BOTH INDUSTRIAL SITES. PARCELS 3 AND 4, TOTALING APPROXIMATELY 53.35 ACRES WILL REMAIN VACANT.				
PPT190031	APPROVED	10/11/2019		
PROPOSAL FOR AN INDUSTRIAL WAREHOUSE BUILDING CONSISTING OF 5,000 SQ. FT. OF OFFICE SPACE AND 413,000 SQ. FT. OF WAREHOUSE STORAGE, WITH 50 DOCKING BAY DOORS. PARKING WOULD CONSIST OF 233 PARKING SPACES, INCLUDING SEVEN (7) ACCESSIBLE PARKING AND SIX (6) ELECTRIC VEHICLE SPACES, AND 62 TRUCK TRAILER STALLS WITHIN THE DOCKING BAY AREA. ADDITIONALLY, THE PROJECT IS PROPOSING A GUARD SHACK AND TWO (2) BASINS. TRUCK ENTRY WOULD BE FROM OLEANDER AVENUE.				
PUP00325	APPROVED	12/26/2000		
PUP00693	APPROVED	11/17/1989		1/8/1993
BUILD A CHURCH				
PUP00697	APPROVED	12/22/1989		8/15/1996
CHURCH FACILITY CHURCH FACILITY EA 34651 N/A				
PUP00726	APPROVED	7/26/1991		10/15/1993
OFFICES AND DAY CARE CENTER OFFICES & DAY CARE CENTER EA 36012 SEE FILE				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PUP00765	APPROVED	3/31/1995		9/5/1997
PUBLIC USE PERMIT FOR 32-BED RESIDENTIAL CARE FACI LITY RESIDENTIAL CARE FACILITY FOR THE ELDERLY WITH 32 BEDS EA 36840 PUP 325				
PUP00801	APPROVED	4/23/1999		
PUP FOR A RANCH HOME/EDUCATIONAL CENTER FOR KIDS				
PUP00856	APPROVED	7/19/2002		
DAY CARE CENTER				
PUP00856R1	APPROVED	6/11/2008		6/24/2011
RENEWTIME&EXPANSION OF EXISTING DAY CARE FACILITY				
PUP00856R2	APPROVED	1/9/2012		12/29/2014
ADD 2,596 SQ FT CARE TAKERS QUARTER,ADD 2,400SQ FT METAL GARAGE/WAREHOUSE TO EXISTING CHILD CARE CENT ER. EXISTING FACILITIES CONSIST OF:				
PUP00883	APPROVED	5/22/2006		6/1/2032
RANCH FACILITY FOR MEN W/DRUG ADDICTION EXSTG FAC				
PUP0315	APPROVED	8/7/2000		11/1/1985
EXPANSION OF FAMILY CARE HOME				
PUP0325	APPROVED	8/7/2000		
SP00341	APPROVED	4/21/2004		
FOR 6.2 MILLION SQ FT BUS PARK & LGT IND.				
TPM37625	APPROVED	10/1/2018		
SCHEDULE "H" SUBDIVISION OF 3.4 ACRES INTO 3 RESIDENTIAL LOTS WITH A MINIMUM LOT SIZE OF 1 ACRE.				
TPM37627	APPROVED	12/14/2018		
PARCEL MAP TO SUBDIVIDE 1 LOT TOTALING 3.61 ACRES INTO 2 LOTS WITH A MINIMIM SIZE OF 1.61 ACRES				
TR23234	APPROVED	12/14/1987		6/7/2001
DIVIDE 44.55 ACRES INTO 170 SINGLE FAMILY RESIDENC ES EA 32259, CZ 5042 EXT 67, EXT 264, EXT 511, EXT 905				
TR23234M2	APPROVED	8/27/1996		6/7/2001
MC TO TR23234 TO RECONFIGURE STREETS AND LOTS				
TR30592	APPROVED	1/8/2003		2/25/2017
TO SUBDIVIDE 34 ACRES INTO 131 SFR LOTS PLANNING AND TRANSPORTATION STAFF HAVE DETERMINED THAT CONDITION 50.TRANS.22 IS NOT REQUIRED, AS IT IS IN EXCESS TO THE CONDITIONED IMPROVEMENTS OF TH REE POINTS OF ALTERNATIVE INGRESS / EGRESS. THIS CONDITION IS NOT APPLICABLE PER APPROVAL OF TR3059 2M1 AT PLANNING COMMISSION ON 02/08/06.				
TR30592M1	APPROVED	9/1/2005		2/25/2017
REMOVE TRANS COND. 50.TRANS.22 FOR ROW IMPROVEMNT TO A SCHEDULE A SUBDIVISION OF 34 ACRES INTO 131 S FR LOTS.				

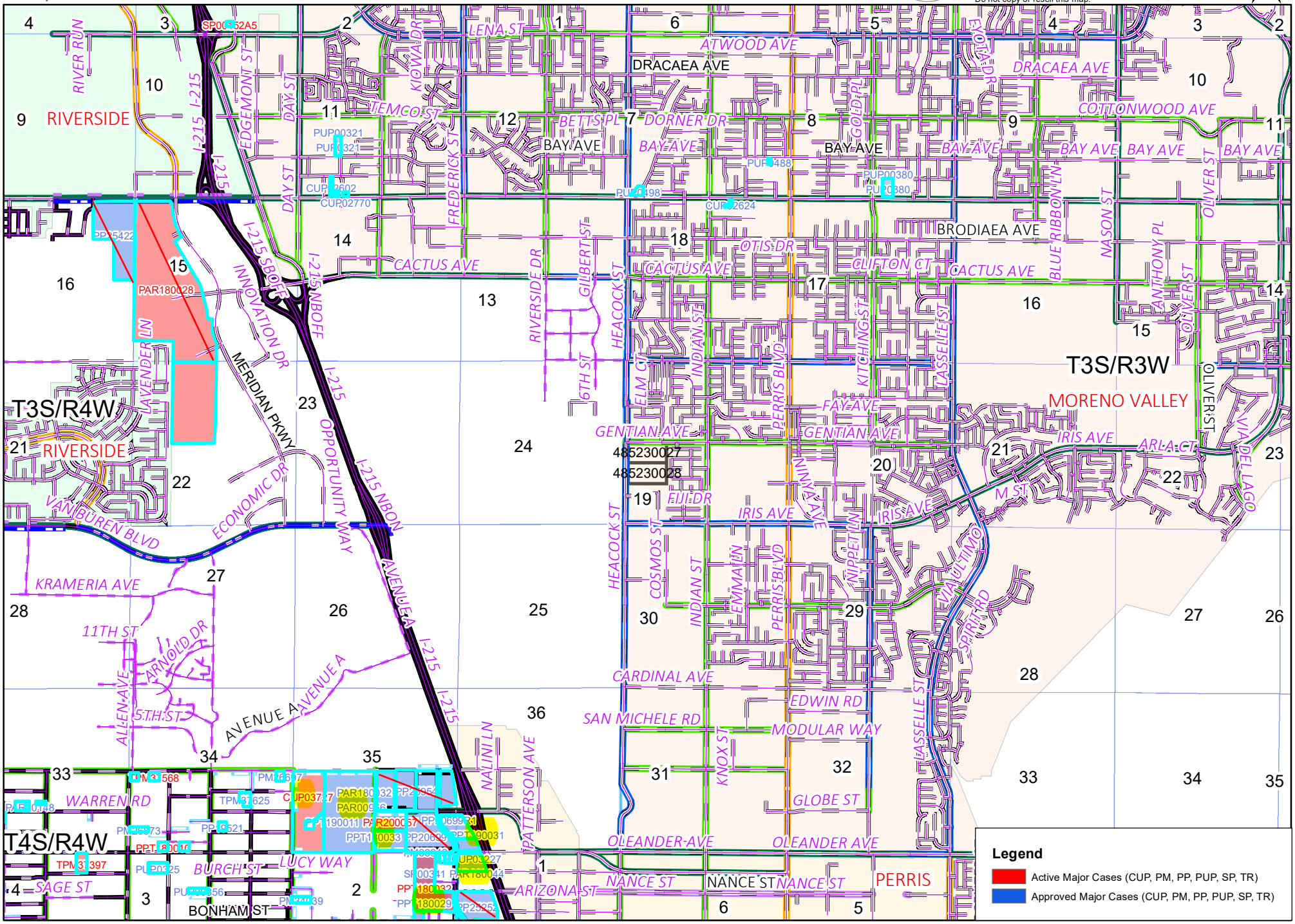
0 2,000 4,000 8,000 Feet

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Active Cases as of 1/4/2021

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
CUP03727	APPLIED	5/18/2015		
				5
PAR180028	APPLIED	5/9/2018		5/8/2020
FUNDING MECHANISM FOR RCHCA INCIDENTAL TAKE AGREEMENT				
PAR200057	PAYMENT PEN	11/2/2020		
PRE-APPLICATION FOR PLOT PLAN				
PPT180010	PC	3/21/2018		
TMOBILE 50FT MONOPINE, 6' CMU WALL, 12 PANEL ANTENNAS AT 43FT RAD CENTER, 400SQ FT LEASE AREA, 5 CABINETS				
PPT180032	LDC REVIEW	11/20/2018		
BUILDING 19				
SP00152A5	ADOPTED	7/29/2015		
CHANGE BOUNDARIES OF PLANNING AREA 22, 23, 24. INCREASE TOTAL ACREAGE BY 2.3 ACRES, AMEND LAND US E DESIGNATION AND DECREASE THE NUMBER OF DWELLING UNITS FROM 325 TO 239. ALSO REMOVE THE GATED ENTRI ES ALONG DE PALMA RD AND HORSETHIEF CANYON RD THAT ACCESS THE PLANNING AREAS. THE CHANGE IN ACREAGE I S A RESULT IF IMPROVED SURVEY MEASUREMENTS AND INC ORPORATION OF .7 ACRES OF VACATED AND QUITCLAIMED OF RIGHT-OF-WAY.				
TPM37397	LDC REVIEW	4/13/2018		
TENTATIVE PARCEL MAP				
TPM37568	ASSIGNED	10/21/2019		
SUBDIVIDE APPROXIMATELY 2.14 ACRES INTO (2) PARCELS.				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
CUP02602	APPROVED	12/22/2000		
CUP02620	APPROVED	12/22/2000		
CUP02624	APPROVED	12/22/2000		
CUP02770	APPROVED	12/22/2000		
PROPOSAL FOR AUTO REPAIR GARAGE AND PARTS STORE				
CUP03227	APPROVED	4/1/1996		6/4/1998
RESINS MANUFACTURING FACILITY RESINS MANUFACT FACILITY INCL. OFFICE BLDG, MAINT. BLDG., WAREHOUSE, TRUCK MAINT. & CONTROL ROOM/LAB EA 36982, CZ 6289 NONE				
PAR00148	APPROVED	8/20/1996		10/11/1998
PAR APP FOR PUP FOR OLIVE CREST CARE FACILITY				
PAR00790	APPROVED	9/29/2005		12/20/2007
BOAT AND TRAILER STORAGE				
PAR00966	APPROVED	8/11/2006		10/23/2008
CONSTRUCT 18 BLDG PADS FOR INDUSTRIAL WRHS				
PAR180032	COMPLETED	6/12/2018		
THE PROPOSED IS FOR TWO INDUSTRIAL BUILDINGS 358,867 SF AND 333,799 SF.				
PAR180044	APPROVED	9/4/2018		9/3/2020
PAR FOR MAJESTIC FREEWAY BUSINESS CENTER DEVELOPMENT				
PAR200057	PAYMENT PEN	11/2/2020		
PRE-APPLICATION FOR PLOT PLAN				
PM26697	APPROVED	5/2/1991		2/11/2000
SUBDIVIDE 2.12 ACRES INTO TWO PARCELS. DIVIDE 2.12 ACRES INTO 2 RESIDENTIAL PARCELS WITH A MINIMUM SIZE OF 1 ACRE. EA 35852. N/A.				
PM26873	APPROVED	4/12/1991		7/7/1998
DIVIDE 2.50 ACRES INTO 4 PARCELS DIVIDE 2.50 ACRES INTO 4 PARCELS EA 35828 CFG 179, ASA 30				
PM31547	APPROVED	7/29/2003		10/18/2008
SUBDIVIDE 2.29 AC INTO 2 LOTS				
PM33007	APPROVED	5/16/2006		3/26/2015
SCHED H DIVSION OF 2.29 AC PARCEL INTO 2 LOTS.				
PM33478	APPROVED	3/21/2006		7/30/2013
SCHED H DIVISION OF 2.35AC INTO TWO 1-AC PARCELS.				
PM33942	APPROVED	7/28/2005		6/25/2017
PM33942 PROPOSES A SCHEDULE E SUBDIVISION OF 68.85 GROSS (64.13 NET) ACRES INTO 7 PARCELS: PARCEL ON E (1) - 30.39 GROSS ACRES, PARCEL TWO (2) - 6.06 G ROSS ACRES, PARCEL THREE (3) - 5.97 GROSS ACRES, P ARCEL FOUR (4) - 4.08 GROSS ACRES, PARCEL FIVE (5) - 16.96 GROSS ACRES, PARCEL SIX (6) FOR STORM DRA IN - 1.32 GROSS ACRES, AND PARCEL SEVEN (7) FOR S TORM DRAIN - 2.94 NET ACRES.				
PM34039	APPROVED	10/3/2005		11/13/2014
SCHED H DIVISION OF 3 AC INTO 3 1-AC. MIN PARCELS				
PM35557	APPROVED	8/13/2007		7/22/2015
SCHEDULE H SUBDIVISION OF 2.5AC INTO TWO PARCELS				
PP14485	APPROVED	12/19/1995		1/22/1999
CONSTRUCTION EQUIP AUCTION CONSTRUCTION EQUIPMENT AUCTION EA 36944 COC 4507, COC 4511				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PP14485R1	APPROVED	8/20/2001		
HEAVY EQUIPMENT AUCTION YARD				
PP19521	APPROVED	6/11/2004		11/13/2008
HAY AND FEED STORE				
PP20699	APPROVED	7/28/2005		6/25/2012
PP20699 PROPOSES TO DEVELOP FIVE (5) INDUSTRIAL / DISTRIBUTION WAREHOUSE BUILDINGS ON A 68.85 GROSS (64.13 NET) ACRE SITE CONSISTING OF: 1,172,710 SQU ARE FEET OF WAREHOUSE, 34,000 SQUARE FEET OF OFFIC E, 425,289 SQUARE FEET OF LANDSCAPING AREA, 927 PA RKING SPACES, AND 8 DETENTION BASINS. THE TOTAL BU ILDING SQUARE FOOTAGE PROPOSED IS 1,206,710 SQUARE FEET. THE PROJECT WILL BE BUILT IN TWO PHASES.				
PP20699R1	APPROVED	6/16/2011		8/16/2013
REDUCE FROM 5 INDUS BLDG TO 3/MODIFY DRAINAGE AND WATER QUALITY CONCEPT				
PP21714	APPROVED	5/4/2006		9/21/2009
UNMNND WRLSS COMM 65' MONOTREE BROADLEAF/OUTDOOR E QUIPMENT/5X7 PAD FOR FUTURE GENERATOR FOR VERIZON				
PP25252	APPROVED	12/20/2012		
399,150 SF WAREHOUSE/OFFICE BLDG FOR DISCOUNT TIRE THE FACILITY WILL ALSO PROVIDE 152 AUTO PARKING SP ACES AND 214 TRACTOR/TRAILER PARKING SPACES, AND I NCLUDES THE CONSTRUCTION OF A PRIVATE ROAD ALONG I TS A PORTION OF THE NORTHERLY PROJECT BOUNDARY.				
PP25422	APPROVED	8/22/2013		
INDUSTRIAL DISTRIB CTR 918K SF 3 BUILDINGS				
PP25954	APPROVED	1/29/2016		
PROPOSE 767,410 SF INDUS BLDG WITH 10000 SF MEZZ				
PP26118	APPROVED	10/7/2016		
30,000 SQ FT CONTRACTOR'S STORAGE YARD W/ A 528 S. MOBILE OFFICE.				
PP26174	APPROVED	1/11/2017		
PLOT PLAN FOR UTILITY STORAGE YARD/CONTRACTOR YARD				
PPT180029	APPROVED	11/14/2018		
ONE INDUSTRIAL WAREHOUSE BUILDING (BLDG 20) AT 406,496 SQ FT CONCRETE TILT-UP; WITH 20,325 SQUARE-FEET OFFICE AREA AND THE REMAINING 386,171 SQUARE-FEET FOR WAREHOUSE SPACE. THERE WOULD BE A 2.4 ACRE DETENTION BASIN THAT COULD ACCOMMODATE PICNIC TABLES ALONG THE RIM OF THE BASIN AND A DESIGNATED PARKING CUT-OUT FOR FOOD TRUCKS. (10)				
PPT180033	APPROVED	11/28/2018		
215,424 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT CONSISTING OF 2 BUILDINGS ON 15.12-ACRES (GROSS) (9)				
PPT180038	APPROVED	12/20/2018		
CONSTRUCTION AND OPERATION OF A 147,249 SQUARE FOOT WAREHOUSE/DISTRIBUTION/MANUFACTURING DEVELOPMENT ON 8.51-ACRES (GROSS). NO REFRIGERATED WAREHOUSE SPACE IS PROPOSED AS PART OF THIS PROJECT.				

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PPT190011	TENT. APPROV	4/10/2019		
PROPOSAL TO CONSTRUCT TWO (2) INDUSTRIAL WAREHOUSE BUILDINGS ON TWO (2) PARCELS. THE TOTAL PROJECT SITE CONSISTS OF FOUR (4) PARCELS THAT WOULD ADJUST THEIR EXISTING LOT LINES TO CONSIST OF THE FOLLOWING: PARCEL 1 OF 20.90 ACRES WOULD INCLUDE A 363,367 SQ. FT. INDUSTRIAL BUILDING (BUILDING A) WITH 15,000 SQ. FT. OF OFFICE/MEZZANINE SPACE AND 348,367 SQ. FT. OF WAREHOUSE AREA WITH 46 DOCKING BAY DOORS AND DRIVE AISLES. PARKING FOR PARCEL 1/BUILDING A WOULD CONSIST OF 245 PARKING SPACES FOR VEHICLES AND 62 PARKING STALLS FOR TRUCKS. PARCEL 2 OF 19.59 ACRES WOULD INCLUDE A 347,369 SQ. FT. INDUSTRIAL BUILDING (BUILDING B) WITH 15,000 SQ. FT. OF OFFICE/MEZZANINE SPACE AND 332,369 SQ. FT. OF WAREHOUSE AREA WITH 39 DOCKING BAY DOORS AND DRIVE AISLES. PARKING FOR PARCEL 1/BUILDING A WOULD CONSIST OF 224 PARKING SPACES FOR VEHICLES AND 53 PARKING STALLS FOR TRUCKS. LANDSCAPING WILL SURROUND THE PERIMETER OF BOTH INDUSTRIAL SITES. PARCELS 3 AND 4, TOTALING APPROXIMATELY 53.35 ACRES WILL REMAIN VACANT.				
PPT190031	TENT. APPROV	10/11/2019		
PROPOSAL FOR AN INDUSTRIAL WAREHOUSE BUILDING CONSISTING OF 5,000 SQ. FT. OF OFFICE SPACE AND 413,000 SQ. FT. OF WAREHOUSE STORAGE, WITH 50 DOCKING BAY DOORS. PARKING WOULD CONSIST OF 233 PARKING SPACES, INCLUDING SEVEN (7) ACCESSIBLE PARKING AND SIX (6) ELECTRIC VEHICLE SPACES, AND 62 TRUCK TRAILER STALLS WITHIN THE DOCKING BAY AREA. ADDITIONALLY, THE PROJECT IS PROPOSING A GUARD SHACK AND TWO (2) BASINS. TRUCK ENTRY WOULD BE FROM OLEANDER AVENUE.				
PUP00321	APPROVED	2/2/2001		
PUP00325	APPROVED	12/26/2000		
PUP00380	APPROVED	12/26/2000		
PUP00765	APPROVED	3/31/1995		9/5/1997
PUBLIC USE PERMIT FOR 32-BED RESIDENTIAL CARE FACI LITY RESIDENTIAL CARE FACILITY FOR THE ELDERLY WITH 32 BEDS EA 36840 PUP 325				
PUP00856	APPROVED	7/19/2002		
DAY CARE CENTER				
PUP00856R1	APPROVED	6/11/2008		6/24/2011
RENEWTIME&EXPANSION OF EXISTING DAY CARE FACILITY				
PUP00856R2	APPROVED	1/9/2012		12/29/2014
ADD 2,596 SQ FT CARE TAKERS QUARTER,ADD 2,400SQ FT METAL GARAGE/WAREHOUSE TO EXISTING CHILD CARE CENT ER. EXISTING FACILITIES CONSIST OF:				
PUP0321	APPROVED	8/7/2000		
PUP0325	APPROVED	8/7/2000		
PUP0380	APPROVED	8/7/2000		
PUP0382	APPROVED	8/7/2000		
PUP0488	APPROVED	8/7/2000		
PUP0498	APPROVED	8/7/2000		

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
CASE DESCRIPTION				
PUP0517	APPROVED	8/7/2000		
SP00152A5	ADOPTED	7/29/2015		
CHANGE BOUNDARIES OF PLANNING AREA 22, 23, 24. INCREASE TOTAL ACREAGE BY 2.3 ACRES, AMEND LAND US E DESIGNATION AND DECREASE THE NUMBER OF DWELLING UNITS FROM 325 TO 239. ALSO REMOVE THE GATED ENTRI ES ALONG DE PALMA RD AND HORSETHIEF CANYON RD THAT ACCESS THE PLANNING AREAS. THE CHANGE IN ACREAGE I S A RESULT IF IMPROVED SURVEY MEASUREMENTS AND INC ORPORATION OF .7 ACRES OF VACATED AND QUITCLAIMED OF RIGHT-OF-WAY.				
SP00341	APPROVED	4/21/2004		
FOR 6.2 MILLION SQ FT BUS PARK & LGT IND.				
TPM37625	APPROVED	10/1/2018		
SCHEDULE "H" SUBDIVISION OF 3.4 ACRES INTO 3 RESIDENTIAL LOTS WITH A MINIMUM LOT SIZE OF 1 ACRE.				

Current Projects

Planning Topics

- Approval Process
- Current Projects
- Fees
- Property Look-up
- Specific Plans

Director's Hearing Agendas

- September 30, 2020 Agenda

Project Environmental Documents

Tentative Tract Map 37725

1

The project consists of Tentative Tract Map 37725 to subdivide approximately 20.18 acres into 66 single-family residential lots ranging in size from 7,212 square feet to 15,951 square feet with associated improvements including streets, sidewalks and 1 lettered lot for water quality requirements.

Tract Map 37725 Downloads

Notice of Intent | Draft Initial Study and Mitigated Negative Declaration (ISMND) | Draft ISMD Technical Appendices |

Project Map



Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Kaiser Foundation Hospitals (also known as Kaiser Permanente) is proposing to expand the existing Kaiser Permanente Moreno Valley Medical Center campus. The proposed project would be a multi-phased, state-of-the-art medical center campus, which would include the following at ultimate project build out: approximately 460-bed hospital, hospital support buildings, outpatient medical office buildings, an energy center, and surface and structured parking. The project site is located on the north side of Iris Avenue, west of Oliver, and east of Nason Street at 27300 Iris Avenue.

Kaiser Medical Center Downloads

Notice of Preparation (NOP) and Scoping Meeting |
DEIR (403.5 MB) |
FEIR | FEIR Technical Appendices |

Project Map



BUILT

Indian Street Commerce Center Project

The Project site is located within the southern portion of the City of Moreno Valley, in western Riverside County. The Project site is located approximately one-half mile westerly of Perris Boulevard and is bounded by Indian Street to the east. Grove View Road (alignment) comprises the Project site northerly boundary. March Air Reserve Base is located approximately one-third mile west of the Project site.

Indian St. Downloads

Notice of Preparation (498K) | Initial Study (4.89MB) | Draft EIR (20MB) | Final EIR (29MB)

Project Map



Moreno Valley Logistics Center

2

The project site is located south of Krameria Avenue, north of Cardinal Avenue, east of Heacock Street, and west of Indian Street in the City of Moreno Valley, Riverside County, California.

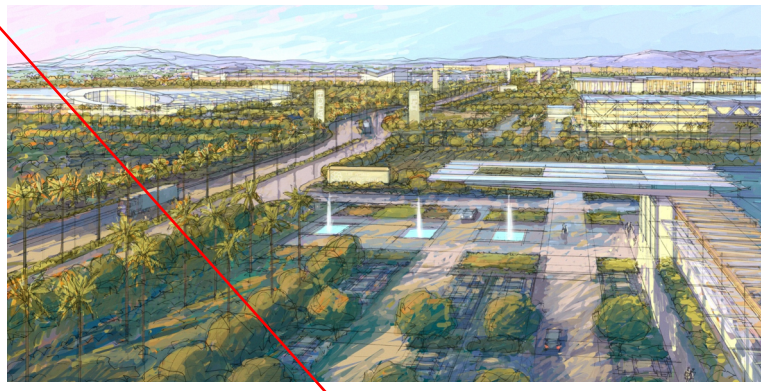
MV Logistics Center Downloads

Notice of DEIR (1.85MB) | CEQA Initial Study (13.3MB) | Draft EIR (48MB)
Final FEIR (49MB) | Technical Appendices (408MB)

Project Map



World Logistics Center



World Logistics Downloads

Note: Many of these files are very large and must be downloaded to your local system before viewing. To download files, right-click on the link and select the *save link as* option.

2020 Revised Final Environmental Impact Report (Revised Final EIR)

Proposed Development Agreement | Proposed Tentative Parcel Map 36457 Conveyance and Finance Purposes

Only |Notice of Completion Letter | Notice of Determination |
Revised EIR: Cover page | Part 1a | Part 1b | Part 1c-1 | Part 1c-2 | Part 1c-3 | Part 1c-4 | Part 1c-5 | Part 1c-6 | Part 1c-7 | Part 1c-8 | Part 1c-9 | Part 1c-10 |Part 1c-11 | Part 1c-12 | Part 1c-13 | Part1c-13-addition to Item Q Part 2 | Part 3 | Part 4 | Part 4 Vol. 3b | Additional Errata Memorandum | Notice of Determination | Additional Notice of Determination | Final Statement and Overriding Considerations | June 2020 Errata | Final MMRP

Community Response
Letters Sent in Response to the Revised Final EIR: Batch 1 –3 | Batch 4–5 | Batch 6 – 8 |

2019 Revised RFEIR Review 11-2019
Draft Recirculated RSFEIR | Draft Recircluated RSFEIR With Tracked Changes
Technical Appendices: A-C | D1- D6 |D7-D11 | E1- E5 |E 6-1 - E- 6- 5| E 6-6 - E- 6-10 | E6-11 - E6-13 | F
Note: the appendices are very large and may not open through the browser. Right click on the link and save them to your local system.

2019 Draft Recirculated Revised Sections of the Final Environmental Impact Report: Notice of Availability

Revised FEIR — July 2018
Revised FEIR Notice | World Logistics Center Revised Sections of FEIR | Revised FEIR with Redlines | Revised FEIR Appendices

Original FEIR and DEIR
World Logistics Center Specific Plan | Notice of DEIR | Project Map | Draft EIR
Final FEIR | Tracking FEIR | Technical Appendices (~1.7 GB)

Initiatives

WLC Land Benefit Initiative | World Logistics Center Development Agreement Initiative | World Logistics Center Land Use and Zoning Entitlements Initiative

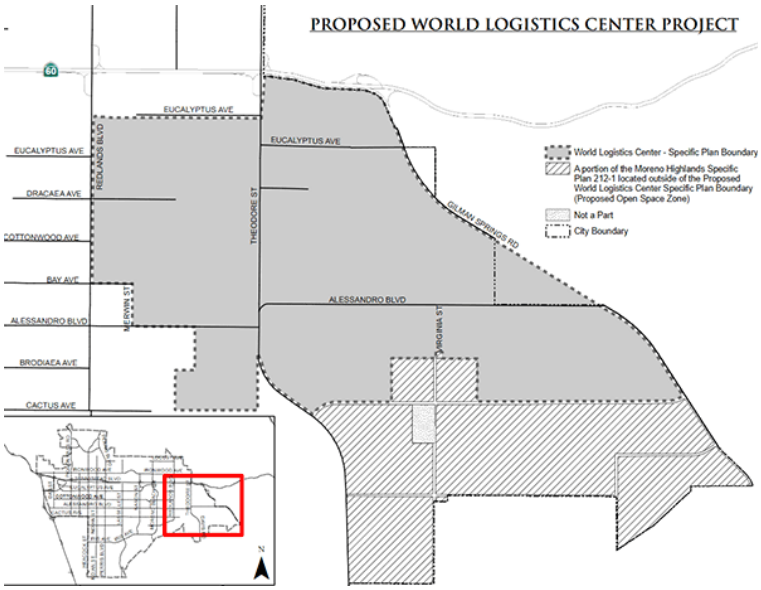
Legal

WLC Legal Information

Notice of Determination

Notice

Project Map



Moreno Valley Trade Center

The Project site is located in the eastern portion of the City of Moreno Valley, Riverside County, California. The Project site is south of Eucalyptus Avenue, west of Redlands Boulevard, and north of Encelia Avenue.

Moreno Valley Trade Center Downloads

Notice of Preparation (NOP) | Initial Study | Scoping Meeting Presentation | Scoping Meeting Notice

Project Map



Brodiaea Commerce Center Project

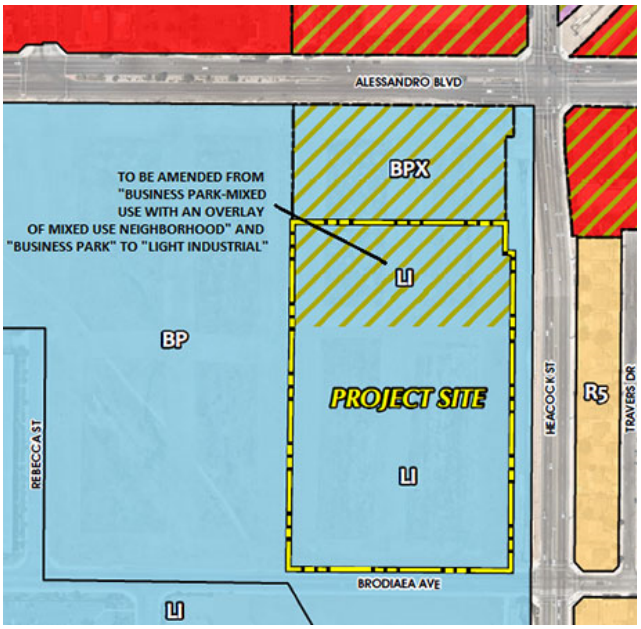
The Project site is located in the central portion of the City of Moreno Valley, Riverside County, California. The Project site is located north of Brodiaea Avenue, west of Heacock Street, and approximately 325 feet south of Alessandro Boulevard.

Brodia Downloads

Final EIR (12MB) | Final EIR Technical Appendices (223MB)

Notice of Preparation (100K) | Initial Study (3.49MB) | Draft EIR (17MB)
Technical Appendices (143MB)

Project Map



Site Sections

Services
- Appeal Parking Ticket
- Apply for a Permit
- Animal Shelter
- Pay Citation/Parking Ticket
- Register a Foreclosure
- Report Code Violation

Department
- Our Department
- Department Contacts
- Department News

Programs
- GreenUp

Documents & Fees
- Current Projects
- CEQA Document Prep Guidelines
- Fees
- Forms
- Specific Plans

Location

Moreno Valley City Hall
14177 Frederick St.
PO Box 88005
Moreno Valley, CA 92552

Hours

Monday-Thursday
7:30 am – 5:30 pm
Friday
7:30 am – 4:30 pm

North Perris Development Projects



12

Optimus Building Corporation II
1 million square feet industrial warehouse



11

Integra Perris
864,000 square feet industrial warehouse



Richmond American Homes
137 Single Family Residential Homes



13

Optimus Building Corporation
1.4 million square feet industrial warehouse



International Development Industrial
1.7 million square feet industrial warehouse



Stratford Ranch Industrial
1.7 million square feet industrial warehouse



Rados Distribution 14
1.2 million square feet
industrial warehouse



Ridge Commerce Center II
2.1 million square feet
Industrial warehouse



Ridge Commerce Center I
1.9 million square feet



Oakmont Industrial
1.6 million square feet industrial ware-



Harvest Landing Specific Plan



Rider II
378,000 square feet industrial
warehouse

Legend

- Under Review
- Approved
- Under Construction

South Perris Development Projects



Perris Market Place

520,000 square feet retail shopping center



Perris Family Apartments

75 Unit apartment complex



Avelina

492 Single Family Homes



Downtown Metrolink Station



Lewis Retail Center

643,000 square feet retail shopping center



Verano Apartments

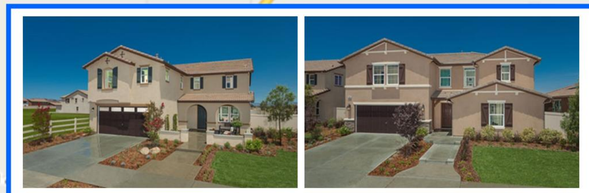
40 unit apartment complex



Green Valley Specific Plan



South Perris Metrolink Station



Sequoia

223 Single Family Homes



Cabrillo

184 Single Family Homes

Legend

- Under Review
- Approved
- Under Construction

Appendix F

Traffic Signal Warrants Worksheets

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	82	90	7
2	80	87	7
3	78	86	7
4	73	80	6
5	65	71	6
6	64	70	5
7	63	69	5
8	57	63	5
9	57	62	5
10	56	61	5
11	48	53	4
12	45	50	4
13	44	49	4
14	33	36	3
15	33	36	3
16	23	25	2
17	13	14	1
18	13	14	1
19	7	8	1
20	4	5	0
21	2	3	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	172	1	7	No	No	No	No	No	No	No	No	No	No
2	2	167	1	7	No	No	No	No	No	No	No	No	No	No
3	2	164	1	7	No	No	No	No	No	No	No	No	No	No
4	2	153	1	6	No	No	No	No	No	No	No	No	No	No
5	2	136	1	6	No	No	No	No	No	No	No	No	No	No
6	2	134	1	5	No	No	No	No	No	No	No	No	No	No
7	2	132	1	5	No	No	No	No	No	No	No	No	No	No
8	2	120	1	5	No	No	No	No	No	No	No	No	No	No
9	2	119	1	5	No	No	No	No	No	No	No	No	No	No
10	2	117	1	5	No	No	No	No	No	No	No	No	No	No
11	2	101	1	4	No	No	No	No	No	No	No	No	No	No
12	2	95	1	4	No	No	No	No	No	No	No	No	No	No
13	2	93	1	4	No	No	No	No	No	No	No	No	No	No
14	2	69	1	3	No	No	No	No	No	No	No	No	No	No
15	2	69	1	3	No	No	No	No	No	No	No	No	No	No
16	2	48	1	2	No	No	No	No	No	No	No	No	No	No
17	2	27	1	1	No	No	No	No	No	No	No	No	No	No
18	2	27	1	1	No	No	No	No	No	No	No	No	No	No
19	2	15	1	1	No	No	No	No	No	No	No	No	No	No
20	2	9	1	0	No	No	No	No	No	No	No	No	No	No
21	2	5	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	7
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	179
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	65	106	1	10
2	63	103	1	10
3	62	101	1	10
4	58	94	1	9
5	51	84	1	8
6	51	83	1	8
7	50	82	1	8
8	46	74	1	7
9	45	73	1	7
10	44	72	1	7
11	38	63	1	6
12	36	58	1	6
13	35	57	1	5
14	26	42	0	4
15	26	42	0	4
16	18	30	0	3
17	10	17	0	2
18	10	17	0	2
19	6	10	0	1
20	3	5	0	1
21	2	3	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	171	1	10	No	No	No	No	No	No	No	No	No	No
2	2	166	1	10	No	No	No	No	No	No	No	No	No	No
3	2	163	1	10	No	No	No	No	No	No	No	No	No	No
4	2	152	1	9	No	No	No	No	No	No	No	No	No	No
5	2	135	1	8	No	No	No	No	No	No	No	No	No	No
6	2	134	1	8	No	No	No	No	No	No	No	No	No	No
7	2	132	1	8	No	No	No	No	No	No	No	No	No	No
8	2	120	1	7	No	No	No	No	No	No	No	No	No	No
9	2	118	1	7	No	No	No	No	No	No	No	No	No	No
10	2	116	1	7	No	No	No	No	No	No	No	No	No	No
11	2	101	1	6	No	No	No	No	No	No	No	No	No	No
12	2	94	1	6	No	No	No	No	No	No	No	No	No	No
13	2	92	1	5	No	No	No	No	No	No	No	No	No	No
14	2	68	1	4	No	No	No	No	No	No	No	No	No	No
15	2	68	1	4	No	No	No	No	No	No	No	No	No	No
16	2	48	1	3	No	No	No	No	No	No	No	No	No	No
17	2	27	1	2	No	No	No	No	No	No	No	No	No	No
18	2	27	1	2	No	No	No	No	No	No	No	No	No	No
19	2	16	1	1	No	No	No	No	No	No	No	No	No	No
20	2	8	1	1	No	No	No	No	No	No	No	No	No	No
21	2	5	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6	9.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	1	10
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	182	182
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	27	70	130	19
2	26	68	126	18
3	26	67	124	18
4	24	62	116	17
5	21	55	103	15
6	21	55	101	15
7	21	54	100	15
8	19	49	91	13
9	19	48	90	13
10	18	48	88	13
11	16	41	77	11
12	15	39	72	10
13	15	38	70	10
14	11	28	52	8
15	11	28	52	8
16	8	20	36	5
17	4	11	21	3
18	4	11	21	3
19	2	6	12	2
20	1	4	7	1
21	1	2	4	1
22	0	1	1	0
23	0	1	1	0
24	0	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	97	2	130	No	No	No	No	No	No	No	No	No	No
2	2	94	2	126	No	No	No	No	No	No	No	No	No	No
3	2	93	2	124	No	No	No	No	No	No	No	No	No	No
4	2	86	2	116	No	No	No	No	No	No	No	No	No	No
5	2	76	2	103	No	No	No	No	No	No	No	No	No	No
6	2	76	2	101	No	No	No	No	No	No	No	No	No	No
7	2	75	2	100	No	No	No	No	No	No	No	No	No	No
8	2	68	2	91	No	No	No	No	No	No	No	No	No	No
9	2	67	2	90	No	No	No	No	No	No	No	No	No	No
10	2	66	2	88	No	No	No	No	No	No	No	No	No	No
11	2	57	2	77	No	No	No	No	No	No	No	No	No	No
12	2	54	2	72	No	No	No	No	No	No	No	No	No	No
13	2	53	2	70	No	No	No	No	No	No	No	No	No	No
14	2	39	2	52	No	No	No	No	No	No	No	No	No	No
15	2	39	2	52	No	No	No	No	No	No	No	No	No	No
16	2	28	2	36	No	No	No	No	No	No	No	No	No	No
17	2	15	2	21	No	No	No	No	No	No	No	No	No	No
18	2	15	2	21	No	No	No	No	No	No	No	No	No	No
19	2	8	2	12	No	No	No	No	No	No	No	No	No	No
20	2	5	2	7	No	No	No	No	No	No	No	No	No	No
21	2	3	2	4	No	No	No	No	No	No	No	No	No	No
22	2	1	2	1	No	No	No	No	No	No	No	No	No	No
23	2	1	2	1	No	No	No	No	No	No	No	No	No	No
24	2	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	7.9	8.3
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:17	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	130	19
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	246	246
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	871	576	0
2	845	559	0
3	827	547	0
4	775	513	0
5	688	455	0
6	679	449	0
7	671	444	0
8	610	403	0
9	601	397	0
10	592	392	0
11	514	340	0
12	479	317	0
13	470	311	0
14	348	230	0
15	348	230	0
16	244	161	0
17	139	92	0
18	139	92	0
19	78	52	0
20	44	29	0
21	26	17	0
22	9	6	0
23	9	6	0
24	9	6	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1447	1	0	No	No	No	No	No	No	No	No	No	No
2	4	1404	1	0	No	No	No	No	No	No	No	No	No	No
3	4	1374	1	0	No	No	No	No	No	No	No	No	No	No
4	4	1288	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1143	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1128	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1115	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1013	1	0	No	No	No	No	No	No	No	No	No	No
9	4	998	1	0	No	No	No	No	No	No	No	No	No	No
10	4	984	1	0	No	No	No	No	No	No	No	No	No	No
11	4	854	1	0	No	No	No	No	No	No	No	No	No	No
12	4	796	1	0	No	No	No	No	No	No	No	No	No	No
13	4	781	1	0	No	No	No	No	No	No	No	No	No	No
14	4	578	1	0	No	No	No	No	No	No	No	No	No	No
15	4	578	1	0	No	No	No	No	No	No	No	No	No	No
16	4	405	1	0	No	No	No	No	No	No	No	No	No	No
17	4	231	1	0	No	No	No	No	No	No	No	No	No	No
18	4	231	1	0	No	No	No	No	No	No	No	No	No	No
19	4	130	1	0	No	No	No	No	No	No	No	No	No	No
20	4	73	1	0	No	No	No	No	No	No	No	No	No	No
21	4	43	1	0	No	No	No	No	No	No	No	No	No	No
22	4	15	1	0	No	No	No	No	No	No	No	No	No	No
23	4	15	1	0	No	No	No	No	No	No	No	No	No	No
24	4	15	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1447
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	1
2	1	0	1
3	1	0	1
4	1	0	1
5	1	0	1
6	1	0	1
7	1	0	1
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	1	No	No	No	No	No	No	No	No	No	No
2	1	1	1	1	No	No	No	No	No	No	No	No	No	No
3	1	1	1	1	No	No	No	No	No	No	No	No	No	No
4	1	1	1	1	No	No	No	No	No	No	No	No	No	No
5	1	1	1	1	No	No	No	No	No	No	No	No	No	No
6	1	1	1	1	No	No	No	No	No	No	No	No	No	No
7	1	1	1	1	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	0	No	No	No	No	No	No	No	No	No	No
15	1	0	1	0	No	No	No	No	No	No	No	No	No	No
16	1	0	1	0	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	159	91	11
2	154	88	11
3	151	86	10
4	142	81	10
5	126	72	9
6	124	71	9
7	122	70	8
8	111	64	8
9	110	63	8
10	108	62	7
11	94	54	6
12	87	50	6
13	86	49	6
14	64	36	4
15	64	36	4
16	45	25	3
17	25	15	2
18	25	15	2
19	14	8	1
20	8	5	1
21	5	3	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	250	1	11	No	No	No	No	No	No	No	No	No	No
2	2	242	1	11	No	No	No	No	No	No	No	No	No	No
3	2	237	1	10	No	No	No	No	No	No	No	No	No	No
4	2	223	1	10	No	No	No	No	No	No	No	No	No	No
5	2	198	1	9	No	No	No	No	No	No	No	No	No	No
6	2	195	1	9	No	No	No	No	No	No	No	No	No	No
7	2	192	1	8	No	No	No	No	No	No	No	No	No	No
8	2	175	1	8	No	No	No	No	No	No	No	No	No	No
9	2	173	1	8	No	No	No	No	No	No	No	No	No	No
10	2	170	1	7	No	No	No	No	No	No	No	No	No	No
11	2	148	1	6	No	No	No	No	No	No	No	No	No	No
12	2	137	1	6	No	No	No	No	No	No	No	No	No	No
13	2	135	1	6	No	No	No	No	No	No	No	No	No	No
14	2	100	1	4	No	No	No	No	No	No	No	No	No	No
15	2	100	1	4	No	No	No	No	No	No	No	No	No	No
16	2	70	1	3	No	No	No	No	No	No	No	No	No	No
17	2	40	1	2	No	No	No	No	No	No	No	No	No	No
18	2	40	1	2	No	No	No	No	No	No	No	No	No	No
19	2	22	1	1	No	No	No	No	No	No	No	No	No	No
20	2	13	1	1	No	No	No	No	No	No	No	No	No	No
21	2	8	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	11
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	261
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	187	67	1	6
2	181	65	1	6
3	178	64	1	6
4	166	60	1	5
5	148	53	1	5
6	146	52	1	5
7	144	52	1	5
8	131	47	1	4
9	129	46	1	4
10	127	46	1	4
11	110	40	1	4
12	103	37	1	3
13	101	36	1	3
14	75	27	0	2
15	75	27	0	2
16	52	19	0	2
17	30	11	0	1
18	30	11	0	1
19	17	6	0	1
20	9	3	0	0
21	6	2	0	0
22	2	1	0	0
23	2	1	0	0
24	2	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	254	1	6	No	No	No	No	No	No	No	No	No	No
2	2	246	1	6	No	No	No	No	No	No	No	No	No	No
3	2	242	1	6	No	No	No	No	No	No	No	No	No	No
4	2	226	1	5	No	No	No	No	No	No	No	No	No	No
5	2	201	1	5	No	No	No	No	No	No	No	No	No	No
6	2	198	1	5	No	No	No	No	No	No	No	No	No	No
7	2	196	1	5	No	No	No	No	No	No	No	No	No	No
8	2	178	1	4	No	No	No	No	No	No	No	No	No	No
9	2	175	1	4	No	No	No	No	No	No	No	No	No	No
10	2	173	1	4	No	No	No	No	No	No	No	No	No	No
11	2	150	1	4	No	No	No	No	No	No	No	No	No	No
12	2	140	1	3	No	No	No	No	No	No	No	No	No	No
13	2	137	1	3	No	No	No	No	No	No	No	No	No	No
14	2	102	1	2	No	No	No	No	No	No	No	No	No	No
15	2	102	1	2	No	No	No	No	No	No	No	No	No	No
16	2	71	1	2	No	No	No	No	No	No	No	No	No	No
17	2	41	1	1	No	No	No	No	No	No	No	No	No	No
18	2	41	1	1	No	No	No	No	No	No	No	No	No	No
19	2	23	1	1	No	No	No	No	No	No	No	No	No	No
20	2	12	1	0	No	No	No	No	No	No	No	No	No	No
21	2	8	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.5	10.6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	1	6
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	261	261
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	79	76	126	26
2	77	74	122	25
3	75	72	120	25
4	70	68	112	23
5	62	60	100	21
6	62	59	98	20
7	61	59	97	20
8	55	53	88	18
9	55	52	87	18
10	54	52	86	18
11	47	45	74	15
12	43	42	69	14
13	43	41	68	14
14	32	30	50	10
15	32	30	50	10
16	22	21	35	7
17	13	12	20	4
18	13	12	20	4
19	7	7	11	2
20	4	4	6	1
21	2	2	4	1
22	1	1	1	0
23	1	1	1	0
24	1	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	155	2	126	No	No	No	No	No	No	No	No	No	No
2	2	151	2	122	No	No	No	No	No	No	No	No	No	No
3	2	147	2	120	No	No	No	No	No	No	No	No	No	No
4	2	138	2	112	No	No	No	No	No	No	No	No	No	No
5	2	122	2	100	No	No	No	No	No	No	No	No	No	No
6	2	121	2	98	No	No	No	No	No	No	No	No	No	No
7	2	120	2	97	No	No	No	No	No	No	No	No	No	No
8	2	108	2	88	No	No	No	No	No	No	No	No	No	No
9	2	107	2	87	No	No	No	No	No	No	No	No	No	No
10	2	106	2	86	No	No	No	No	No	No	No	No	No	No
11	2	92	2	74	No	No	No	No	No	No	No	No	No	No
12	2	85	2	69	No	No	No	No	No	No	No	No	No	No
13	2	84	2	68	No	No	No	No	No	No	No	No	No	No
14	2	62	2	50	No	No	No	No	No	No	No	No	No	No
15	2	62	2	50	No	No	No	No	No	No	No	No	No	No
16	2	43	2	35	No	No	No	No	No	No	No	No	No	No
17	2	25	2	20	No	No	No	No	No	No	No	No	No	No
18	2	25	2	20	No	No	No	No	No	No	No	No	No	No
19	2	14	2	11	No	No	No	No	No	No	No	No	No	No
20	2	8	2	6	No	No	No	No	No	No	No	No	No	No
21	2	4	2	4	No	No	No	No	No	No	No	No	No	No
22	2	2	2	1	No	No	No	No	No	No	No	No	No	No
23	2	2	2	1	No	No	No	No	No	No	No	No	No	No
24	2	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8	8.6
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:16	0:03
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	126	26
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	307	307
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1266	775	0
2	1228	752	0
3	1203	736	0
4	1127	690	0
5	1000	612	0
6	987	605	0
7	975	597	0
8	886	543	0
9	874	535	0
10	861	527	0
11	747	457	0
12	696	426	0
13	684	419	0
14	506	310	0
15	506	310	0
16	354	217	0
17	203	124	0
18	203	124	0
19	114	70	0
20	63	39	0
21	38	23	0
22	13	8	0
23	13	8	0
24	13	8	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	2041	1	0	No	No	No	No	No	No	No	No	No	No
2	4	1980	1	0	No	No	No	No	No	No	No	No	No	No
3	4	1939	1	0	No	No	No	No	No	No	No	No	No	No
4	4	1817	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1612	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1592	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1572	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1429	1	0	No	No	No	No	No	No	No	No	No	No
9	4	1409	1	0	No	No	No	No	No	No	No	No	No	No
10	4	1388	1	0	No	No	No	No	No	No	No	No	No	No
11	4	1204	1	0	No	No	No	No	No	No	No	No	No	No
12	4	1122	1	0	No	No	No	No	No	No	No	No	No	No
13	4	1103	1	0	No	No	No	No	No	No	No	No	No	No
14	4	816	1	0	No	No	No	No	No	No	No	No	No	No
15	4	816	1	0	No	No	No	No	No	No	No	No	No	No
16	4	571	1	0	No	No	No	No	No	No	No	No	No	No
17	4	327	1	0	No	No	No	No	No	No	No	No	No	No
18	4	327	1	0	No	No	No	No	No	No	No	No	No	No
19	4	184	1	0	No	No	No	No	No	No	No	No	No	No
20	4	102	1	0	No	No	No	No	No	No	No	No	No	No
21	4	61	1	0	No	No	No	No	No	No	No	No	No	No
22	4	21	1	0	No	No	No	No	No	No	No	No	No	No
23	4	21	1	0	No	No	No	No	No	No	No	No	No	No
24	4	21	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2041
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	2
2	1	0	2
3	1	0	2
4	1	0	2
5	1	0	2
6	1	0	2
7	1	0	2
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	1
15	0	0	1
16	0	0	1
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	2	No	No	No	No	No	No	No	No	No	No
2	1	1	1	2	No	No	No	No	No	No	No	No	No	No
3	1	1	1	2	No	No	No	No	No	No	No	No	No	No
4	1	1	1	2	No	No	No	No	No	No	No	No	No	No
5	1	1	1	2	No	No	No	No	No	No	No	No	No	No
6	1	1	1	2	No	No	No	No	No	No	No	No	No	No
7	1	1	1	2	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	1	No	No	No	No	No	No	No	No	No	No
15	1	0	1	1	No	No	No	No	No	No	No	No	No	No
16	1	0	1	1	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	97	130	5	7
2	94	126	5	7
3	92	124	5	7
4	86	116	4	6
5	77	103	4	6
6	76	101	4	5
7	75	100	4	5
8	68	91	4	5
9	67	90	3	5
10	66	88	3	5
11	57	77	3	4
12	53	72	3	4
13	52	70	3	4
14	39	52	2	3
15	39	52	2	3
16	27	36	1	2
17	16	21	1	1
18	16	21	1	1
19	9	12	0	1
20	5	7	0	0
21	3	4	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	227	1	7	No	No	No	No	No	No	No	No	No	No
2	2	220	1	7	No	No	No	No	No	No	No	No	No	No
3	2	216	1	7	No	No	No	No	No	No	No	No	No	No
4	2	202	1	6	No	No	No	No	No	No	No	No	No	No
5	2	180	1	6	No	No	No	No	No	No	No	No	No	No
6	2	177	1	5	No	No	No	No	No	No	No	No	No	No
7	2	175	1	5	No	No	No	No	No	No	No	No	No	No
8	2	159	1	5	No	No	No	No	No	No	No	No	No	No
9	2	157	1	5	No	No	No	No	No	No	No	No	No	No
10	2	154	1	5	No	No	No	No	No	No	No	No	No	No
11	2	134	1	4	No	No	No	No	No	No	No	No	No	No
12	2	125	1	4	No	No	No	No	No	No	No	No	No	No
13	2	122	1	4	No	No	No	No	No	No	No	No	No	No
14	2	91	1	3	No	No	No	No	No	No	No	No	No	No
15	2	91	1	3	No	No	No	No	No	No	No	No	No	No
16	2	63	1	2	No	No	No	No	No	No	No	No	No	No
17	2	37	1	1	No	No	No	No	No	No	No	No	No	No
18	2	37	1	1	No	No	No	No	No	No	No	No	No	No
19	2	21	1	1	No	No	No	No	No	No	No	No	No	No
20	2	12	1	0	No	No	No	No	No	No	No	No	No	No
21	2	7	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1	10.1
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	5	7
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	239	239
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	72	121	9	10
2	70	117	9	10
3	68	115	9	10
4	64	108	8	9
5	57	96	7	8
6	56	94	7	8
7	55	93	7	8
8	50	85	6	7
9	50	83	6	7
10	49	82	6	7
11	42	71	5	6
12	40	67	5	6
13	39	65	5	5
14	29	48	4	4
15	29	48	4	4
16	20	34	3	3
17	12	19	1	2
18	12	19	1	2
19	6	11	1	1
20	4	6	0	1
21	2	4	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	193	1	10	No	No	No	No	No	No	No	No	No	No
2	2	187	1	10	No	No	No	No	No	No	No	No	No	No
3	2	183	1	10	No	No	No	No	No	No	No	No	No	No
4	2	172	1	9	No	No	No	No	No	No	No	No	No	No
5	2	153	1	8	No	No	No	No	No	No	No	No	No	No
6	2	150	1	8	No	No	No	No	No	No	No	No	No	No
7	2	148	1	8	No	No	No	No	No	No	No	No	No	No
8	2	135	1	7	No	No	No	No	No	No	No	No	No	No
9	2	133	1	7	No	No	No	No	No	No	No	No	No	No
10	2	131	1	7	No	No	No	No	No	No	No	No	No	No
11	2	113	1	6	No	No	No	No	No	No	No	No	No	No
12	2	107	1	6	No	No	No	No	No	No	No	No	No	No
13	2	104	1	5	No	No	No	No	No	No	No	No	No	No
14	2	77	1	4	No	No	No	No	No	No	No	No	No	No
15	2	77	1	4	No	No	No	No	No	No	No	No	No	No
16	2	54	1	3	No	No	No	No	No	No	No	No	No	No
17	2	31	1	2	No	No	No	No	No	No	No	No	No	No
18	2	31	1	2	No	No	No	No	No	No	No	No	No	No
19	2	17	1	1	No	No	No	No	No	No	No	No	No	No
20	2	10	1	1	No	No	No	No	No	No	No	No	No	No
21	2	6	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7	9.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	9	10
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	212	212
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	27	71	138	19
2	26	69	134	18
3	26	67	131	18
4	24	63	123	17
5	21	56	109	15
6	21	55	108	15
7	21	55	106	15
8	19	50	97	13
9	19	49	95	13
10	18	48	94	13
11	16	42	81	11
12	15	39	76	10
13	15	38	75	10
14	11	28	55	8
15	11	28	55	8
16	8	20	39	5
17	4	11	22	3
18	4	11	22	3
19	2	6	12	2
20	1	4	7	1
21	1	2	4	1
22	0	1	1	0
23	0	1	1	0
24	0	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	98	2	138	No	No	No	No	No	No	No	No	No	No
2	2	95	2	134	No	No	No	No	No	No	No	No	No	No
3	2	93	2	131	No	No	No	No	No	No	No	No	No	No
4	2	87	2	123	No	No	No	No	No	No	No	No	No	No
5	2	77	2	109	No	No	No	No	No	No	No	No	No	No
6	2	76	2	108	No	No	No	No	No	No	No	No	No	No
7	2	76	2	106	No	No	No	No	No	No	No	No	No	No
8	2	69	2	97	No	No	No	No	No	No	No	No	No	No
9	2	68	2	95	No	No	No	No	No	No	No	No	No	No
10	2	66	2	94	No	No	No	No	No	No	No	No	No	No
11	2	58	2	81	No	No	No	No	No	No	No	No	No	No
12	2	54	2	76	No	No	No	No	No	No	No	No	No	No
13	2	53	2	75	No	No	No	No	No	No	No	No	No	No
14	2	39	2	55	No	No	No	No	No	No	No	No	No	No
15	2	39	2	55	No	No	No	No	No	No	No	No	No	No
16	2	28	2	39	No	No	No	No	No	No	No	No	No	No
17	2	15	2	22	No	No	No	No	No	No	No	No	No	No
18	2	15	2	22	No	No	No	No	No	No	No	No	No	No
19	2	8	2	12	No	No	No	No	No	No	No	No	No	No
20	2	5	2	7	No	No	No	No	No	No	No	No	No	No
21	2	3	2	4	No	No	No	No	No	No	No	No	No	No
22	2	1	2	1	No	No	No	No	No	No	No	No	No	No
23	2	1	2	1	No	No	No	No	No	No	No	No	No	No
24	2	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	7.9	8.3
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:18	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	138	19
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	255	255
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	883	578	0
2	857	561	0
3	839	549	0
4	786	514	0
5	698	457	0
6	689	451	0
7	680	445	0
8	618	405	0
9	609	399	0
10	600	393	0
11	521	341	0
12	486	318	0
13	477	312	0
14	353	231	0
15	353	231	0
16	247	162	0
17	141	92	0
18	141	92	0
19	79	52	0
20	44	29	0
21	26	17	0
22	9	6	0
23	9	6	0
24	9	6	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1461	1	0	No	No	No	No	No	No	No	No	No	No
2	4	1418	1	0	No	No	No	No	No	No	No	No	No	No
3	4	1388	1	0	No	No	No	No	No	No	No	No	No	No
4	4	1300	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1155	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1140	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1125	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1023	1	0	No	No	No	No	No	No	No	No	No	No
9	4	1008	1	0	No	No	No	No	No	No	No	No	No	No
10	4	993	1	0	No	No	No	No	No	No	No	No	No	No
11	4	862	1	0	No	No	No	No	No	No	No	No	No	No
12	4	804	1	0	No	No	No	No	No	No	No	No	No	No
13	4	789	1	0	No	No	No	No	No	No	No	No	No	No
14	4	584	1	0	No	No	No	No	No	No	No	No	No	No
15	4	584	1	0	No	No	No	No	No	No	No	No	No	No
16	4	409	1	0	No	No	No	No	No	No	No	No	No	No
17	4	233	1	0	No	No	No	No	No	No	No	No	No	No
18	4	233	1	0	No	No	No	No	No	No	No	No	No	No
19	4	131	1	0	No	No	No	No	No	No	No	No	No	No
20	4	73	1	0	No	No	No	No	No	No	No	No	No	No
21	4	43	1	0	No	No	No	No	No	No	No	No	No	No
22	4	15	1	0	No	No	No	No	No	No	No	No	No	No
23	4	15	1	0	No	No	No	No	No	No	No	No	No	No
24	4	15	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1461
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	1
2	1	0	1
3	1	0	1
4	1	0	1
5	1	0	1
6	1	0	1
7	1	0	1
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	1	No	No	No	No	No	No	No	No	No	No
2	1	1	1	1	No	No	No	No	No	No	No	No	No	No
3	1	1	1	1	No	No	No	No	No	No	No	No	No	No
4	1	1	1	1	No	No	No	No	No	No	No	No	No	No
5	1	1	1	1	No	No	No	No	No	No	No	No	No	No
6	1	1	1	1	No	No	No	No	No	No	No	No	No	No
7	1	1	1	1	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	0	No	No	No	No	No	No	No	No	No	No
15	1	0	1	0	No	No	No	No	No	No	No	No	No	No
16	1	0	1	0	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: Patterson Ave @ Project Dwy 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	99	143	13
2	96	139	13
3	94	136	12
4	88	127	12
5	78	113	10
6	77	112	10
7	76	110	10
8	69	100	9
9	68	99	9
10	67	97	9
11	58	84	8
12	54	79	7
13	53	77	7
14	40	57	5
15	40	57	5
16	28	40	4
17	16	23	2
18	16	23	2
19	9	13	1
20	5	7	1
21	3	4	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	242	1	13	No	No	No	No	No	No	No	No	No	No
2	2	235	1	13	No	No	No	No	No	No	No	No	No	No
3	2	230	1	12	No	No	No	No	No	No	No	No	No	No
4	2	215	1	12	No	No	No	No	No	No	No	No	No	No
5	2	191	1	10	No	No	No	No	No	No	No	No	No	No
6	2	189	1	10	No	No	No	No	No	No	No	No	No	No
7	2	186	1	10	No	No	No	No	No	No	No	No	No	No
8	2	169	1	9	No	No	No	No	No	No	No	No	No	No
9	2	167	1	9	No	No	No	No	No	No	No	No	No	No
10	2	164	1	9	No	No	No	No	No	No	No	No	No	No
11	2	142	1	8	No	No	No	No	No	No	No	No	No	No
12	2	133	1	7	No	No	No	No	No	No	No	No	No	No
13	2	130	1	7	No	No	No	No	No	No	No	No	No	No
14	2	97	1	5	No	No	No	No	No	No	No	No	No	No
15	2	97	1	5	No	No	No	No	No	No	No	No	No	No
16	2	68	1	4	No	No	No	No	No	No	No	No	No	No
17	2	39	1	2	No	No	No	No	No	No	No	No	No	No
18	2	39	1	2	No	No	No	No	No	No	No	No	No	No
19	2	22	1	1	No	No	No	No	No	No	No	No	No	No
20	2	12	1	1	No	No	No	No	No	No	No	No	No	No
21	2	7	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	13
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	255
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 10: Patterson Ave @ Project Dwy 4

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	73	111	1
2	71	108	1
3	69	105	1
4	65	99	1
5	58	88	1
6	57	87	1
7	56	85	1
8	51	78	1
9	50	77	1
10	50	75	1
11	43	65	1
12	40	61	1
13	39	60	1
14	29	44	0
15	29	44	0
16	20	31	0
17	12	18	0
18	12	18	0
19	7	10	0
20	4	6	0
21	2	3	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	184	1	1	No	No	No	No	No	No	No	No	No	No
2	1	179	1	1	No	No	No	No	No	No	No	No	No	No
3	1	174	1	1	No	No	No	No	No	No	No	No	No	No
4	1	164	1	1	No	No	No	No	No	No	No	No	No	No
5	1	146	1	1	No	No	No	No	No	No	No	No	No	No
6	1	144	1	1	No	No	No	No	No	No	No	No	No	No
7	1	141	1	1	No	No	No	No	No	No	No	No	No	No
8	1	129	1	1	No	No	No	No	No	No	No	No	No	No
9	1	127	1	1	No	No	No	No	No	No	No	No	No	No
10	1	125	1	1	No	No	No	No	No	No	No	No	No	No
11	1	108	1	1	No	No	No	No	No	No	No	No	No	No
12	1	101	1	1	No	No	No	No	No	No	No	No	No	No
13	1	99	1	1	No	No	No	No	No	No	No	No	No	No
14	1	73	1	0	No	No	No	No	No	No	No	No	No	No
15	1	73	1	0	No	No	No	No	No	No	No	No	No	No
16	1	51	1	0	No	No	No	No	No	No	No	No	No	No
17	1	30	1	0	No	No	No	No	No	No	No	No	No	No
18	1	30	1	0	No	No	No	No	No	No	No	No	No	No
19	1	17	1	0	No	No	No	No	No	No	No	No	No	No
20	1	10	1	0	No	No	No	No	No	No	No	No	No	No
21	1	5	1	0	No	No	No	No	No	No	No	No	No	No
22	1	2	1	0	No	No	No	No	No	No	No	No	No	No
23	1	2	1	0	No	No	No	No	No	No	No	No	No	No
24	1	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	185
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	175	109	41	11
2	170	106	40	11
3	166	104	39	10
4	156	97	36	10
5	138	86	32	9
6	137	85	32	9
7	135	84	32	8
8	122	76	29	8
9	121	75	28	8
10	119	74	28	7
11	103	64	24	6
12	96	60	23	6
13	95	59	22	6
14	70	44	16	4
15	70	44	16	4
16	49	31	11	3
17	28	17	7	2
18	28	17	7	2
19	16	10	4	1
20	9	5	2	1
21	5	3	1	0
22	2	1	0	0
23	2	1	0	0
24	2	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	284	1	41	No	No	No	No	No	No	No	No	No	No
2	2	276	1	40	No	No	No	No	No	No	No	No	No	No
3	2	270	1	39	No	No	No	No	No	No	No	No	No	No
4	2	253	1	36	No	No	No	No	No	No	No	No	No	No
5	2	224	1	32	No	No	No	No	No	No	No	No	No	No
6	2	222	1	32	No	No	No	No	No	No	No	No	No	No
7	2	219	1	32	No	No	No	No	No	No	No	No	No	No
8	2	198	1	29	No	No	No	No	No	No	No	No	No	No
9	2	196	1	28	No	No	No	No	No	No	No	No	No	No
10	2	193	1	28	No	No	No	No	No	No	No	No	No	No
11	2	167	1	24	No	No	No	No	No	No	No	No	No	No
12	2	156	1	23	No	No	No	No	No	No	No	No	No	No
13	2	154	1	22	No	No	No	No	No	No	No	No	No	No
14	2	114	1	16	No	No	No	No	No	No	No	No	No	No
15	2	114	1	16	No	No	No	No	No	No	No	No	No	No
16	2	80	1	11	No	No	No	No	No	No	No	No	No	No
17	2	45	1	7	No	No	No	No	No	No	No	No	No	No
18	2	45	1	7	No	No	No	No	No	No	No	No	No	No
19	2	26	1	4	No	No	No	No	No	No	No	No	No	No
20	2	14	1	2	No	No	No	No	No	No	No	No	No	No
21	2	8	1	1	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.5	12.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	41	11
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	336	336
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	198	82	6	6
2	192	80	6	6
3	188	78	6	6
4	176	73	5	5
5	156	65	5	5
6	154	64	5	5
7	152	63	5	5
8	139	57	4	4
9	137	57	4	4
10	135	56	4	4
11	117	48	4	4
12	109	45	3	3
13	107	44	3	3
14	79	33	2	2
15	79	33	2	2
16	55	23	2	2
17	32	13	1	1
18	32	13	1	1
19	18	7	1	1
20	10	4	0	0
21	6	2	0	0
22	2	1	0	0
23	2	1	0	0
24	2	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	280	1	6	No	No	No	No	No	No	No	No	No	No
2	2	272	1	6	No	No	No	No	No	No	No	No	No	No
3	2	266	1	6	No	No	No	No	No	No	No	No	No	No
4	2	249	1	5	No	No	No	No	No	No	No	No	No	No
5	2	221	1	5	No	No	No	No	No	No	No	No	No	No
6	2	218	1	5	No	No	No	No	No	No	No	No	No	No
7	2	215	1	5	No	No	No	No	No	No	No	No	No	No
8	2	196	1	4	No	No	No	No	No	No	No	No	No	No
9	2	194	1	4	No	No	No	No	No	No	No	No	No	No
10	2	191	1	4	No	No	No	No	No	No	No	No	No	No
11	2	165	1	4	No	No	No	No	No	No	No	No	No	No
12	2	154	1	3	No	No	No	No	No	No	No	No	No	No
13	2	151	1	3	No	No	No	No	No	No	No	No	No	No
14	2	112	1	2	No	No	No	No	No	No	No	No	No	No
15	2	112	1	2	No	No	No	No	No	No	No	No	No	No
16	2	78	1	2	No	No	No	No	No	No	No	No	No	No
17	2	45	1	1	No	No	No	No	No	No	No	No	No	No
18	2	45	1	1	No	No	No	No	No	No	No	No	No	No
19	2	25	1	1	No	No	No	No	No	No	No	No	No	No
20	2	14	1	0	No	No	No	No	No	No	No	No	No	No
21	2	8	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.7	11
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	6	6
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	292	292
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	79	86	130	26
2	77	83	126	25
3	75	82	124	25
4	70	77	116	23
5	62	68	103	21
6	62	67	101	20
7	61	66	100	20
8	55	60	91	18
9	55	59	90	18
10	54	58	88	18
11	47	51	77	15
12	43	47	72	14
13	43	46	70	14
14	32	34	52	10
15	32	34	52	10
16	22	24	36	7
17	13	14	21	4
18	13	14	21	4
19	7	8	12	2
20	4	4	7	1
21	2	3	4	1
22	1	1	1	0
23	1	1	1	0
24	1	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	165	2	130	No	No	No	No	No	No	No	No	No	No
2	2	160	2	126	No	No	No	No	No	No	No	No	No	No
3	2	157	2	124	No	No	No	No	No	No	No	No	No	No
4	2	147	2	116	No	No	No	No	No	No	No	No	No	No
5	2	130	2	103	No	No	No	No	No	No	No	No	No	No
6	2	129	2	101	No	No	No	No	No	No	No	No	No	No
7	2	127	2	100	No	No	No	No	No	No	No	No	No	No
8	2	115	2	91	No	No	No	No	No	No	No	No	No	No
9	2	114	2	90	No	No	No	No	No	No	No	No	No	No
10	2	112	2	88	No	No	No	No	No	No	No	No	No	No
11	2	98	2	77	No	No	No	No	No	No	No	No	No	No
12	2	90	2	72	No	No	No	No	No	No	No	No	No	No
13	2	89	2	70	No	No	No	No	No	No	No	No	No	No
14	2	66	2	52	No	No	No	No	No	No	No	No	No	No
15	2	66	2	52	No	No	No	No	No	No	No	No	No	No
16	2	46	2	36	No	No	No	No	No	No	No	No	No	No
17	2	27	2	21	No	No	No	No	No	No	No	No	No	No
18	2	27	2	21	No	No	No	No	No	No	No	No	No	No
19	2	15	2	12	No	No	No	No	No	No	No	No	No	No
20	2	8	2	7	No	No	No	No	No	No	No	No	No	No
21	2	5	2	4	No	No	No	No	No	No	No	No	No	No
22	2	2	2	1	No	No	No	No	No	No	No	No	No	No
23	2	2	2	1	No	No	No	No	No	No	No	No	No	No
24	2	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.1	8.6
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:17	0:03
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	130	26
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	321	321
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1271	790	0
2	1233	766	0
3	1207	751	0
4	1131	703	0
5	1004	624	0
6	991	616	0
7	979	608	0
8	890	553	0
9	877	545	0
10	864	537	0
11	750	466	0
12	699	435	0
13	686	427	0
14	508	316	0
15	508	316	0
16	356	221	0
17	203	126	0
18	203	126	0
19	114	71	0
20	64	40	0
21	38	24	0
22	13	8	0
23	13	8	0
24	13	8	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	2061	1	0	No	No	No	No	No	No	No	No	No	No
2	4	1999	1	0	No	No	No	No	No	No	No	No	No	No
3	4	1958	1	0	No	No	No	No	No	No	No	No	No	No
4	4	1834	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1628	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1607	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1587	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1443	1	0	No	No	No	No	No	No	No	No	No	No
9	4	1422	1	0	No	No	No	No	No	No	No	No	No	No
10	4	1401	1	0	No	No	No	No	No	No	No	No	No	No
11	4	1216	1	0	No	No	No	No	No	No	No	No	No	No
12	4	1134	1	0	No	No	No	No	No	No	No	No	No	No
13	4	1113	1	0	No	No	No	No	No	No	No	No	No	No
14	4	824	1	0	No	No	No	No	No	No	No	No	No	No
15	4	824	1	0	No	No	No	No	No	No	No	No	No	No
16	4	577	1	0	No	No	No	No	No	No	No	No	No	No
17	4	329	1	0	No	No	No	No	No	No	No	No	No	No
18	4	329	1	0	No	No	No	No	No	No	No	No	No	No
19	4	185	1	0	No	No	No	No	No	No	No	No	No	No
20	4	104	1	0	No	No	No	No	No	No	No	No	No	No
21	4	62	1	0	No	No	No	No	No	No	No	No	No	No
22	4	21	1	0	No	No	No	No	No	No	No	No	No	No
23	4	21	1	0	No	No	No	No	No	No	No	No	No	No
24	4	21	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2061
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	2
2	1	0	2
3	1	0	2
4	1	0	2
5	1	0	2
6	1	0	2
7	1	0	2
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	1
15	0	0	1
16	0	0	1
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	2	No	No	No	No	No	No	No	No	No	No
2	1	1	1	2	No	No	No	No	No	No	No	No	No	No
3	1	1	1	2	No	No	No	No	No	No	No	No	No	No
4	1	1	1	2	No	No	No	No	No	No	No	No	No	No
5	1	1	1	2	No	No	No	No	No	No	No	No	No	No
6	1	1	1	2	No	No	No	No	No	No	No	No	No	No
7	1	1	1	2	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	1	No	No	No	No	No	No	No	No	No	No
15	1	0	1	1	No	No	No	No	No	No	No	No	No	No
16	1	0	1	1	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: Patterson Ave @ Project Dwy 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	207	115	8
2	201	112	8
3	197	109	8
4	184	102	7
5	164	91	6
6	161	90	6
7	159	89	6
8	145	81	6
9	143	79	6
10	141	78	5
11	122	68	5
12	114	63	4
13	112	62	4
14	83	46	3
15	83	46	3
16	58	32	2
17	33	18	1
18	33	18	1
19	19	10	1
20	10	6	0
21	6	3	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	322	1	8	No	No	No	No	No	No	No	No	No	No
2	2	313	1	8	No	No	No	No	No	No	No	No	No	No
3	2	306	1	8	No	No	No	No	No	No	No	No	No	No
4	2	286	1	7	No	No	No	No	No	No	No	No	No	No
5	2	255	1	6	No	No	No	No	No	No	No	No	No	No
6	2	251	1	6	No	No	No	No	No	No	No	No	No	No
7	2	248	1	6	No	No	No	No	No	No	No	No	No	No
8	2	226	1	6	No	No	No	No	No	No	No	No	No	No
9	2	222	1	6	No	No	No	No	No	No	No	No	No	No
10	2	219	1	5	No	No	No	No	No	No	No	No	No	No
11	2	190	1	5	No	No	No	No	No	No	No	No	No	No
12	2	177	1	4	No	No	No	No	No	No	No	No	No	No
13	2	174	1	4	No	No	No	No	No	No	No	No	No	No
14	2	129	1	3	No	No	No	No	No	No	No	No	No	No
15	2	129	1	3	No	No	No	No	No	No	No	No	No	No
16	2	90	1	2	No	No	No	No	No	No	No	No	No	No
17	2	51	1	1	No	No	No	No	No	No	No	No	No	No
18	2	51	1	1	No	No	No	No	No	No	No	No	No	No
19	2	29	1	1	No	No	No	No	No	No	No	No	No	No
20	2	16	1	0	No	No	No	No	No	No	No	No	No	No
21	2	9	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	8
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	330
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 10: Patterson Ave @ Project Dwy 4

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	191	77	10
2	185	75	10
3	181	73	10
4	170	69	9
5	151	61	8
6	149	60	8
7	147	59	8
8	134	54	7
9	132	53	7
10	130	52	7
11	113	45	6
12	105	42	6
13	103	42	5
14	76	31	4
15	76	31	4
16	53	22	3
17	31	12	2
18	31	12	2
19	17	7	1
20	10	4	1
21	6	2	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	268	1	10	No	No	No	No	No	No	No	No	No	No
2	1	260	1	10	No	No	No	No	No	No	No	No	No	No
3	1	254	1	10	No	No	No	No	No	No	No	No	No	No
4	1	239	1	9	No	No	No	No	No	No	No	No	No	No
5	1	212	1	8	No	No	No	No	No	No	No	No	No	No
6	1	209	1	8	No	No	No	No	No	No	No	No	No	No
7	1	206	1	8	No	No	No	No	No	No	No	No	No	No
8	1	188	1	7	No	No	No	No	No	No	No	No	No	No
9	1	185	1	7	No	No	No	No	No	No	No	No	No	No
10	1	182	1	7	No	No	No	No	No	No	No	No	No	No
11	1	158	1	6	No	No	No	No	No	No	No	No	No	No
12	1	147	1	6	No	No	No	No	No	No	No	No	No	No
13	1	145	1	5	No	No	No	No	No	No	No	No	No	No
14	1	107	1	4	No	No	No	No	No	No	No	No	No	No
15	1	107	1	4	No	No	No	No	No	No	No	No	No	No
16	1	75	1	3	No	No	No	No	No	No	No	No	No	No
17	1	43	1	2	No	No	No	No	No	No	No	No	No	No
18	1	43	1	2	No	No	No	No	No	No	No	No	No	No
19	1	24	1	1	No	No	No	No	No	No	No	No	No	No
20	1	14	1	1	No	No	No	No	No	No	No	No	No	No
21	1	8	1	0	No	No	No	No	No	No	No	No	No	No
22	1	3	1	0	No	No	No	No	No	No	No	No	No	No
23	1	3	1	0	No	No	No	No	No	No	No	No	No	No
24	1	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	278
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	89	99	7
2	86	96	7
3	85	94	7
4	79	88	6
5	70	78	6
6	69	77	5
7	69	76	5
8	62	69	5
9	61	68	5
10	61	67	5
11	53	58	4
12	49	54	4
13	48	53	4
14	36	40	3
15	36	40	3
16	25	28	2
17	14	16	1
18	14	16	1
19	8	9	1
20	4	5	0
21	3	3	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	188	1	7	No	No	No	No	No	No	No	No	No	No
2	2	182	1	7	No	No	No	No	No	No	No	No	No	No
3	2	179	1	7	No	No	No	No	No	No	No	No	No	No
4	2	167	1	6	No	No	No	No	No	No	No	No	No	No
5	2	148	1	6	No	No	No	No	No	No	No	No	No	No
6	2	146	1	5	No	No	No	No	No	No	No	No	No	No
7	2	145	1	5	No	No	No	No	No	No	No	No	No	No
8	2	131	1	5	No	No	No	No	No	No	No	No	No	No
9	2	129	1	5	No	No	No	No	No	No	No	No	No	No
10	2	128	1	5	No	No	No	No	No	No	No	No	No	No
11	2	111	1	4	No	No	No	No	No	No	No	No	No	No
12	2	103	1	4	No	No	No	No	No	No	No	No	No	No
13	2	101	1	4	No	No	No	No	No	No	No	No	No	No
14	2	76	1	3	No	No	No	No	No	No	No	No	No	No
15	2	76	1	3	No	No	No	No	No	No	No	No	No	No
16	2	53	1	2	No	No	No	No	No	No	No	No	No	No
17	2	30	1	1	No	No	No	No	No	No	No	No	No	No
18	2	30	1	1	No	No	No	No	No	No	No	No	No	No
19	2	17	1	1	No	No	No	No	No	No	No	No	No	No
20	2	9	1	0	No	No	No	No	No	No	No	No	No	No
21	2	6	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	7
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	195
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	71	115	1	11
2	69	112	1	11
3	67	109	1	10
4	63	102	1	10
5	56	91	1	9
6	55	90	1	9
7	55	89	1	8
8	50	81	1	8
9	49	79	1	8
10	48	78	1	7
11	42	68	1	6
12	39	63	1	6
13	38	62	1	6
14	28	46	0	4
15	28	46	0	4
16	20	32	0	3
17	11	18	0	2
18	11	18	0	2
19	6	10	0	1
20	4	6	0	1
21	2	3	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	186	1	11	No	No	No	No	No	No	No	No	No	No
2	2	181	1	11	No	No	No	No	No	No	No	No	No	No
3	2	176	1	10	No	No	No	No	No	No	No	No	No	No
4	2	165	1	10	No	No	No	No	No	No	No	No	No	No
5	2	147	1	9	No	No	No	No	No	No	No	No	No	No
6	2	145	1	9	No	No	No	No	No	No	No	No	No	No
7	2	144	1	8	No	No	No	No	No	No	No	No	No	No
8	2	131	1	8	No	No	No	No	No	No	No	No	No	No
9	2	128	1	8	No	No	No	No	No	No	No	No	No	No
10	2	126	1	7	No	No	No	No	No	No	No	No	No	No
11	2	110	1	6	No	No	No	No	No	No	No	No	No	No
12	2	102	1	6	No	No	No	No	No	No	No	No	No	No
13	2	100	1	6	No	No	No	No	No	No	No	No	No	No
14	2	74	1	4	No	No	No	No	No	No	No	No	No	No
15	2	74	1	4	No	No	No	No	No	No	No	No	No	No
16	2	52	1	3	No	No	No	No	No	No	No	No	No	No
17	2	29	1	2	No	No	No	No	No	No	No	No	No	No
18	2	29	1	2	No	No	No	No	No	No	No	No	No	No
19	2	16	1	1	No	No	No	No	No	No	No	No	No	No
20	2	10	1	1	No	No	No	No	No	No	No	No	No	No
21	2	5	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7	9.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	1	11
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	198	198
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	29	77	142	21
2	28	75	138	20
3	28	73	135	20
4	26	69	126	19
5	23	61	112	17
6	23	60	111	16
7	22	59	109	16
8	20	54	99	15
9	20	53	98	14
10	20	52	97	14
11	17	45	84	12
12	16	42	78	12
13	16	42	77	11
14	12	31	57	8
15	12	31	57	8
16	8	22	40	6
17	5	12	23	3
18	5	12	23	3
19	3	7	13	2
20	1	4	7	1
21	1	2	4	1
22	0	1	1	0
23	0	1	1	0
24	0	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	106	2	142	No	No	No	No	No	No	No	No	No	No
2	2	103	2	138	No	No	No	No	No	No	No	No	No	No
3	2	101	2	135	No	No	No	No	No	No	No	No	No	No
4	2	95	2	126	No	No	No	No	No	No	No	No	No	No
5	2	84	2	112	No	No	No	No	No	No	No	No	No	No
6	2	83	2	111	No	No	No	No	No	No	No	No	No	No
7	2	81	2	109	No	No	No	No	No	No	No	No	No	No
8	2	74	2	99	No	No	No	No	No	No	No	No	No	No
9	2	73	2	98	No	No	No	No	No	No	No	No	No	No
10	2	72	2	97	No	No	No	No	No	No	No	No	No	No
11	2	62	2	84	No	No	No	No	No	No	No	No	No	No
12	2	58	2	78	No	No	No	No	No	No	No	No	No	No
13	2	58	2	77	No	No	No	No	No	No	No	No	No	No
14	2	43	2	57	No	No	No	No	No	No	No	No	No	No
15	2	43	2	57	No	No	No	No	No	No	No	No	No	No
16	2	30	2	40	No	No	No	No	No	No	No	No	No	No
17	2	17	2	23	No	No	No	No	No	No	No	No	No	No
18	2	17	2	23	No	No	No	No	No	No	No	No	No	No
19	2	10	2	13	No	No	No	No	No	No	No	No	No	No
20	2	5	2	7	No	No	No	No	No	No	No	No	No	No
21	2	3	2	4	No	No	No	No	No	No	No	No	No	No
22	2	1	2	1	No	No	No	No	No	No	No	No	No	No
23	2	1	2	1	No	No	No	No	No	No	No	No	No	No
24	2	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8	8.3
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:19	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	142	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	269	269
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1023	681	0
2	992	661	0
3	972	647	0
4	910	606	0
5	808	538	0
6	798	531	0
7	788	524	0
8	716	477	0
9	706	470	0
10	696	463	0
11	604	402	0
12	563	375	0
13	552	368	0
14	409	272	0
15	409	272	0
16	286	191	0
17	164	109	0
18	164	109	0
19	92	61	0
20	51	34	0
21	31	20	0
22	10	7	0
23	10	7	0
24	10	7	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1704	1	0	No	No	No	No	No	No	No	No	No	No
2	4	1653	1	0	No	No	No	No	No	No	No	No	No	No
3	4	1619	1	0	No	No	No	No	No	No	No	No	No	No
4	4	1516	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1346	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1329	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1312	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1193	1	0	No	No	No	No	No	No	No	No	No	No
9	4	1176	1	0	No	No	No	No	No	No	No	No	No	No
10	4	1159	1	0	No	No	No	No	No	No	No	No	No	No
11	4	1006	1	0	No	No	No	No	No	No	No	No	No	No
12	4	938	1	0	No	No	No	No	No	No	No	No	No	No
13	4	920	1	0	No	No	No	No	No	No	No	No	No	No
14	4	681	1	0	No	No	No	No	No	No	No	No	No	No
15	4	681	1	0	No	No	No	No	No	No	No	No	No	No
16	4	477	1	0	No	No	No	No	No	No	No	No	No	No
17	4	273	1	0	No	No	No	No	No	No	No	No	No	No
18	4	273	1	0	No	No	No	No	No	No	No	No	No	No
19	4	153	1	0	No	No	No	No	No	No	No	No	No	No
20	4	85	1	0	No	No	No	No	No	No	No	No	No	No
21	4	51	1	0	No	No	No	No	No	No	No	No	No	No
22	4	17	1	0	No	No	No	No	No	No	No	No	No	No
23	4	17	1	0	No	No	No	No	No	No	No	No	No	No
24	4	17	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1704
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	1
2	1	0	1
3	1	0	1
4	1	0	1
5	1	0	1
6	1	0	1
7	1	0	1
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	1	No	No	No	No	No	No	No	No	No	No
2	1	1	1	1	No	No	No	No	No	No	No	No	No	No
3	1	1	1	1	No	No	No	No	No	No	No	No	No	No
4	1	1	1	1	No	No	No	No	No	No	No	No	No	No
5	1	1	1	1	No	No	No	No	No	No	No	No	No	No
6	1	1	1	1	No	No	No	No	No	No	No	No	No	No
7	1	1	1	1	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	0	No	No	No	No	No	No	No	No	No	No
15	1	0	1	0	No	No	No	No	No	No	No	No	No	No
16	1	0	1	0	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	174	99	12
2	169	96	12
3	165	94	11
4	155	88	11
5	137	78	9
6	136	77	9
7	134	76	9
8	122	69	8
9	120	68	8
10	118	67	8
11	103	58	7
12	96	54	7
13	94	53	6
14	70	40	5
15	70	40	5
16	49	28	3
17	28	16	2
18	28	16	2
19	16	9	1
20	9	5	1
21	5	3	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	273	1	12	No	No	No	No	No	No	No	No	No	No
2	2	265	1	12	No	No	No	No	No	No	No	No	No	No
3	2	259	1	11	No	No	No	No	No	No	No	No	No	No
4	2	243	1	11	No	No	No	No	No	No	No	No	No	No
5	2	215	1	9	No	No	No	No	No	No	No	No	No	No
6	2	213	1	9	No	No	No	No	No	No	No	No	No	No
7	2	210	1	9	No	No	No	No	No	No	No	No	No	No
8	2	191	1	8	No	No	No	No	No	No	No	No	No	No
9	2	188	1	8	No	No	No	No	No	No	No	No	No	No
10	2	185	1	8	No	No	No	No	No	No	No	No	No	No
11	2	161	1	7	No	No	No	No	No	No	No	No	No	No
12	2	150	1	7	No	No	No	No	No	No	No	No	No	No
13	2	147	1	6	No	No	No	No	No	No	No	No	No	No
14	2	110	1	5	No	No	No	No	No	No	No	No	No	No
15	2	110	1	5	No	No	No	No	No	No	No	No	No	No
16	2	77	1	3	No	No	No	No	No	No	No	No	No	No
17	2	44	1	2	No	No	No	No	No	No	No	No	No	No
18	2	44	1	2	No	No	No	No	No	No	No	No	No	No
19	2	25	1	1	No	No	No	No	No	No	No	No	No	No
20	2	14	1	1	No	No	No	No	No	No	No	No	No	No
21	2	8	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	12
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	285
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	204	73	1	6
2	198	71	1	6
3	194	69	1	6
4	182	65	1	5
5	161	58	1	5
6	159	57	1	5
7	157	56	1	5
8	143	51	1	4
9	141	50	1	4
10	139	50	1	4
11	120	43	1	4
12	112	40	1	3
13	110	39	1	3
14	82	29	0	2
15	82	29	0	2
16	57	20	0	2
17	33	12	0	1
18	33	12	0	1
19	18	7	0	1
20	10	4	0	0
21	6	2	0	0
22	2	1	0	0
23	2	1	0	0
24	2	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	277	1	6	No	No	No	No	No	No	No	No	No	No
2	2	269	1	6	No	No	No	No	No	No	No	No	No	No
3	2	263	1	6	No	No	No	No	No	No	No	No	No	No
4	2	247	1	5	No	No	No	No	No	No	No	No	No	No
5	2	219	1	5	No	No	No	No	No	No	No	No	No	No
6	2	216	1	5	No	No	No	No	No	No	No	No	No	No
7	2	213	1	5	No	No	No	No	No	No	No	No	No	No
8	2	194	1	4	No	No	No	No	No	No	No	No	No	No
9	2	191	1	4	No	No	No	No	No	No	No	No	No	No
10	2	189	1	4	No	No	No	No	No	No	No	No	No	No
11	2	163	1	4	No	No	No	No	No	No	No	No	No	No
12	2	152	1	3	No	No	No	No	No	No	No	No	No	No
13	2	149	1	3	No	No	No	No	No	No	No	No	No	No
14	2	111	1	2	No	No	No	No	No	No	No	No	No	No
15	2	111	1	2	No	No	No	No	No	No	No	No	No	No
16	2	77	1	2	No	No	No	No	No	No	No	No	No	No
17	2	45	1	1	No	No	No	No	No	No	No	No	No	No
18	2	45	1	1	No	No	No	No	No	No	No	No	No	No
19	2	25	1	1	No	No	No	No	No	No	No	No	No	No
20	2	14	1	0	No	No	No	No	No	No	No	No	No	No
21	2	8	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.7	10.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	1	6
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	284	284
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	86	83	137	28
2	83	81	133	27
3	82	79	130	27
4	77	74	122	25
5	68	66	108	22
6	67	65	107	22
7	66	64	105	22
8	60	58	96	20
9	59	57	95	19
10	58	56	93	19
11	51	49	81	17
12	47	46	75	15
13	46	45	74	15
14	34	33	55	11
15	34	33	55	11
16	24	23	38	8
17	14	13	22	4
18	14	13	22	4
19	8	7	12	3
20	4	4	7	1
21	3	2	4	1
22	1	1	1	0
23	1	1	1	0
24	1	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	169	2	137	No	No	No	No	No	No	No	No	No	No
2	2	164	2	133	No	No	No	No	No	No	No	No	No	No
3	2	161	2	130	No	No	No	No	No	No	No	No	No	No
4	2	151	2	122	No	No	No	No	No	No	No	No	No	No
5	2	134	2	108	No	No	No	No	No	No	No	No	No	No
6	2	132	2	107	No	No	No	No	No	No	No	No	No	No
7	2	130	2	105	No	No	No	No	No	No	No	No	No	No
8	2	118	2	96	No	No	No	No	No	No	No	No	No	No
9	2	116	2	95	No	No	No	No	No	No	No	No	No	No
10	2	114	2	93	No	No	No	No	No	No	No	No	No	No
11	2	100	2	81	No	No	No	No	No	No	No	No	No	No
12	2	93	2	75	No	No	No	No	No	No	No	No	No	No
13	2	91	2	74	No	No	No	No	No	No	No	No	No	No
14	2	67	2	55	No	No	No	No	No	No	No	No	No	No
15	2	67	2	55	No	No	No	No	No	No	No	No	No	No
16	2	47	2	38	No	No	No	No	No	No	No	No	No	No
17	2	27	2	22	No	No	No	No	No	No	No	No	No	No
18	2	27	2	22	No	No	No	No	No	No	No	No	No	No
19	2	15	2	12	No	No	No	No	No	No	No	No	No	No
20	2	8	2	7	No	No	No	No	No	No	No	No	No	No
21	2	5	2	4	No	No	No	No	No	No	No	No	No	No
22	2	2	2	1	No	No	No	No	No	No	No	No	No	No
23	2	2	2	1	No	No	No	No	No	No	No	No	No	No
24	2	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.2	8.7
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:18	0:04
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	137	28
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	334	334
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1438	918	0
2	1395	890	0
3	1366	872	0
4	1280	817	0
5	1136	725	0
6	1122	716	0
7	1107	707	0
8	1007	643	0
9	992	633	0
10	978	624	0
11	848	542	0
12	791	505	0
13	777	496	0
14	575	367	0
15	575	367	0
16	403	257	0
17	230	147	0
18	230	147	0
19	129	83	0
20	72	46	0
21	43	28	0
22	14	9	0
23	14	9	0
24	14	9	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	2356	1	0	No	No	No	No	No	No	No	No	No	No
2	4	2285	1	0	No	No	No	No	No	No	No	No	No	No
3	4	2238	1	0	No	No	No	No	No	No	No	No	No	No
4	4	2097	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1861	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1838	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1814	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1650	1	0	No	No	No	No	No	No	No	No	No	No
9	4	1625	1	0	No	No	No	No	No	No	No	No	No	No
10	4	1602	1	0	No	No	No	No	No	No	No	No	No	No
11	4	1390	1	0	No	No	No	No	No	No	No	No	No	No
12	4	1296	1	0	No	No	No	No	No	No	No	No	No	No
13	4	1273	1	0	No	No	No	No	No	No	No	No	No	No
14	4	942	1	0	No	No	No	No	No	No	No	No	No	No
15	4	942	1	0	No	No	No	No	No	No	No	No	No	No
16	4	660	1	0	No	No	No	No	No	No	No	No	No	No
17	4	377	1	0	No	No	No	No	No	No	No	No	No	No
18	4	377	1	0	No	No	No	No	No	No	No	No	No	No
19	4	212	1	0	No	No	No	No	No	No	No	No	No	No
20	4	118	1	0	No	No	No	No	No	No	No	No	No	No
21	4	71	1	0	No	No	No	No	No	No	No	No	No	No
22	4	23	1	0	No	No	No	No	No	No	No	No	No	No
23	4	23	1	0	No	No	No	No	No	No	No	No	No	No
24	4	23	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	21.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2356
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	2
2	1	0	2
3	1	0	2
4	1	0	2
5	1	0	2
6	1	0	2
7	1	0	2
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	1
15	0	0	1
16	0	0	1
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	2	No	No	No	No	No	No	No	No	No	No
2	1	1	1	2	No	No	No	No	No	No	No	No	No	No
3	1	1	1	2	No	No	No	No	No	No	No	No	No	No
4	1	1	1	2	No	No	No	No	No	No	No	No	No	No
5	1	1	1	2	No	No	No	No	No	No	No	No	No	No
6	1	1	1	2	No	No	No	No	No	No	No	No	No	No
7	1	1	1	2	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	1	No	No	No	No	No	No	No	No	No	No
15	1	0	1	1	No	No	No	No	No	No	No	No	No	No
16	1	0	1	1	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	104	139	5	7
2	101	135	5	7
3	99	132	5	7
4	93	124	4	6
5	82	110	4	6
6	81	108	4	5
7	80	107	4	5
8	73	97	4	5
9	72	96	3	5
10	71	95	3	5
11	61	82	3	4
12	57	76	3	4
13	56	75	3	4
14	42	56	2	3
15	42	56	2	3
16	29	39	1	2
17	17	22	1	1
18	17	22	1	1
19	9	13	0	1
20	5	7	0	0
21	3	4	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	243	1	7	No	No	No	No	No	No	No	No	No	No
2	2	236	1	7	No	No	No	No	No	No	No	No	No	No
3	2	231	1	7	No	No	No	No	No	No	No	No	No	No
4	2	217	1	6	No	No	No	No	No	No	No	No	No	No
5	2	192	1	6	No	No	No	No	No	No	No	No	No	No
6	2	189	1	5	No	No	No	No	No	No	No	No	No	No
7	2	187	1	5	No	No	No	No	No	No	No	No	No	No
8	2	170	1	5	No	No	No	No	No	No	No	No	No	No
9	2	168	1	5	No	No	No	No	No	No	No	No	No	No
10	2	166	1	5	No	No	No	No	No	No	No	No	No	No
11	2	143	1	4	No	No	No	No	No	No	No	No	No	No
12	2	133	1	4	No	No	No	No	No	No	No	No	No	No
13	2	131	1	4	No	No	No	No	No	No	No	No	No	No
14	2	98	1	3	No	No	No	No	No	No	No	No	No	No
15	2	98	1	3	No	No	No	No	No	No	No	No	No	No
16	2	68	1	2	No	No	No	No	No	No	No	No	No	No
17	2	39	1	1	No	No	No	No	No	No	No	No	No	No
18	2	39	1	1	No	No	No	No	No	No	No	No	No	No
19	2	22	1	1	No	No	No	No	No	No	No	No	No	No
20	2	12	1	0	No	No	No	No	No	No	No	No	No	No
21	2	7	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2	10.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	5	7
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	255	255
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	78	130	9	11
2	76	126	9	11
3	74	124	9	10
4	69	116	8	10
5	62	103	7	9
6	61	101	7	9
7	60	100	7	8
8	55	91	6	8
9	54	90	6	8
10	53	88	6	7
11	46	77	5	6
12	43	72	5	6
13	42	70	5	6
14	31	52	4	4
15	31	52	4	4
16	22	36	3	3
17	12	21	1	2
18	12	21	1	2
19	7	12	1	1
20	4	7	0	1
21	2	4	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	208	1	11	No	No	No	No	No	No	No	No	No	No
2	2	202	1	11	No	No	No	No	No	No	No	No	No	No
3	2	198	1	10	No	No	No	No	No	No	No	No	No	No
4	2	185	1	10	No	No	No	No	No	No	No	No	No	No
5	2	165	1	9	No	No	No	No	No	No	No	No	No	No
6	2	162	1	9	No	No	No	No	No	No	No	No	No	No
7	2	160	1	8	No	No	No	No	No	No	No	No	No	No
8	2	146	1	8	No	No	No	No	No	No	No	No	No	No
9	2	144	1	8	No	No	No	No	No	No	No	No	No	No
10	2	141	1	7	No	No	No	No	No	No	No	No	No	No
11	2	123	1	6	No	No	No	No	No	No	No	No	No	No
12	2	115	1	6	No	No	No	No	No	No	No	No	No	No
13	2	112	1	6	No	No	No	No	No	No	No	No	No	No
14	2	83	1	4	No	No	No	No	No	No	No	No	No	No
15	2	83	1	4	No	No	No	No	No	No	No	No	No	No
16	2	58	1	3	No	No	No	No	No	No	No	No	No	No
17	2	33	1	2	No	No	No	No	No	No	No	No	No	No
18	2	33	1	2	No	No	No	No	No	No	No	No	No	No
19	2	19	1	1	No	No	No	No	No	No	No	No	No	No
20	2	11	1	1	No	No	No	No	No	No	No	No	No	No
21	2	6	1	0	No	No	No	No	No	No	No	No	No	No
22	2	2	1	0	No	No	No	No	No	No	No	No	No	No
23	2	2	1	0	No	No	No	No	No	No	No	No	No	No
24	2	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7	10
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	9	11
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	228	228
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	29	78	150	21
2	28	76	146	20
3	28	74	143	20
4	26	69	134	19
5	23	62	119	17
6	23	61	117	16
7	22	60	116	16
8	20	55	105	15
9	20	54	103	14
10	20	53	102	14
11	17	46	89	12
12	16	43	83	12
13	16	42	81	11
14	12	31	60	8
15	12	31	60	8
16	8	22	42	6
17	5	12	24	3
18	5	12	24	3
19	3	7	14	2
20	1	4	8	1
21	1	2	5	1
22	0	1	2	0
23	0	1	2	0
24	0	1	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	107	2	150	No	No	No	No	No	No	No	No	No	No
2	2	104	2	146	No	No	No	No	No	No	No	No	No	No
3	2	102	2	143	No	No	No	No	No	No	No	No	No	No
4	2	95	2	134	No	No	No	No	No	No	No	No	No	No
5	2	85	2	119	No	No	No	No	No	No	No	No	No	No
6	2	84	2	117	No	No	No	No	No	No	No	No	No	No
7	2	82	2	116	No	No	No	No	No	No	No	No	No	No
8	2	75	2	105	No	No	No	No	No	No	No	No	No	No
9	2	74	2	103	No	No	No	No	No	No	No	No	No	No
10	2	73	2	102	No	No	No	No	No	No	No	No	No	No
11	2	63	2	89	No	No	No	No	No	No	No	No	No	No
12	2	59	2	83	No	No	No	No	No	No	No	No	No	No
13	2	58	2	81	No	No	No	No	No	No	No	No	No	No
14	2	43	2	60	No	No	No	No	No	No	No	No	No	No
15	2	43	2	60	No	No	No	No	No	No	No	No	No	No
16	2	30	2	42	No	No	No	No	No	No	No	No	No	No
17	2	17	2	24	No	No	No	No	No	No	No	No	No	No
18	2	17	2	24	No	No	No	No	No	No	No	No	No	No
19	2	10	2	14	No	No	No	No	No	No	No	No	No	No
20	2	5	2	8	No	No	No	No	No	No	No	No	No	No
21	2	3	2	5	No	No	No	No	No	No	No	No	No	No
22	2	1	2	2	No	No	No	No	No	No	No	No	No	No
23	2	1	2	2	No	No	No	No	No	No	No	No	No	No
24	2	1	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8	8.3
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:20	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	150	21
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	278	278
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1035	682	0
2	1004	662	0
3	983	648	0
4	921	607	0
5	818	539	0
6	807	532	0
7	797	525	0
8	725	477	0
9	714	471	0
10	704	464	0
11	611	402	0
12	569	375	0
13	559	368	0
14	414	273	0
15	414	273	0
16	290	191	0
17	166	109	0
18	166	109	0
19	93	61	0
20	52	34	0
21	31	20	0
22	10	7	0
23	10	7	0
24	10	7	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1717	1	0	No	No	No	No	No	No	No	No	No	No
2	4	1666	1	0	No	No	No	No	No	No	No	No	No	No
3	4	1631	1	0	No	No	No	No	No	No	No	No	No	No
4	4	1528	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1357	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1339	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1322	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1202	1	0	No	No	No	No	No	No	No	No	No	No
9	4	1185	1	0	No	No	No	No	No	No	No	No	No	No
10	4	1168	1	0	No	No	No	No	No	No	No	No	No	No
11	4	1013	1	0	No	No	No	No	No	No	No	No	No	No
12	4	944	1	0	No	No	No	No	No	No	No	No	No	No
13	4	927	1	0	No	No	No	No	No	No	No	No	No	No
14	4	687	1	0	No	No	No	No	No	No	No	No	No	No
15	4	687	1	0	No	No	No	No	No	No	No	No	No	No
16	4	481	1	0	No	No	No	No	No	No	No	No	No	No
17	4	275	1	0	No	No	No	No	No	No	No	No	No	No
18	4	275	1	0	No	No	No	No	No	No	No	No	No	No
19	4	154	1	0	No	No	No	No	No	No	No	No	No	No
20	4	86	1	0	No	No	No	No	No	No	No	No	No	No
21	4	51	1	0	No	No	No	No	No	No	No	No	No	No
22	4	17	1	0	No	No	No	No	No	No	No	No	No	No
23	4	17	1	0	No	No	No	No	No	No	No	No	No	No
24	4	17	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1717
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	1
2	1	0	1
3	1	0	1
4	1	0	1
5	1	0	1
6	1	0	1
7	1	0	1
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	1	No	No	No	No	No	No	No	No	No	No
2	1	1	1	1	No	No	No	No	No	No	No	No	No	No
3	1	1	1	1	No	No	No	No	No	No	No	No	No	No
4	1	1	1	1	No	No	No	No	No	No	No	No	No	No
5	1	1	1	1	No	No	No	No	No	No	No	No	No	No
6	1	1	1	1	No	No	No	No	No	No	No	No	No	No
7	1	1	1	1	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	0	No	No	No	No	No	No	No	No	No	No
15	1	0	1	0	No	No	No	No	No	No	No	No	No	No
16	1	0	1	0	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: Patterson Ave @ Project Dwy 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	107	151	13
2	104	146	13
3	102	143	12
4	95	134	12
5	85	119	10
6	83	118	10
7	82	116	10
8	75	106	9
9	74	104	9
10	73	103	9
11	63	89	8
12	59	83	7
13	58	82	7
14	43	60	5
15	43	60	5
16	30	42	4
17	17	24	2
18	17	24	2
19	10	14	1
20	5	8	1
21	3	5	0
22	1	2	0
23	1	2	0
24	1	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	258	1	13	No	No	No	No	No	No	No	No	No	No
2	2	250	1	13	No	No	No	No	No	No	No	No	No	No
3	2	245	1	12	No	No	No	No	No	No	No	No	No	No
4	2	229	1	12	No	No	No	No	No	No	No	No	No	No
5	2	204	1	10	No	No	No	No	No	No	No	No	No	No
6	2	201	1	10	No	No	No	No	No	No	No	No	No	No
7	2	198	1	10	No	No	No	No	No	No	No	No	No	No
8	2	181	1	9	No	No	No	No	No	No	No	No	No	No
9	2	178	1	9	No	No	No	No	No	No	No	No	No	No
10	2	176	1	9	No	No	No	No	No	No	No	No	No	No
11	2	152	1	8	No	No	No	No	No	No	No	No	No	No
12	2	142	1	7	No	No	No	No	No	No	No	No	No	No
13	2	140	1	7	No	No	No	No	No	No	No	No	No	No
14	2	103	1	5	No	No	No	No	No	No	No	No	No	No
15	2	103	1	5	No	No	No	No	No	No	No	No	No	No
16	2	72	1	4	No	No	No	No	No	No	No	No	No	No
17	2	41	1	2	No	No	No	No	No	No	No	No	No	No
18	2	41	1	2	No	No	No	No	No	No	No	No	No	No
19	2	24	1	1	No	No	No	No	No	No	No	No	No	No
20	2	13	1	1	No	No	No	No	No	No	No	No	No	No
21	2	8	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	13
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	271
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 10: Patterson Ave @ Project Dwy 4

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	79	120	1
2	77	116	1
3	75	114	1
4	70	107	1
5	62	95	1
6	62	94	1
7	61	92	1
8	55	84	1
9	55	83	1
10	54	82	1
11	47	71	1
12	43	66	1
13	43	65	1
14	32	48	0
15	32	48	0
16	22	34	0
17	13	19	0
18	13	19	0
19	7	11	0
20	4	6	0
21	2	4	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	199	1	1	No	No	No	No	No	No	No	No	No	No
2	1	193	1	1	No	No	No	No	No	No	No	No	No	No
3	1	189	1	1	No	No	No	No	No	No	No	No	No	No
4	1	177	1	1	No	No	No	No	No	No	No	No	No	No
5	1	157	1	1	No	No	No	No	No	No	No	No	No	No
6	1	156	1	1	No	No	No	No	No	No	No	No	No	No
7	1	153	1	1	No	No	No	No	No	No	No	No	No	No
8	1	139	1	1	No	No	No	No	No	No	No	No	No	No
9	1	138	1	1	No	No	No	No	No	No	No	No	No	No
10	1	136	1	1	No	No	No	No	No	No	No	No	No	No
11	1	118	1	1	No	No	No	No	No	No	No	No	No	No
12	1	109	1	1	No	No	No	No	No	No	No	No	No	No
13	1	108	1	1	No	No	No	No	No	No	No	No	No	No
14	1	80	1	0	No	No	No	No	No	No	No	No	No	No
15	1	80	1	0	No	No	No	No	No	No	No	No	No	No
16	1	56	1	0	No	No	No	No	No	No	No	No	No	No
17	1	32	1	0	No	No	No	No	No	No	No	No	No	No
18	1	32	1	0	No	No	No	No	No	No	No	No	No	No
19	1	18	1	0	No	No	No	No	No	No	No	No	No	No
20	1	10	1	0	No	No	No	No	No	No	No	No	No	No
21	1	6	1	0	No	No	No	No	No	No	No	No	No	No
22	1	2	1	0	No	No	No	No	No	No	No	No	No	No
23	1	2	1	0	No	No	No	No	No	No	No	No	No	No
24	1	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	200
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 2: Patterson Ave @ California Ave / Project Dwy 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	190	117	41	12
2	184	113	40	12
3	181	111	39	11
4	169	104	36	11
5	150	92	32	9
6	148	91	32	9
7	146	90	32	9
8	133	82	29	8
9	131	81	28	8
10	129	80	28	8
11	112	69	24	7
12	105	64	23	7
13	103	63	22	6
14	76	47	16	5
15	76	47	16	5
16	53	33	11	3
17	30	19	7	2
18	30	19	7	2
19	17	11	4	1
20	10	6	2	1
21	6	4	1	0
22	2	1	0	0
23	2	1	0	0
24	2	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	307	1	41	No	No	No	No	No	No	No	No	No	No
2	2	297	1	40	No	No	No	No	No	No	No	No	No	No
3	2	292	1	39	No	No	No	No	No	No	No	No	No	No
4	2	273	1	36	No	No	No	No	No	No	No	No	No	No
5	2	242	1	32	No	No	No	No	No	No	No	No	No	No
6	2	239	1	32	No	No	No	No	No	No	No	No	No	No
7	2	236	1	32	No	No	No	No	No	No	No	No	No	No
8	2	215	1	29	No	No	No	No	No	No	No	No	No	No
9	2	212	1	28	No	No	No	No	No	No	No	No	No	No
10	2	209	1	28	No	No	No	No	No	No	No	No	No	No
11	2	181	1	24	No	No	No	No	No	No	No	No	No	No
12	2	169	1	23	No	No	No	No	No	No	No	No	No	No
13	2	166	1	22	No	No	No	No	No	No	No	No	No	No
14	2	123	1	16	No	No	No	No	No	No	No	No	No	No
15	2	123	1	16	No	No	No	No	No	No	No	No	No	No
16	2	86	1	11	No	No	No	No	No	No	No	No	No	No
17	2	49	1	7	No	No	No	No	No	No	No	No	No	No
18	2	49	1	7	No	No	No	No	No	No	No	No	No	No
19	2	28	1	4	No	No	No	No	No	No	No	No	No	No
20	2	16	1	2	No	No	No	No	No	No	No	No	No	No
21	2	10	1	1	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.7	12.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:07	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	41	12
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	360	360
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 3: Patterson Ave @ Nance St / Project Dwy 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	215	88	6	6
2	209	85	6	6
3	204	84	6	6
4	191	78	5	5
5	170	70	5	5
6	168	69	5	5
7	166	68	5	5
8	151	62	4	4
9	148	61	4	4
10	146	60	4	4
11	127	52	4	4
12	118	48	3	3
13	116	48	3	3
14	86	35	2	2
15	86	35	2	2
16	60	25	2	2
17	34	14	1	1
18	34	14	1	1
19	19	8	1	1
20	11	4	0	0
21	6	3	0	0
22	2	1	0	0
23	2	1	0	0
24	2	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	303	1	6	No	No	No	No	No	No	No	No	No	No
2	2	294	1	6	No	No	No	No	No	No	No	No	No	No
3	2	288	1	6	No	No	No	No	No	No	No	No	No	No
4	2	269	1	5	No	No	No	No	No	No	No	No	No	No
5	2	240	1	5	No	No	No	No	No	No	No	No	No	No
6	2	237	1	5	No	No	No	No	No	No	No	No	No	No
7	2	234	1	5	No	No	No	No	No	No	No	No	No	No
8	2	213	1	4	No	No	No	No	No	No	No	No	No	No
9	2	209	1	4	No	No	No	No	No	No	No	No	No	No
10	2	206	1	4	No	No	No	No	No	No	No	No	No	No
11	2	179	1	4	No	No	No	No	No	No	No	No	No	No
12	2	166	1	3	No	No	No	No	No	No	No	No	No	No
13	2	164	1	3	No	No	No	No	No	No	No	No	No	No
14	2	121	1	2	No	No	No	No	No	No	No	No	No	No
15	2	121	1	2	No	No	No	No	No	No	No	No	No	No
16	2	85	1	2	No	No	No	No	No	No	No	No	No	No
17	2	48	1	1	No	No	No	No	No	No	No	No	No	No
18	2	48	1	1	No	No	No	No	No	No	No	No	No	No
19	2	27	1	1	No	No	No	No	No	No	No	No	No	No
20	2	15	1	0	No	No	No	No	No	No	No	No	No	No
21	2	9	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8	11.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	6	6
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	315	315
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 4: Patterson Ave @ Markham St

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	86	93	141	28
2	83	90	137	27
3	82	88	134	27
4	77	83	125	25
5	68	73	111	22
6	67	73	110	22
7	66	72	109	22
8	60	65	99	20
9	59	64	97	19
10	58	63	96	19
11	51	55	83	17
12	47	51	78	15
13	46	50	76	15
14	34	37	56	11
15	34	37	56	11
16	24	26	39	8
17	14	15	23	4
18	14	15	23	4
19	8	8	13	3
20	4	5	7	1
21	3	3	4	1
22	1	1	1	0
23	1	1	1	0
24	1	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	179	2	141	No	No	No	No	No	No	No	No	No	No
2	2	173	2	137	No	No	No	No	No	No	No	No	No	No
3	2	170	2	134	No	No	No	No	No	No	No	No	No	No
4	2	160	2	125	No	No	No	No	No	No	No	No	No	No
5	2	141	2	111	No	No	No	No	No	No	No	No	No	No
6	2	140	2	110	No	No	No	No	No	No	No	No	No	No
7	2	138	2	109	No	No	No	No	No	No	No	No	No	No
8	2	125	2	99	No	No	No	No	No	No	No	No	No	No
9	2	123	2	97	No	No	No	No	No	No	No	No	No	No
10	2	121	2	96	No	No	No	No	No	No	No	No	No	No
11	2	106	2	83	No	No	No	No	No	No	No	No	No	No
12	2	98	2	78	No	No	No	No	No	No	No	No	No	No
13	2	96	2	76	No	No	No	No	No	No	No	No	No	No
14	2	71	2	56	No	No	No	No	No	No	No	No	No	No
15	2	71	2	56	No	No	No	No	No	No	No	No	No	No
16	2	50	2	39	No	No	No	No	No	No	No	No	No	No
17	2	29	2	23	No	No	No	No	No	No	No	No	No	No
18	2	29	2	23	No	No	No	No	No	No	No	No	No	No
19	2	16	2	13	No	No	No	No	No	No	No	No	No	No
20	2	9	2	7	No	No	No	No	No	No	No	No	No	No
21	2	6	2	4	No	No	No	No	No	No	No	No	No	No
22	2	2	2	1	No	No	No	No	No	No	No	No	No	No
23	2	2	2	1	No	No	No	No	No	No	No	No	No	No
24	2	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.3	8.7
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:19	0:04
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	141	28
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	348	348
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Nevada Ave @ Harley Knox Blvd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1443	934	0
2	1400	906	0
3	1371	887	0
4	1284	831	0
5	1140	738	0
6	1126	729	0
7	1111	719	0
8	1010	654	0
9	996	644	0
10	981	635	0
11	851	551	0
12	794	514	0
13	779	504	0
14	577	374	0
15	577	374	0
16	404	262	0
17	231	149	0
18	231	149	0
19	130	84	0
20	72	47	0
21	43	28	0
22	14	9	0
23	14	9	0
24	14	9	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	2377	1	0	No	No	No	No	No	No	No	No	No	No
2	4	2306	1	0	No	No	No	No	No	No	No	No	No	No
3	4	2258	1	0	No	No	No	No	No	No	No	No	No	No
4	4	2115	1	0	No	No	No	No	No	No	No	No	No	No
5	4	1878	1	0	No	No	No	No	No	No	No	No	No	No
6	4	1855	1	0	No	No	No	No	No	No	No	No	No	No
7	4	1830	1	0	No	No	No	No	No	No	No	No	No	No
8	4	1664	1	0	No	No	No	No	No	No	No	No	No	No
9	4	1640	1	0	No	No	No	No	No	No	No	No	No	No
10	4	1616	1	0	No	No	No	No	No	No	No	No	No	No
11	4	1402	1	0	No	No	No	No	No	No	No	No	No	No
12	4	1308	1	0	No	No	No	No	No	No	No	No	No	No
13	4	1283	1	0	No	No	No	No	No	No	No	No	No	No
14	4	951	1	0	No	No	No	No	No	No	No	No	No	No
15	4	951	1	0	No	No	No	No	No	No	No	No	No	No
16	4	666	1	0	No	No	No	No	No	No	No	No	No	No
17	4	380	1	0	No	No	No	No	No	No	No	No	No	No
18	4	380	1	0	No	No	No	No	No	No	No	No	No	No
19	4	214	1	0	No	No	No	No	No	No	No	No	No	No
20	4	119	1	0	No	No	No	No	No	No	No	No	No	No
21	4	71	1	0	No	No	No	No	No	No	No	No	No	No
22	4	23	1	0	No	No	No	No	No	No	No	No	No	No
23	4	23	1	0	No	No	No	No	No	No	No	No	No	No
24	4	23	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	0
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2377
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 6: Nevada Ave @ Nance St / Project Dwy 5

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	1	0	2
2	1	0	2
3	1	0	2
4	1	0	2
5	1	0	2
6	1	0	2
7	1	0	2
8	1	0	1
9	1	0	1
10	1	0	1
11	1	0	1
12	1	0	1
13	1	0	1
14	0	0	1
15	0	0	1
16	0	0	1
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1	1	2	No	No	No	No	No	No	No	No	No	No
2	1	1	1	2	No	No	No	No	No	No	No	No	No	No
3	1	1	1	2	No	No	No	No	No	No	No	No	No	No
4	1	1	1	2	No	No	No	No	No	No	No	No	No	No
5	1	1	1	2	No	No	No	No	No	No	No	No	No	No
6	1	1	1	2	No	No	No	No	No	No	No	No	No	No
7	1	1	1	2	No	No	No	No	No	No	No	No	No	No
8	1	1	1	1	No	No	No	No	No	No	No	No	No	No
9	1	1	1	1	No	No	No	No	No	No	No	No	No	No
10	1	1	1	1	No	No	No	No	No	No	No	No	No	No
11	1	1	1	1	No	No	No	No	No	No	No	No	No	No
12	1	1	1	1	No	No	No	No	No	No	No	No	No	No
13	1	1	1	1	No	No	No	No	No	No	No	No	No	No
14	1	0	1	1	No	No	No	No	No	No	No	No	No	No
15	1	0	1	1	No	No	No	No	No	No	No	No	No	No
16	1	0	1	1	No	No	No	No	No	No	No	No	No	No
17	1	0	1	0	No	No	No	No	No	No	No	No	No	No
18	1	0	1	0	No	No	No	No	No	No	No	No	No	No
19	1	0	1	0	No	No	No	No	No	No	No	No	No	No
20	1	0	1	0	No	No	No	No	No	No	No	No	No	No
21	1	0	1	0	No	No	No	No	No	No	No	No	No	No
22	1	0	1	0	No	No	No	No	No	No	No	No	No	No
23	1	0	1	0	No	No	No	No	No	No	No	No	No	No
24	1	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	3
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 9: Patterson Ave @ Project Dwy 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	221	123	8
2	214	119	8
3	210	117	8
4	197	109	7
5	175	97	6
6	172	96	6
7	170	95	6
8	155	86	6
9	152	85	6
10	150	84	5
11	130	73	5
12	122	68	4
13	119	66	4
14	88	49	3
15	88	49	3
16	62	34	2
17	35	20	1
18	35	20	1
19	20	11	1
20	11	6	0
21	7	4	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	344	1	8	No	No	No	No	No	No	No	No	No	No
2	2	333	1	8	No	No	No	No	No	No	No	No	No	No
3	2	327	1	8	No	No	No	No	No	No	No	No	No	No
4	2	306	1	7	No	No	No	No	No	No	No	No	No	No
5	2	272	1	6	No	No	No	No	No	No	No	No	No	No
6	2	268	1	6	No	No	No	No	No	No	No	No	No	No
7	2	265	1	6	No	No	No	No	No	No	No	No	No	No
8	2	241	1	6	No	No	No	No	No	No	No	No	No	No
9	2	237	1	6	No	No	No	No	No	No	No	No	No	No
10	2	234	1	5	No	No	No	No	No	No	No	No	No	No
11	2	203	1	5	No	No	No	No	No	No	No	No	No	No
12	2	190	1	4	No	No	No	No	No	No	No	No	No	No
13	2	185	1	4	No	No	No	No	No	No	No	No	No	No
14	2	137	1	3	No	No	No	No	No	No	No	No	No	No
15	2	137	1	3	No	No	No	No	No	No	No	No	No	No
16	2	96	1	2	No	No	No	No	No	No	No	No	No	No
17	2	55	1	1	No	No	No	No	No	No	No	No	No	No
18	2	55	1	1	No	No	No	No	No	No	No	No	No	No
19	2	31	1	1	No	No	No	No	No	No	No	No	No	No
20	2	17	1	0	No	No	No	No	No	No	No	No	No	No
21	2	11	1	0	No	No	No	No	No	No	No	No	No	No
22	2	3	1	0	No	No	No	No	No	No	No	No	No	No
23	2	3	1	0	No	No	No	No	No	No	No	No	No	No
24	2	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	8
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	352
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 10: Patterson Ave @ Project Dwy 4

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	208	83	10
2	202	81	10
3	198	79	10
4	185	74	9
5	164	66	8
6	162	65	8
7	160	64	8
8	146	58	7
9	144	57	7
10	141	56	7
11	123	49	6
12	114	46	6
13	112	45	5
14	83	33	4
15	83	33	4
16	58	23	3
17	33	13	2
18	33	13	2
19	19	7	1
20	10	4	1
21	6	2	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	291	1	10	No	No	No	No	No	No	No	No	No	No
2	1	283	1	10	No	No	No	No	No	No	No	No	No	No
3	1	277	1	10	No	No	No	No	No	No	No	No	No	No
4	1	259	1	9	No	No	No	No	No	No	No	No	No	No
5	1	230	1	8	No	No	No	No	No	No	No	No	No	No
6	1	227	1	8	No	No	No	No	No	No	No	No	No	No
7	1	224	1	8	No	No	No	No	No	No	No	No	No	No
8	1	204	1	7	No	No	No	No	No	No	No	No	No	No
9	1	201	1	7	No	No	No	No	No	No	No	No	No	No
10	1	197	1	7	No	No	No	No	No	No	No	No	No	No
11	1	172	1	6	No	No	No	No	No	No	No	No	No	No
12	1	160	1	6	No	No	No	No	No	No	No	No	No	No
13	1	157	1	5	No	No	No	No	No	No	No	No	No	No
14	1	116	1	4	No	No	No	No	No	No	No	No	No	No
15	1	116	1	4	No	No	No	No	No	No	No	No	No	No
16	1	81	1	3	No	No	No	No	No	No	No	No	No	No
17	1	46	1	2	No	No	No	No	No	No	No	No	No	No
18	1	46	1	2	No	No	No	No	No	No	No	No	No	No
19	1	26	1	1	No	No	No	No	No	No	No	No	No	No
20	1	14	1	1	No	No	No	No	No	No	No	No	No	No
21	1	8	1	0	No	No	No	No	No	No	No	No	No	No
22	1	3	1	0	No	No	No	No	No	No	No	No	No	No
23	1	3	1	0	No	No	No	No	No	No	No	No	No	No
24	1	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	10
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	301
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**