Appendix S

Transportation Analysis

URBAN | CROSSROADS

OLC3 (DPR22-00006, TPM22-05048, SPA22-05047)

TRAFFIC ANALYSIS

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Reference Number	Agency	Date
14428-06 TA Report	City of Perris	May 19, 2023

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
DIF	Development Impact Fee
E+P	Existing Plus Project
EAC	Existing Plus Ambient Growth Plus Cumulative
EAPC	Existing Plus Ambient Growth Plus Cumulative Plus Project
EIR	Environmental Impact Report
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
NPRBBD	North Perris Road and Bridge Benefit District
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	OLC3
PVCC SP	Perris Valley Commerce Center Specific Plan
RCTC	Riverside County Transportation Commission
RIVCOM	Riverside County Transportation Analysis Model
RTA	Riverside Transit Agency
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
v/c	Volume to Capacity
VMT	Vehicles Miles Traveled
vphgpl	Vehicles per Hour Green per Lane
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for OLC3 (Project), which is located on the southeast corner of Perris Boulevard and Perry Street within the City of Perris' *Perris Valley Commerce Center Specific Plan* (PVCC SP), as shown on Exhibit 1-1.

The purpose of this traffic analysis is to evaluate the potential deficiencies related to traffic and circulation system operations that may result from the development of the proposed Project, and to recommend improvements to mitigate potential deficiencies in order to achieve acceptable circulation system operational conditions. This report has been prepared in accordance with the approved Project Traffic Study Scoping agreement developed through consultation with City of Perris staff, which is provided in Appendix 1.1 of this report. The scoping agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology.

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of the site:

- Project to install a traffic signal at the intersection of Driveway 8 & Ramona Expressway (#21).
- Project should implement sidewalk, curb-and-gutter, and landscaping improvements on Ramona Expressway along the Project's frontage from the Project's western boundary to the Project's eastern boundary to accommodate the site access driveways.
- Project should implement sidewalk, curb-and-gutter, and landscaping improvements on Perris Boulevard along the Project's frontage from Perry Street to the Project's southern boundary to accommodate the site access driveways.
- Project should implement sidewalk, curb-and-gutter, and landscaping improvements on Perry Street along the Project's frontage from Perris Boulevard to the Project's eastern boundary to accommodate the site access driveways.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report.

1.2 PROJECT OVERVIEW

The Project is to consist of a 774,419 square feet of non-refrigerated High-Cube Fulfillment Center Warehouse use and up to 70,000 square feet of Retail and Restaurant uses (comprised of 30,825 square feet of Strip Retail Plaza use, 5,000 square feet of High Turnover (Sit-Down) Restaurant use, 23,775 square feet of Fast-Food Restaurant Without Drive-Through Window use in-line with the retail use, and 10,400 square feet of Fast-Food Restaurant With Drive-Through Window use). The Project is anticipated to be constructed in a single phase by the year 2024. A preliminary site plan is shown on Exhibit 1-2. It should be noted, the Project description for the retail portion of the site has been updated since the time this traffic study has been prepared. The updated Project description for the retail portion now consists of 39,825 square feet of retail use and 14,775 square feet of Fast-food Restaurant with Drive-Through Window use. The land uses evaluated within this traffic study generate more trips compared to the updated Project description. Therefore, the current traffic study analysis provides a more conservative analysis.

EXHIBIT 1-1: LOCATION MAP

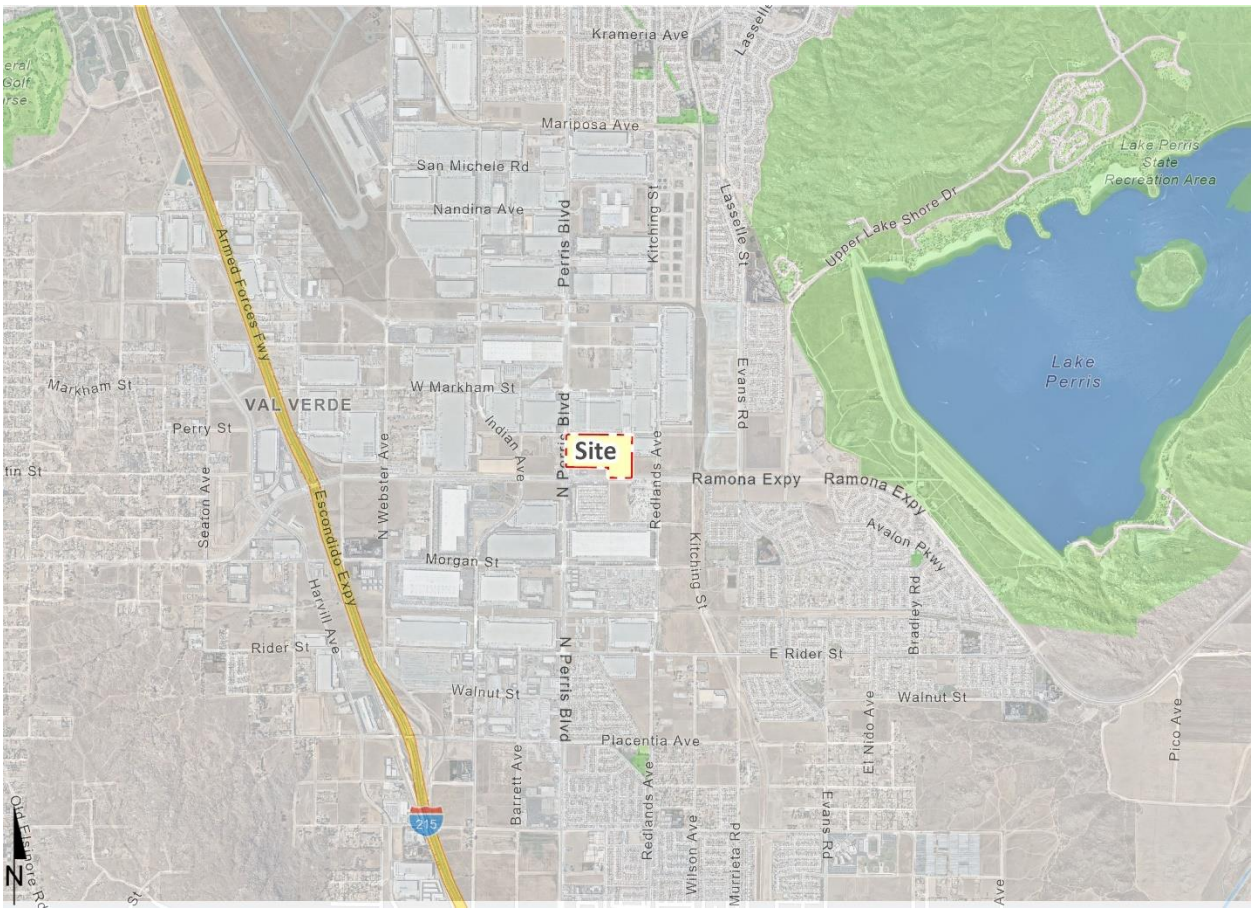


EXHIBIT 1-2: SITE MAP

The following describes the access proposed for the site:

- Driveway 1 on Perris Boulevard – passenger cars only with right-in/right-out only for future commercial component
- Driveway 2 on Perris Boulevard – passenger cars only with right-in/right-out only for future commercial component
- Driveway 3 on Perris Boulevard – passenger cars only with right-in/right-out only for warehouse component
- Driveway 4 on Perry Street – passenger cars only with right-in/right-out/left-in access only for warehouse component
- Driveway 5 on Perry Street – trucks only where trucks will be restricted to right-out/left-in access only (directing all trucks to and from Redlands Avenue to the east) for warehouse component
- Driveway 6 on Perry Street – trucks only where trucks will be restricted to right-out/left-in access only (directing all trucks to and from Redlands Avenue to the east) for warehouse component
- Driveway 7 on Ramona Expressway – passenger cars only with right-in/right-out only for future commercial component
- Driveway 8 on Ramona Expressway – passenger cars only with full access (future shared access with adjacent property) for future commercial component
- Driveway 9 on Perry Street – passenger car access only with full access

It should be noted, the proposed driveways are consistent with the driveway spacing requirements set forth in the PVCC SP. Regional access to the Project site is available from the I-215 Freeway via Ramona Expressway, Harley Knox Boulevard, and Placentia Avenue interchanges. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the following ITE land use codes have been utilized (1):

- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for the industrial component of the proposed Project. The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfillment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized. The truck percentages were further broken down by axle type per the WSP recommended truck mix: 2-4-Axle = 44.1%; 5+-Axle = 55.9%.
- Strip Retail Plaza (<40,000 SF) (ITE land use code 822)
- High Turnover (Sit-Down) Restaurant (ITE land use code 932)
- Fast-Food Restaurant Without Drive-Through Window (ITE land use code 933)

- Fast-Food Restaurant With Drive-Through Window (ITE land use code 934)

The proposed Project is anticipated to generate 9.266 two-way trip-ends per day in actual vehicles, with 1,035 actual AM peak hour trips and 723 actual PM peak hour trips. Passenger Car Equivalent (PCE) factors have been applied to Project truck trips, consistent with City of Perris guidance. For the purposes of the operations analysis, the PCE trip generation has been utilized. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2022)
- Existing Plus Project (E+P)
- Existing Plus Ambient Growth Plus Cumulative (E+A+C) (2024)
- Existing Plus Ambient Growth Plus Project Plus Cumulative (E+A+P+C) (2024)
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project

1.3.1 EXISTING (2022) CONDITIONS

Information for Existing (2022) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 EXISTING PLUS PROJECT CONDITIONS

The E+P analysis determines any significant traffic operation and circulation system deficiencies that would occur on the existing roadway system in the scenario of the Project being placed upon Existing conditions.

1.3.3 EXISTING PLUS AMBIENT GROWTH PLUS CUMULATIVE & EXISTING PLUS AMBIENT GROWTH PLUS PROJECT PLUS CUMULATIVE (2024) CONDITIONS

The EAC and EAPC (2024) conditions analysis determines the potential circulation system deficiencies based on a comparison of the EAPC traffic conditions to EAC traffic conditions. The roadway network is similar to Existing conditions except for new connections/driveways to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 6.09% (3 percent per year, compounded over 2 years) is included for both EAC and EAPC (2024) traffic conditions. The assumed ambient growth factor is based on the requirements per the City of Perris and is consistent with other recently completed traffic studies in the area. The EAPC analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already

accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2024 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in this traffic study (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2024 conditions.

1.3.4 HORIZON YEAR (2045) CONDITIONS

Traffic projections for Horizon Year (2045) conditions were derived from the County of Riverside refined version of the Riverside County Transportation Analysis Model (RIVCOM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis has been utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the City of Perris (lead agency) General Plan. (2) Each of these regional transportation fee programs are discussed in more detail in Section 8 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

To ensure that this TA satisfies the City of Perris' traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by City of Perris staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the City is included in Appendix 1.1 of this TA.

The 27 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with City of Perris staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per guidance from the City of Perris during the scoping process. (3) The "50 peak hour trip" criteria represent a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County and the City of Perris for estimating a potential area of influence (i.e., study area).

EXHIBIT 1-3: STUDY AREA

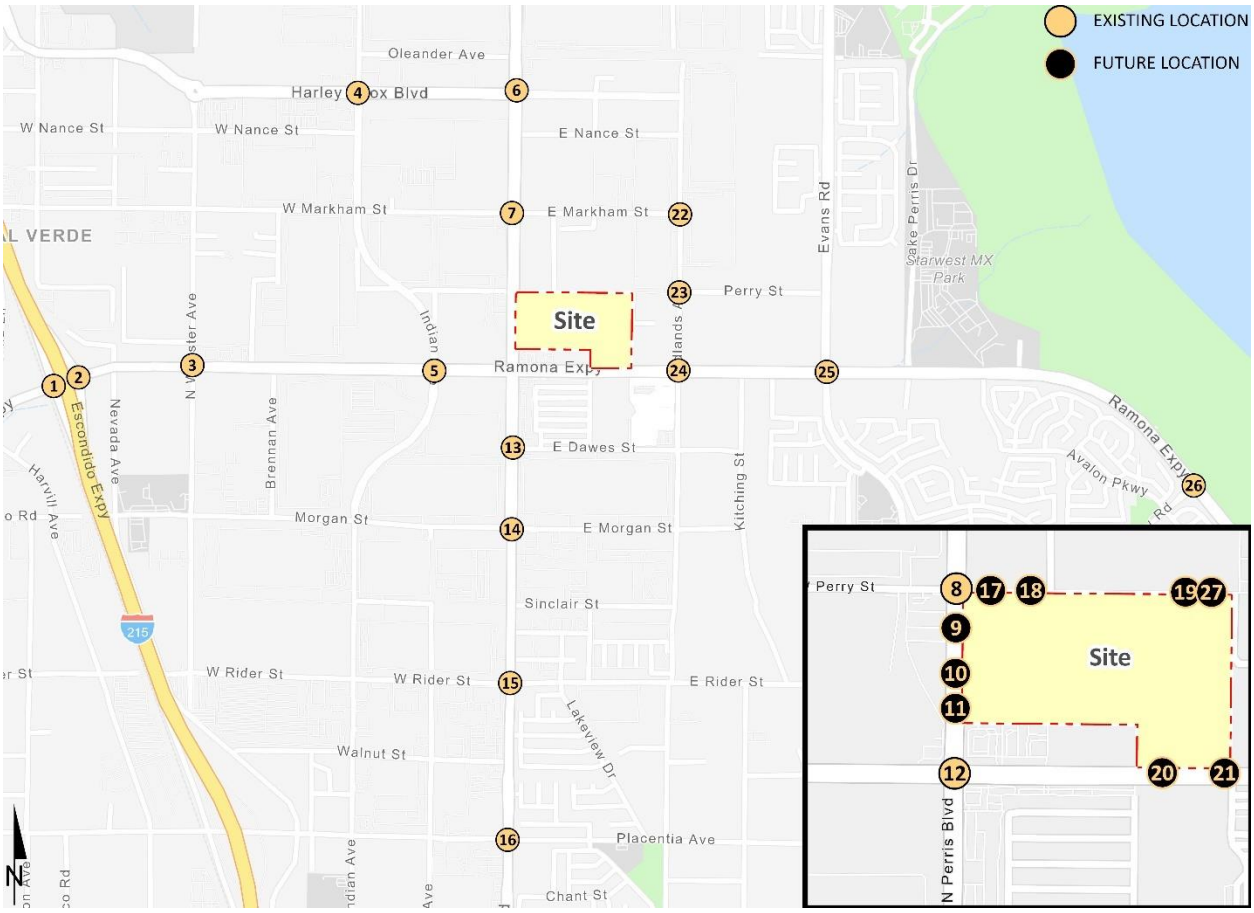


TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jurisdiction	CMP Facility?
1	I-215 SB Ramps & Ramona Exwy.	County of Riverside, Perris, Caltrans	No
2	I-215 NB Ramps & Ramona Exwy.	County of Riverside, Perris, Caltrans	No
3	Webster Av. & Ramona Exwy.	Perris	No
4	Indian Av. & Harley Knox Bl.	Perris	No
5	Indian Av. & Ramona Exwy.	Perris	No
6	Perris Bl. & Harley Knox Bl.	Perris	No
7	Perris Bl. & Markham St.	Perris	No
8	Perris Bl. & Perry St.	Perris	No
9	Perris Bl. & Driveway 1	Perris	No
10	Perris Bl. & Driveway 2	Perris	No
11	Perris Bl. & Driveway 3	Perris	No
12	Perris Bl. & Ramona Exwy.	Perris	No
13	Perris Bl. & Dawes St.	Perris	No
14	Perris Bl. & Morgan St.	Perris	No
15	Perris Bl. & Rider St.	Perris	No
16	Perris Bl. & Placentia Av.	Perris	No
17	Driveway 4 & Perry St.	Perris	No
18	Driveway 5 & Perry St.	Perris	No
19	Driveway 6 & Perry St.	Perris	No
20	Driveway 7 & Ramona Exwy.	Perris	No
21	Driveway 8 & Ramona Exwy.	Perris	No
22	Redlands Av. & Markham St.	Perris	No
23	Redlands Av. & Perry St.	Perris	No
24	Redlands Av. & Ramona Exwy.	Perris	No
25	Evans Rd. & Ramona Exwy.	Perris	No
26	Ramona Exwy. & Bradley Rd.	Perris	No
27	Driveway 9 & Perry St.	Perris	No

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. (4) There are no study area intersections identified as a Riverside County CMP intersection.

1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions*, Section 5 *E+P Traffic Conditions*, Section 6 *EAC & EAPC (2024) Conditions*, and Section 7 *Horizon Year (2045) Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented in Table 1-2.

1.5.1 EXISTING (2022) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions.

1.5.2 E+P CONDITIONS

the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions.

1.5.3 EAC & EAPC (2024) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours EAC (2024) traffic conditions:

- I-215 SB Ramps & Ramona Expressway (#1) – LOS F PM peak hour only
- I-215 NB Ramps & Ramona Expressway (#2) – LOS F PM peak hour only
- Indian Avenue & Harley Knox Boulevard (#4) – LOS F PM peak hour only
- Indian Avenue & Ramona Expressway (#5) – LOS E PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#6) – LOS E PM peak hour only
- Perris Boulevard & Ramona Expressway (#12) – LOS E AM and PM peak hours
- Redlands Avenue & Ramona Expressway (#24) – LOS E AM peak hour; LOS F PM peak hour
- Evans Road & Ramona Expressway (#25) – LOS E PM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours, in addition to the intersections identified under EAC (2024) traffic conditions. Although already deficient under EAC (2024) traffic conditions, the following intersections are now deficient during the AM peak hour under EAPC (2024) traffic conditions:

- I-215 SB Ramps & Ramona Expressway (#1) – LOS E AM peak hour; LOS F PM peak hour
- I-215 NB Ramps & Ramona Expressway (#2) – LOS E AM peak hour; LOS F PM peak hour

TABLE 1-2: SUMMARY OF LOS

#	Intersection	Existing AM	Existing PM	E+P AM	E+P PM	EAC (2024) AM	EAC (2024) PM	EAPC (2024) AM	EAPC (2024) PM	Horizon Year (2045) Without Project AM	Horizon Year (2045) Without Project PM	Horizon Year (2045) With Project AM	Horizon Year (2045) With Project PM
1	I-215 SB Ramps & Ramona Exwy.	A - D	A - D	A - D	A - D	A - D	F	E	F	F	F	F	F
2	I-215 NB Ramps & Ramona Exwy.	A - D	A - D	A - D	A - D	A - D	F	E	F	E	F	F	F
3	Webster Av. & Ramona Exwy.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	F	F	F	F
4	Indian Av. & Harley Knox Bl.	A - D	A - D	A - D	A - D	A - D	F	A - D	F	F	F	F	F
5	Indian Av. & Ramona Exwy.	A - D	A - D	A - D	A - D	A - D	E	A - D	E	A - D	F	A - D	F
6	Perris Bl. & Harley Knox Bl.	A - D	A - D	A - D	A - D	A - D	E	A - D	E	A - D	E	A - D	E
7	Perris Bl. & Markham St.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
8	Perris Bl. & Perry St.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
9	Perris Bl. & Driveway 1	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
10	Perris Bl. & Driveway 2	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
11	Perris Bl. & Driveway 3	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
12	Perris Bl. & Ramona Exwy.	A - D	A - D	A - D	A - D	E	E	E	E	E	E	E	F
13	Perris Bl. & Dawes St.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
14	Perris Bl. & Morgan St.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
15	Perris Bl. & Rider St.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
16	Perris Bl. & Placentia Av.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	E	A - D	E
17	Driveway 4 & Perry St.	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
18	Driveway 5 & Perry St.	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
19	Driveway 6 & Perry St.	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
20	Driveway 7 & Ramona Exwy.	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
21	Driveway 8 & Ramona Exwy.	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D
22	Redlands Av. & Markham St.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
23	Redlands Av. & Perry St.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
24	Redlands Av. & Ramona Exwy.	A - D	A - D	A - D	A - D	E	F	F	F	F	F	F	F
25	Evans Rd. & Ramona Exwy.	A - D	A - D	A - D	A - D	A - D	E	A - D	E	F	F	F	F
26	Ramona Exwy. & Bradley Rd.	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
27	Driveway 9 & Perry St.	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D	N/A	N/A	A - D	A - D

= A - D = E = F

1.5.4 HORIZON YEAR (2045) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions:

- I-215 SB Ramps & Ramona Expressway (#1) – LOS F AM and PM peak hours
- I-215 NB Ramps & Ramona Expressway (#2) – LOS E AM peak hour; LOS F PM peak hour
- Webster Avenue & Ramona Expressway (#3) – LOS F AM and PM peak hours
- Indian Avenue & Harley Knox Boulevard (#4) – LOS F AM and PM peak hours
- Indian Avenue & Ramona Expressway (#5) – LOS F PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#6) – LOS E PM peak hour only
- Perris Boulevard & Ramona Expressway (#12) – LOS E AM and PM peak hours
- Perris Boulevard & Placentia Avenue (#16) – LOS E PM peak hour only
- Redlands Avenue & Ramona Expressway (#24) – LOS F AM and PM peak hours
- Evans Road & Ramona Expressway (#25) – LOS F AM and PM peak hours

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic, under Horizon Year (2045) With Project traffic conditions.

1.6 RECOMMENDATIONS

This section provides a summary of deficiencies and recommended improvements. The same study area intersection deficiencies occur without and with Project traffic for all analysis scenarios (see Table 1-2). As such, there are no direct project-related deficiencies, however, the Project would cumulatively contribute to each of the deficiencies identified in Table 1-2. Each project implementing within the PVCC SP is required to incorporate applicable mitigation from the PVCC Specific Plan Environmental Impact Report (EIR). The relevant traffic mitigation measures from the PVCC Specific Plan EIR are identified in Section 1.6.1.

1.6.1 PVCC SP EIR TRAFFIC MITIGATION MEASURES

MM Trans 1 Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.

MM Trans 2 Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

MM Trans 3 Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include TUMF, Development Impact Fee (DIF), and the

NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

MM Trans 4 Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

MM Trans 5 Bike racks shall be installed in all parking lots in compliance with City of Perris standards.

MM Trans 6 Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.

MM Trans 7 Implementing project-level traffic studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project deficiencies and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant would be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.

MM Trans 8 Proposed mitigation measures resulting from project-level traffic studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.

1.6.2 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4. The site adjacent queuing analysis worksheets are provided in Appendix 1.2.

The existing lane configuration and traffic control should be maintained at the intersection of Perris Boulevard & Perry Street (#8).

Recommendation 1 – Perris Boulevard & Driveway 1 (#9) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the westbound approach (Project driveway).
- Project to construct a westbound right turn lane.

Recommendation 2 – Perris Boulevard & Driveway 2 (#10) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the westbound approach (Project driveway).
- Project to construct a westbound right turn lane.

Recommendation 3 – Perris Boulevard & Driveway 3 (#11) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the westbound approach (Project driveway).
- Project to construct a westbound right turn lane.

Recommendation 4 – Driveway 4 & Perry Street (#17) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the northbound approach (Project driveway).
- Project to construct a northbound right turn lane.

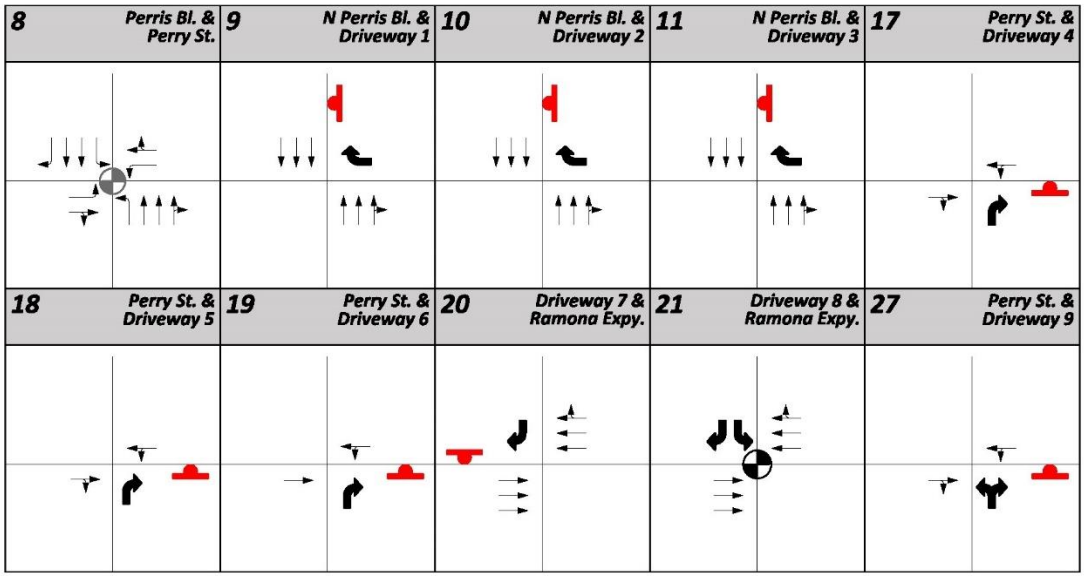
Recommendation 5 – Driveway 5 & Perry Street (#18) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the northbound approach (Project driveway).
- Project to construct a northbound right turn lane.

Recommendation 6 – Driveway 6 & Perry Street (#19) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the northbound approach (Project driveway).
- Project to construct a northbound right turn lane.

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS



= New Traffic Signal
= Traffic Signal
= Stop Sign Improvement
= Lane Improvement
= Existing Lane
TWLTL = Two-way Left-turn Lane

Recommendation 7 – Driveway 7 & Ramona Expressway (#20) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the southbound approach (Project driveway).
- Project to construct a southbound right turn lane.

Recommendation 8 – Driveway 8 & Ramona Expressway (#21) – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal.
- Project to construct a southbound left turn lane and right turn lane.
- Project to construct an eastbound left turn lane with a minimum of 200-feet of storage.

Recommendation 9 – Driveway 9 & Perry Street (#27) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the northbound approach (Project driveway).
- Project to construct a northbound shared left-right turn lane.

Recommendation 10 – Ramona Expressway is an east-west oriented roadway located along the Project's southern boundary. Ramona Expressway is currently constructed to its ultimate half-section pavement width as an Expressway (184-foot right-of-way) between the Project's western and eastern boundaries consistent with the PVCC SP and the City of Perris General Plan Circulation Element. However, the Project should implement sidewalk, curb-and-gutter, and landscaping improvements on Ramona Expressway along the Project's frontage from the Project's western boundary to the Project's eastern boundary to accommodate the site access driveways.

Recommendation 11 – Perris Boulevard is a north-south oriented roadway located along the Project's western boundary. Perris Boulevard is currently constructed at its ultimate half-section pavement width as an Arterial (128-foot right-of-way) between Perry Street and the Project's southern boundary consistent with the PVCC SP and the City of Perris General Plan Circulation Element. However, the Project should implement sidewalk, curb-and-gutter, and landscaping improvements on Perris Boulevard along the Project's frontage from Perry Street to the Project's southern boundary to accommodate the site access driveways.

Recommendation 12 – Perry Street is an east-west oriented roadway located on the Project's northern boundary. Perry Street is currently constructed at its ultimate half-section pavement width as a Local roadway (60-foot right-of-way) between Perris Boulevard and the Project's eastern boundary consistent with the PVCC SP and the City of Perris General Plan Circulation Element. However, the Project should implement sidewalk, curb-and-gutter, and landscaping improvements on Perry Street along the Project's frontage from Perris Boulevard to the Project's eastern boundary to accommodate the site access driveways.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Perris sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.6.3 OFF-SITE RECOMMENDATIONS

A summary of the off-site intersection improvements is provided in Table 1-3. These recommended improvements are consistent with or less than the geometrics assumed in the City of Perris and County of Riverside General Plan Circulation Elements. Improvements found to be included in the WRCOG TUMF program, City of Perris's (lead agency) DIF program, or NPRBBD have been identified as such. The NPRBBD includes additional improvements to supplement the TUMF and DIF network. NPRBBD fees are inclusive of TUMF and DIF.

1.7 TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at each applicable Project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 1-5). A WB-67 truck (53-foot trailer) has been utilized for the purposes of this analysis. As shown on Exhibit 1-5, both Driveway 5 and Driveway 6 on Perry Street should be modified to accommodate a 45-foot curb radius on the southeast corners to accommodate the egress turning radius of trucks. Also, both Driveway 5 and Driveway 6 should be widened to 60-feet.

1.8 VEHICLE MILES TRAVELED (VMT) ANALYSIS

The City of Perris adopted Transportation Impact Analysis Guidelines for CEQA (City Guidelines). (5) The City Guidelines include Vehicle Miles Traveled (VMT) thresholds that were recently reviewed and adopted by City Council on May 12, 2020. The VMT Scoping Form for Land Use Projects, provided by the City of Perris, has been completed and reviewed for accuracy. As shown in Appendix 1.1, based on the criteria set forth in the City of Perris guidelines, the Project screens out of additional VMT analysis. As such, no additional VMT modeling has been conducted for the proposed Project.

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

#	Intersection Location	Jurisdiction	Analysis Scenario						Project Responsibility	Improvements in DIF[1,2]	Project Fair Share
			Existing (2022)	E+P	EAC (2024)	EAPC (2024)	Horizon Year (2045) Without Project	Horizon Year (2045) With Project			
1	I-215 SB Ramps & Ramona Exwy.	County of Riverside, Perris, Caltrans	None	None	Add 2nd SB left turn lane	Same	Same	Same	Fair Share	No	9.4%
					Add 3rd EB through lane	Same	Same	Same	Fees	Yes (TUMF)	
					Add EB right turn lane	Same	Same	Same	Fair Share	No	
					Add 2nd WB left turn lane	Same	Same	Same	Fees	Yes (TUMF)	
					Add 3rd WB through lane	Same	Same	Same	Fees	Yes (TUMF)	
2	I-215 NB Ramps & Ramona Exwy.	County of Riverside, Perris, Caltrans	None	None	Add 2nd EB left turn lane	Same	Same	Same	Fees	Yes (TUMF)	15.0%
					Add 3rd EB through lane	Same	Same	Same	Fees	Yes (TUMF)	
					Add 3rd WB through lane	Same	Same	Same	Fees	Yes (TUMF)	
					Add WB free-right turn lane	Same	Same	Same	Fair Share	No	
3	Webster Av. & Ramona Exwy.	Perris	None	None	None	None	Add SB right turn lane	Same	Fair Share	No	10.5%
							Add 2nd EB left turn lane	Same	Fair Share	No	
							Add 4th EB through lane	Same	Fair Share	No	
							Restripe the WB approach to provide one left turn lane, three through lanes, and one shared through-right turn lan	Same	Fair Share	No	
							Modify the traffic signal to implement overlap phasing for the SB right turn lane	Same	Fair Share	No	
4	Indian Av. & Harley Knox Bl.	Perris	None	None	Restripe the EB approach to provide dual left turn lanes, two through lanes, and a shared through-right turn lane	Same	Same	Same	Fair Share	No	3.2%
5	Indian Av. & Ramona Exwy.	Perris	None	None	Add 4th EB through lane	Same	Same	Same	Fair Share	No	22.7%
					Restripe the WB approach to provide one left turn lane, three through lanes, and one shared through-right turn lane	Same	Same	Same	Fair Share	No	
6	Perris Bl. & Harley Knox Bl.	Perris	None	None	Add 2nd EB left turn lane	Same	Same	Same	Fair Share	No	6.2%
12	Perris Bl. & Ramona Exwy.	Perris	None	None	Restripe the NB approach to provide one left turn lane, two through lanes, and one shared-through right turn lane	Same	Same	Same	Fees	Yes (TUMF)	32.9%
					Restripe the SB approach to provide one left turn lane, two through lanes, and one shared-through right turn lane	Same	Same	Same	Fair Share	No	
16	Perris Bl. & Placentia Av.	Perris	None	None	None	None	Add 3rd NB through lane	Same	Fees	Yes (TUMF)	5.5%
							Add NB right turn lane	Same	Fair Share	No	
							Add 3rd SB through lane	Same	Fees	Yes (TUMF)	
							Add SB right turn lane	Same	Fair Share	No	
24	Redlands Av. & Ramona Exwy.	Perris	None	None	Add 2nd SB left turn lane	Same	Same	Same	Fair Share	No	10.9%
					Add 4th EB through lane	Same	Same	Same	Fair Share	No	
					Add 4th WB through lane	Same	Same	Same	Fair Share	No	
							Add NB right turn lane	Same	Fair Share	No	
							Add 2nd EB left turn lane	Same	Fair Share	No	
							Add 2nd WB left turn lane	Same	Fair Share	No	
25	Evans Rd. & Ramona Exwy.	Perris	None	None	Add 3rd WB through lane	Same	Same	Same	Fair Share	No	8.7%

[1] Improvements included in regional/City DIF programs have been identified as such.

[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at the discretion of the City.

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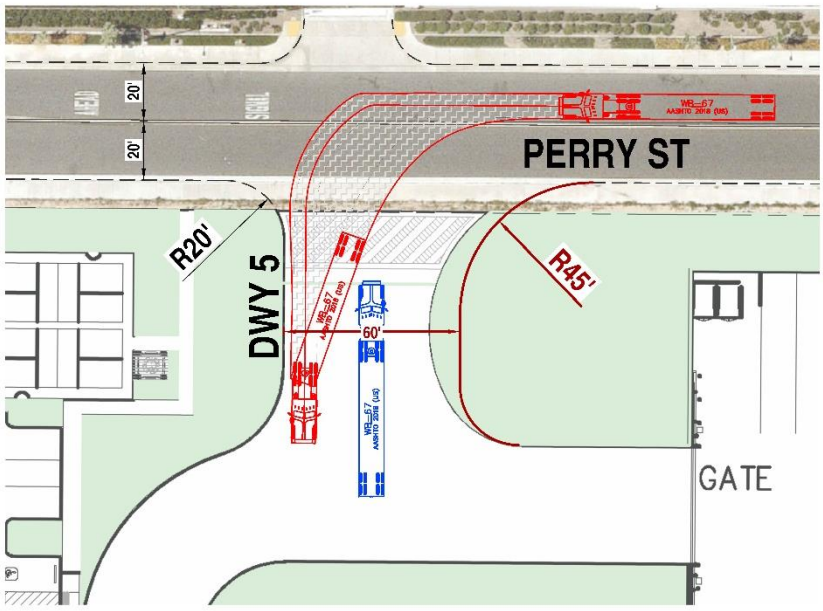
EXHIBIT 1-5: TRUCK ACCESS (PAGE 1 OF 2)

INBOUND WB-67 TRUCKS



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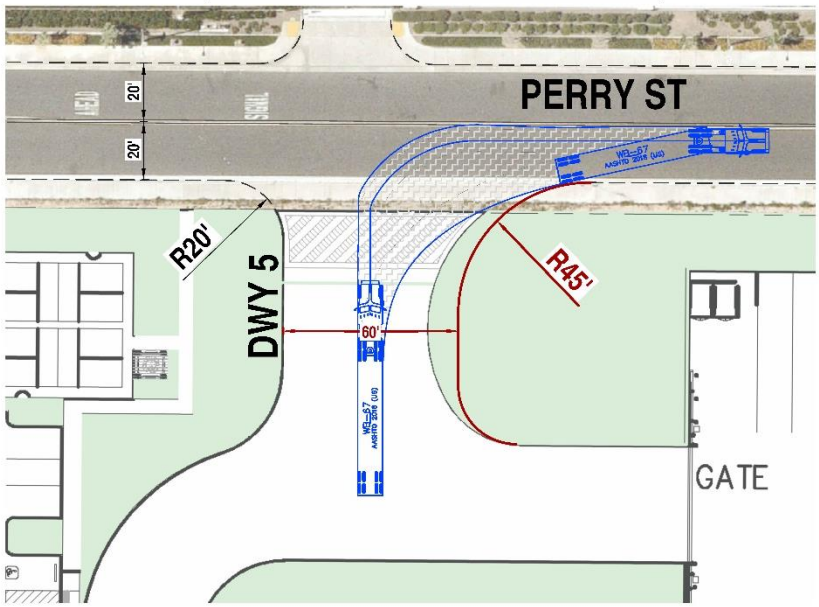


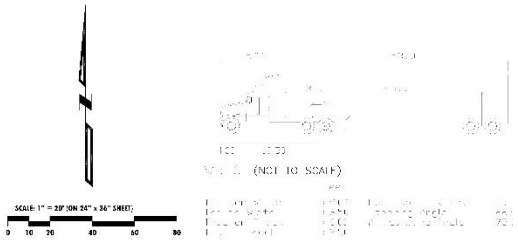
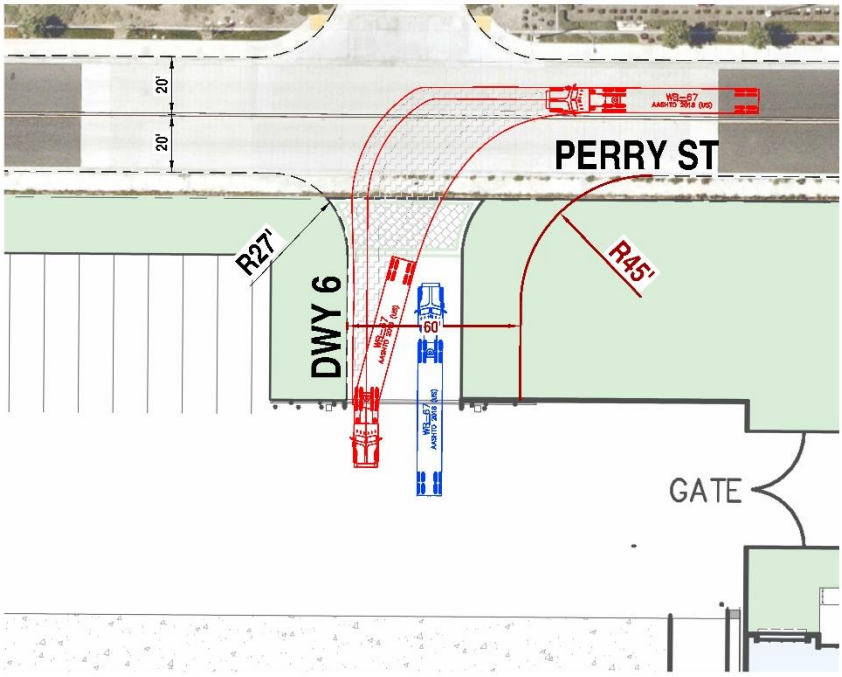
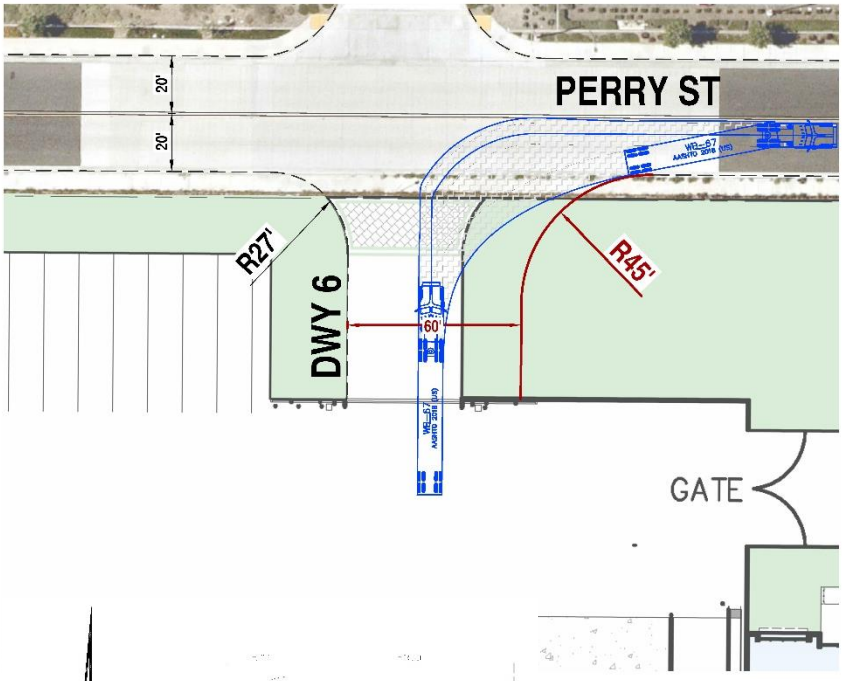


EXHIBIT 1-5: TRUCK ACCESS (PAGE 2 OF 2)

INBOUND WB-67 TRUCKS



OUTBOUND WB-67 TRUCKS



2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with guidance from the City of Perris and other studies recently conducted in the area.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (6) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Perris and County of Riverside require signalized intersection operations analysis based on the methodology described in the HCM. (6) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

Consistent with the Riverside County CMP, a saturation flow rate of 1900 vehicles per hour green per lane (vphgpl) has been utilized for all intersections for all scenarios.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak

hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (6)

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Perris requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (6) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (7)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (7) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants have been used where speeds exceed 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
18	Driveway 5 & Perry St.
19	Driveway 6 & Perry St.
21	Driveway 8 & Ramona Exwy.
23	Redlands Av. & Perry St.

Driveways 1, 2, and 3 on Perris Boulevard, Driveway 4 and Driveway 9 on Perry Street, and Driveway 7 on Ramona Expressway have not been evaluated for traffic signal warrants since these driveways are proposed for restricted access or are not suitable locations for the installation of a traffic signal with respect to the locations of existing signals (right-in/right-out only).

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *E+P Traffic Conditions*, Section 6 *EAC & EAPC (2024) Conditions*, and Section 7 *Horizon Year (2045) Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 OFF-RAMP QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-215 Freeway at the Ramona Expressway interchange. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-215 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is

derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

2.5.1 CITY OF PERRIS

The definition of an intersection deficiency has been obtained from the City of Perris' General Plan. LOS D along all City maintained roads (including intersections) and LOS D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 Freeway ramps. (8) For the purposes of this traffic analysis, LOS D will be considered the acceptable threshold for all intersections within the study area.

LOS E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.

2.5.2 COUNTY OF RIVERSIDE

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the County-wide target LOS for projects located within the Lakeview Nuevo Area Plan. (3)

2.5.3 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. (9) If an existing State highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways and intersections is LOS D. Consistent with the City of Perris and County of Riverside, LOS threshold of LOS D will be used as the target LOS.

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. The following deficiency criteria has been utilized for the City of Perris. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following will be utilized:

- A project-related deficiency is considered when a study intersection operates at an acceptable LOS for existing conditions (without the project) and the addition of 50 or more AM or PM peak hour project trips causes the intersection to operate at an unacceptable LOS for E+P traffic conditions.
- A cumulative deficiency is considered when a study intersection is forecast to operate at an unacceptable LOS with the addition of cumulative/background traffic and 50 or more AM or PM peak hour project trips.

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the County TUMF and/or City DIF programs will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the County Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

Project Fair Share % = Project Traffic / (2045 Total Traffic – Existing (2022) Traffic)

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Perris General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and off-ramp queuing analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Perris staff (Appendix 1.1), the study area includes a total of 16 existing and future intersections as shown previously on Exhibit 1-2. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF PERRIS GENERAL PLAN AND PVCC SP CIRCULATION ELEMENT

As noted previously, the Project site is located within PVCC SP in the City of Perris. Exhibit 3-2 shows the City of Perris General Plan Circulation Element and Exhibit 3-3 illustrates the City of Perris General Plan roadway cross-sections. Exhibit 3-4 illustrates the PVCC SP Circulation Plan and Exhibit 3-5 shows the corresponding PVCC SP roadway cross-sections.

Expressways can accommodate six-to-eight travel lines with 184-foot right-of-way. These facilities primarily serve through traffic to which access from abutting property shall be kept at a minimum. The following roadway is classified as an Expressway within the study area:

- Ramona Expressway

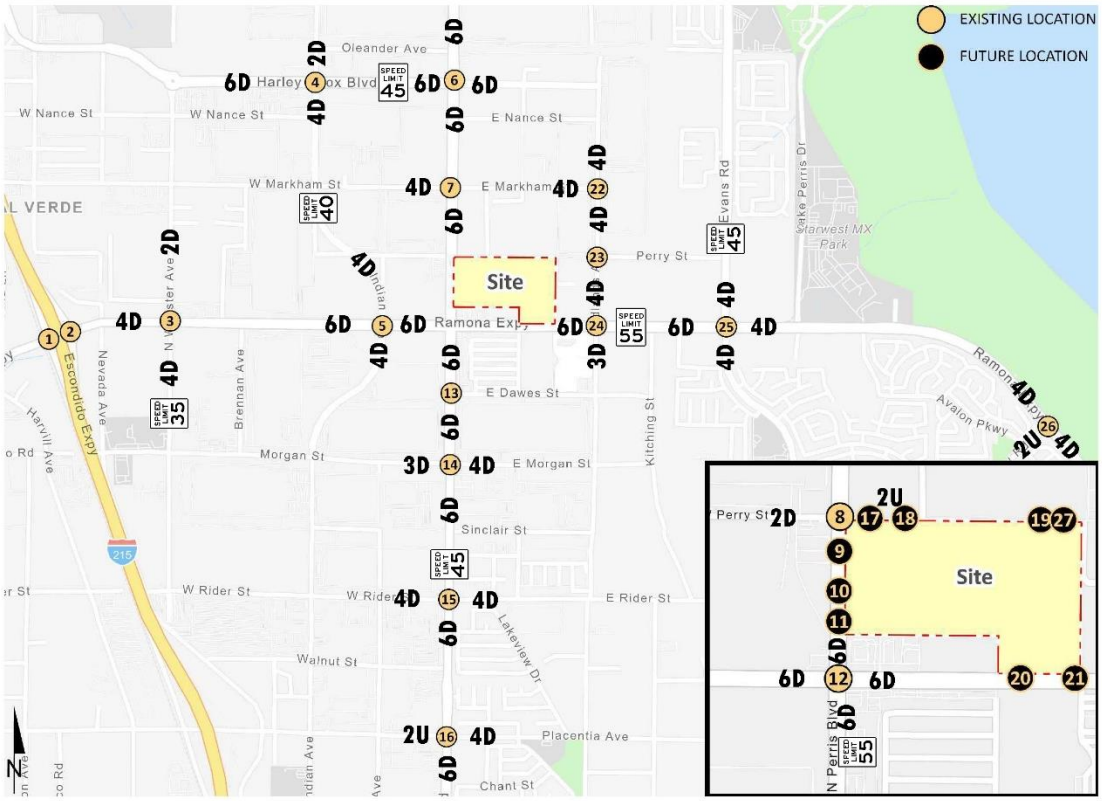
Primary Arterials can accommodate six travel lanes with a 128-foot right-of-way. These facilities serve property zoned for major industrial and commercial uses, or to serve through traffic. The following roadways are classified as a Primary Arterials within the study area:

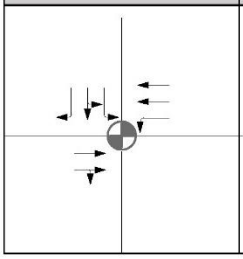
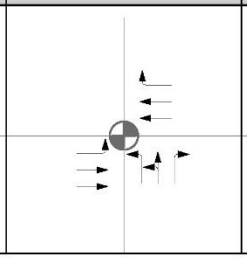
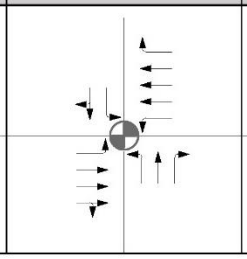
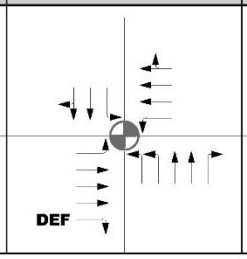
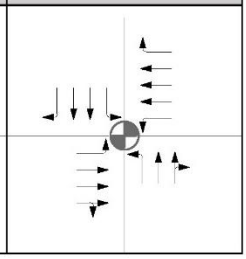
- Harley Knox Boulevard
- Perris Boulevard

Secondary Arterials can accommodate four travel laves with a 64-foot to 70-foot curb-to-curb width. These facilities provide access to residential land use, or commercial and industrial land use in the form of a cul-de-sac. The following roadway is classified as a Secondary Arterial within the study area:

- Morgan Street
- Indian Avenue
- Rider Street
- Redlands Avenue
- Webster Avenue

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 1 OF 2)



1 1-215 SB Ramps & Ramona Exwy.	2 1-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
				

= *Traffic Signal*
= *Stop Sign*
4 = *Number of Lanes*
D = *Divided*
U = *Undivided*
DEF = *Defacto Right Turn*
RTO = *Right Turn Overlap*
= *Speed Limit (MPH)*

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS (PAGE 2 OF 2)

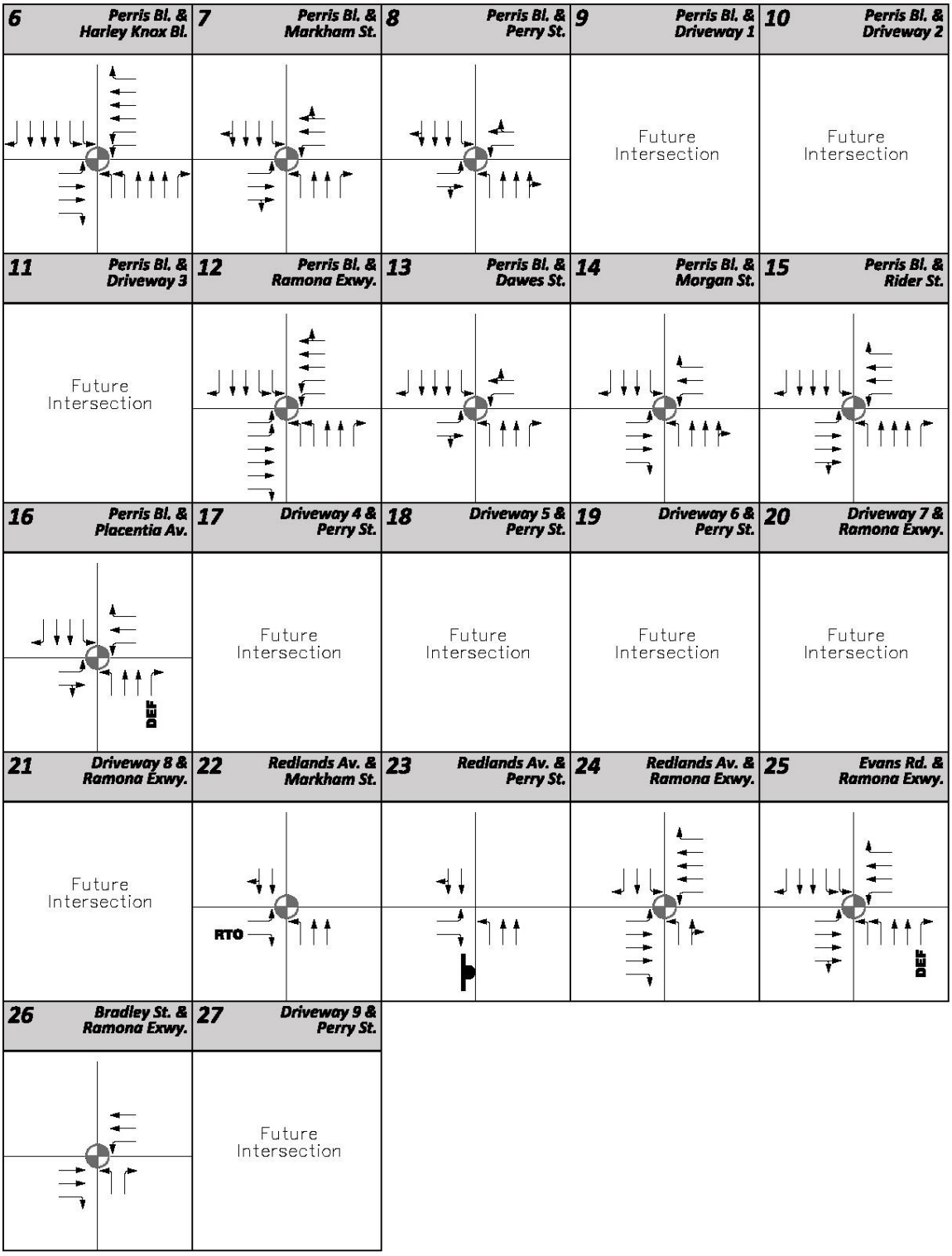


EXHIBIT 3-2: CITY OF PERRIS GENERAL PLAN CIRCULATION ELEMENT

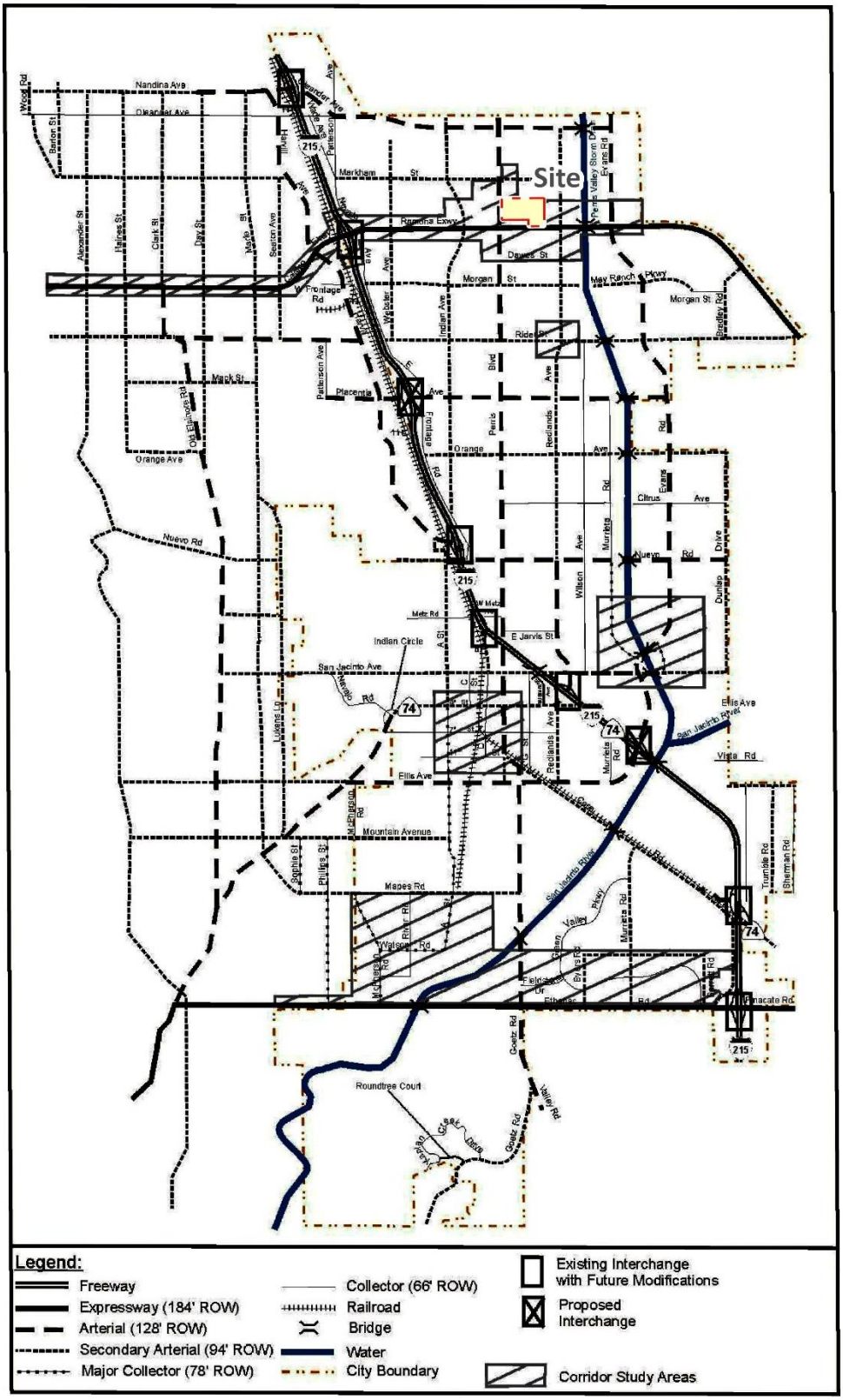
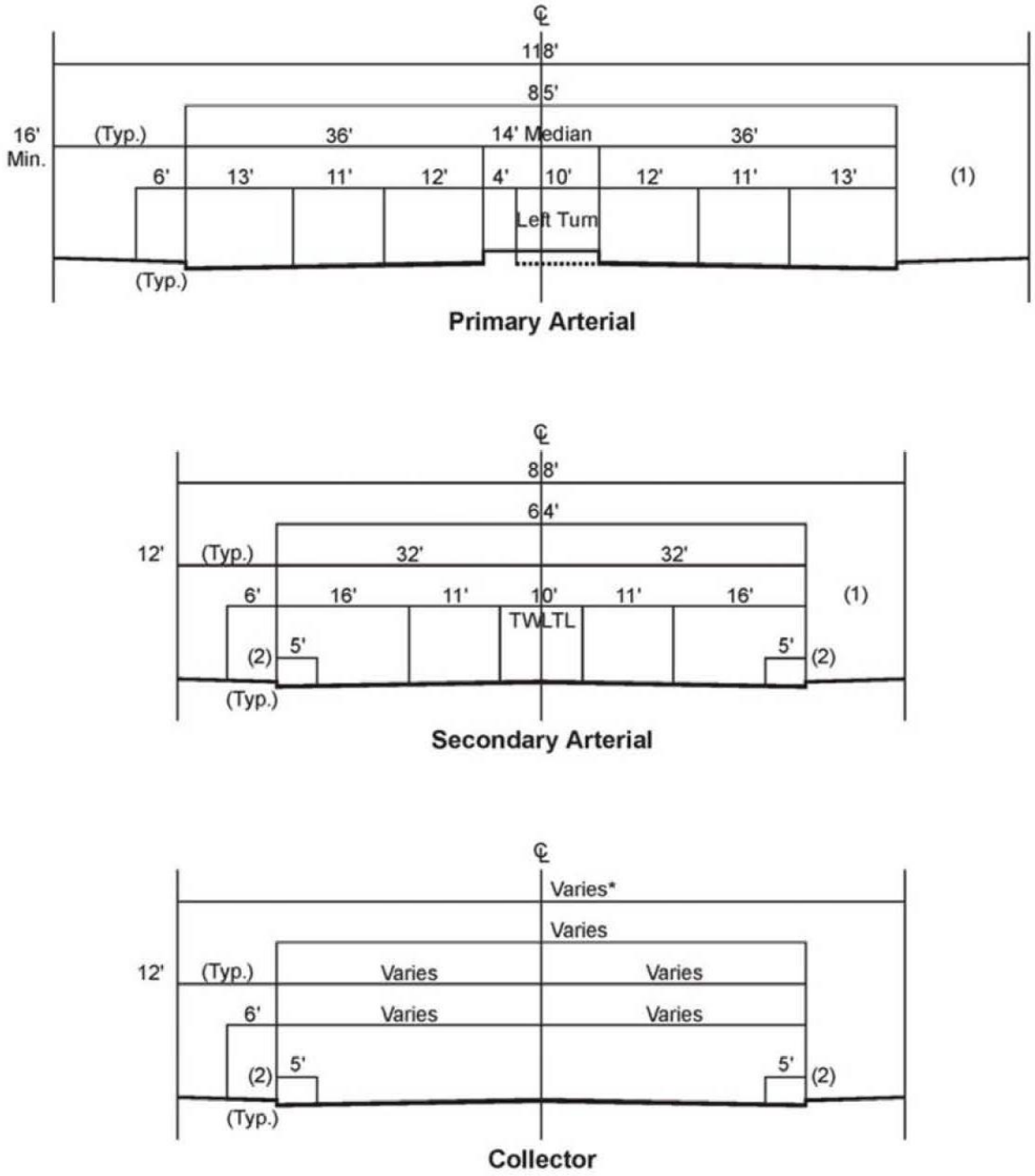


EXHIBIT 3-3: CITY OF PERRIS GENERAL PLAN ROADWAY CROSS-SECTIONS



Legend

(1) No stopping any time both sides.

(2) Bike lane where designated.

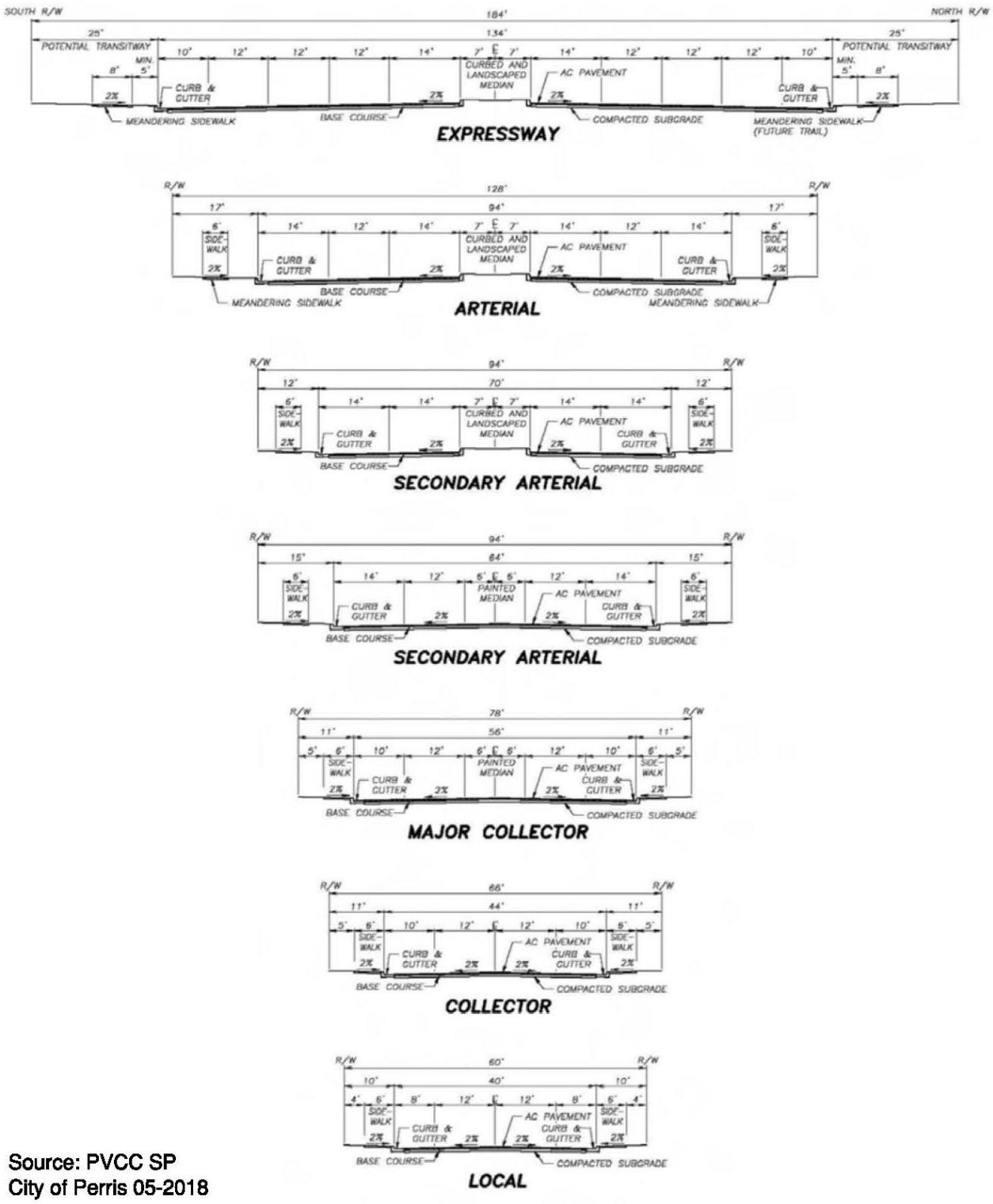
* The width of the collector street can range from 40 feet to 64 feet curb-to-curb.

TWLTL = Two Way Left Turn Lane

Source: City of Perris General Plan 8-2008

EXHIBIT 3-4: PVCC SP CIRCULATION ELEMENT

EXHIBIT 3-5: PVCC SP ROADWAY CROSS-SECTIONS



Source: PVCC SP
City of Perris 05-2018

Collectors can accommodate two travel laves with a 78-foot right-of-way. These facilities provide access to residential land use, or commercial and industrial land use in the form of a cul-de-sac. The following roadway is classified as a collector within the study area:

- Dawes Street

3.2 COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-6 shows the Mead Valley Area Plan Circulation Element and Exhibit 3-7 shows the Riverside County General Plan roadway cross-sections.

3.3 BICYCLE & PEDESTRIAN FACILITIES

In an effort to promote alternative modes of transportation, the City of Perris and PVCC SP also include a trails and bikeway system. The City of Perris bicycle facilities are shown on Exhibit 3-8 and the PVCC SP bicycle and trail facilities are shown on Exhibit 3-9, which show the proposed trails connected with major features within the City. There is a proposed separated Class IV bikeway along Ramona Expressway and a proposed buffered bike Class IIB bike lane along Perris Boulevard in the vicinity of the Project.

Existing pedestrian facilities within the study area are shown on Exhibit 3-10. As shown on Exhibit 3-10, there are limited pedestrian facilities in the vicinity of the Project site. Field observations and traffic counts conducted in August 2022 indicate light pedestrian and bicycle activity within the study area associated with the adjacent commercial uses.

3.4 TRANSIT SERVICE

The study area within the City of Perris is currently served by RTA, a public transit agency serving various jurisdictions within Riverside County. Based on a review of the existing transit routes within the vicinity of the proposed Project, RTA Routes 19 and 27 run along Ramona Expressway and Perris Boulevard and could potentially serve the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with RTA to potentially provide bus service to the site. The PVCC SP transit routes are shown on Exhibit 3-11. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-12.

3.3 TRUCK ROUTES

The City of Perris designated truck route map is shown on Exhibit 3-13. Redlands Avenue and Harley Knox Boulevard are identified as designated truck routes. The PVCC SP truck routes are shown previously on Exhibit 3-4. The truck routes identified within the study area on Exhibit 3-13 are consistent with those identified on Exhibit 3-4. These designated truck route maps have been utilized to route truck traffic from the Project and future cumulative development projects throughout the study area.

EXHIBIT 3-6: MEAD VALLEY AREA PLAN CIRCULATION ELEMENT

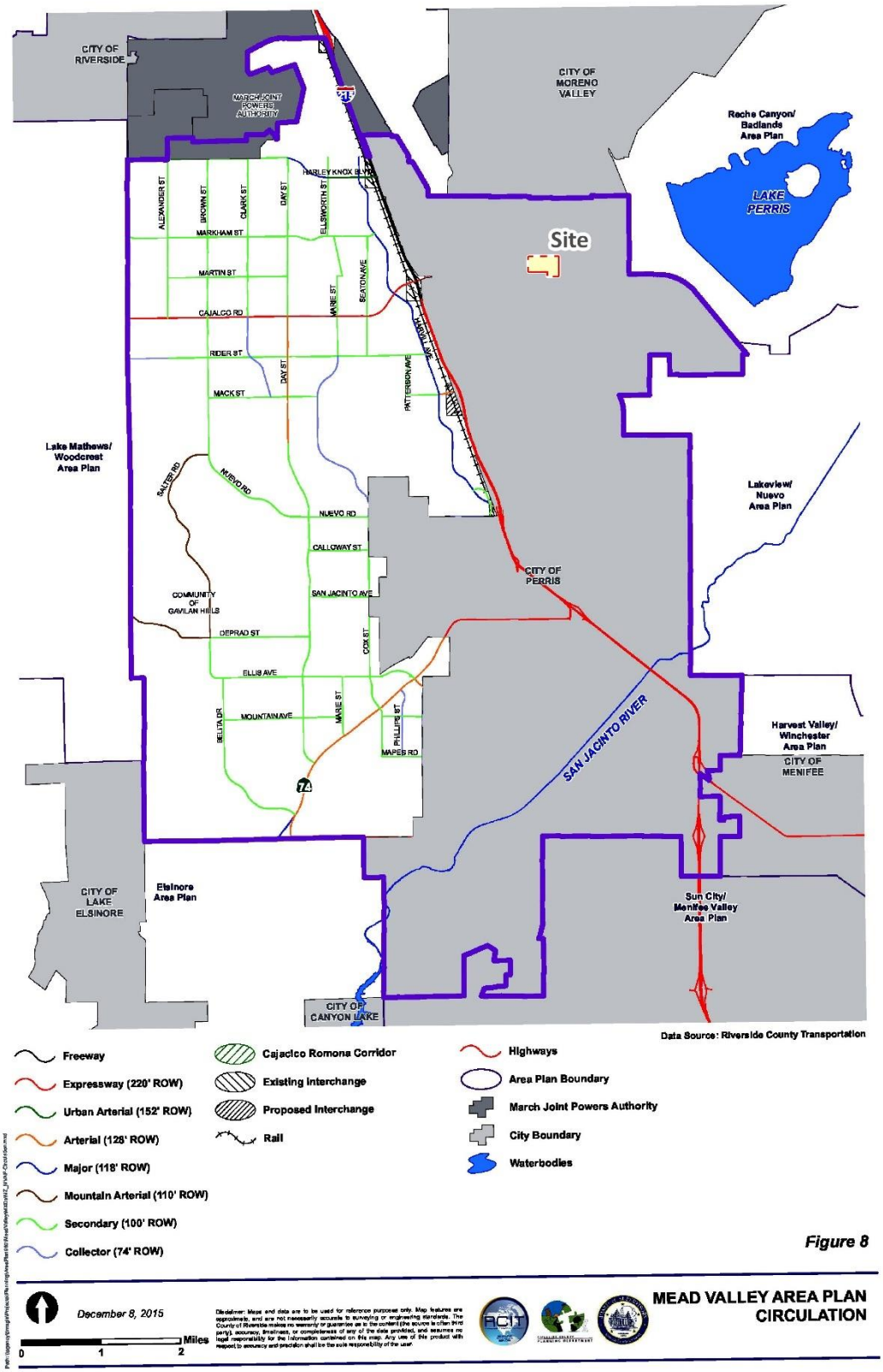
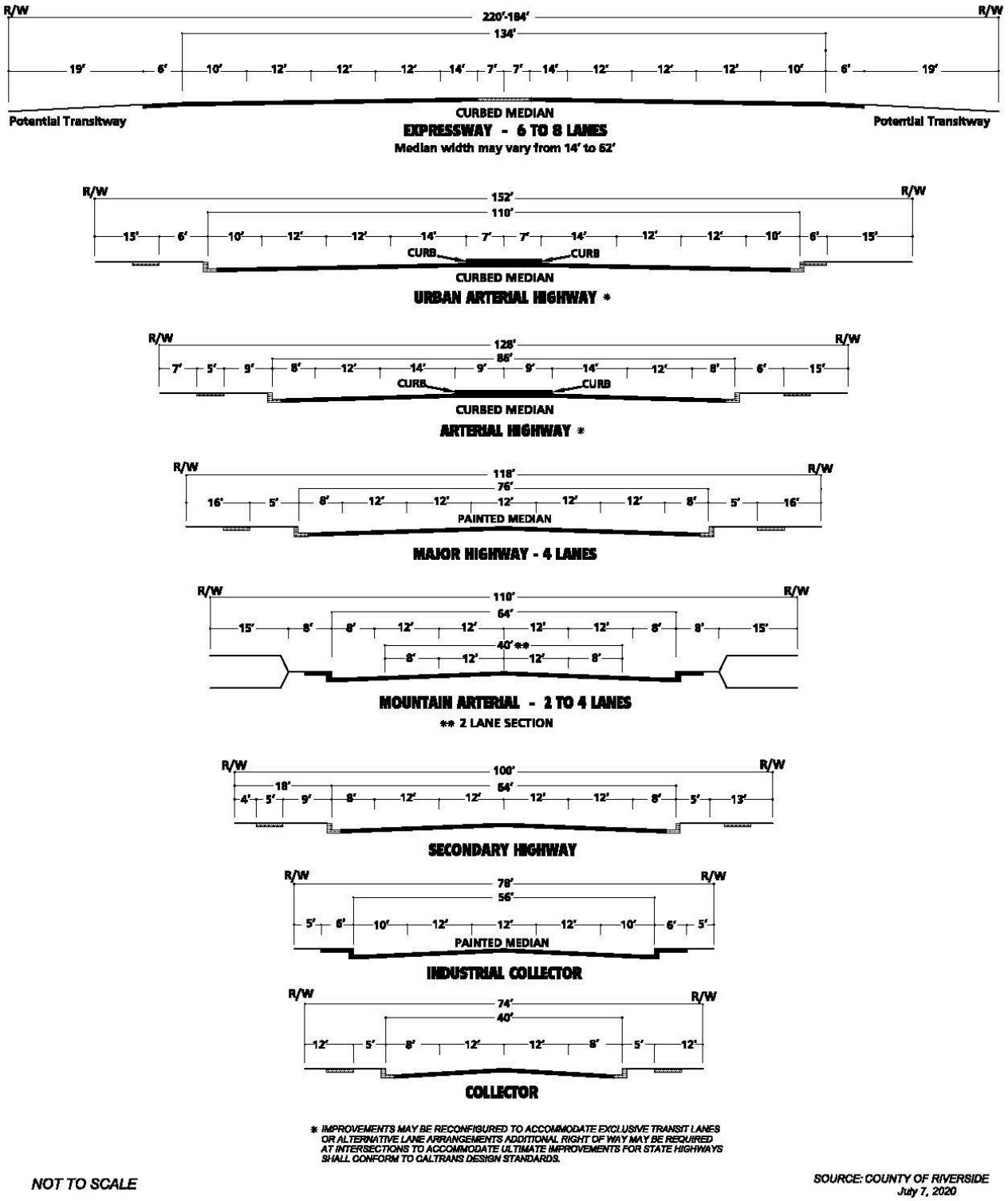


EXHIBIT 3-7: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

NOT TO SCALE

SOURCE: COUNTY OF RIVERSIDE
July 7, 2020

EXHIBIT 3-8: CITY OF PERRIS GENERAL PLAN BICYCLE FACILITIES

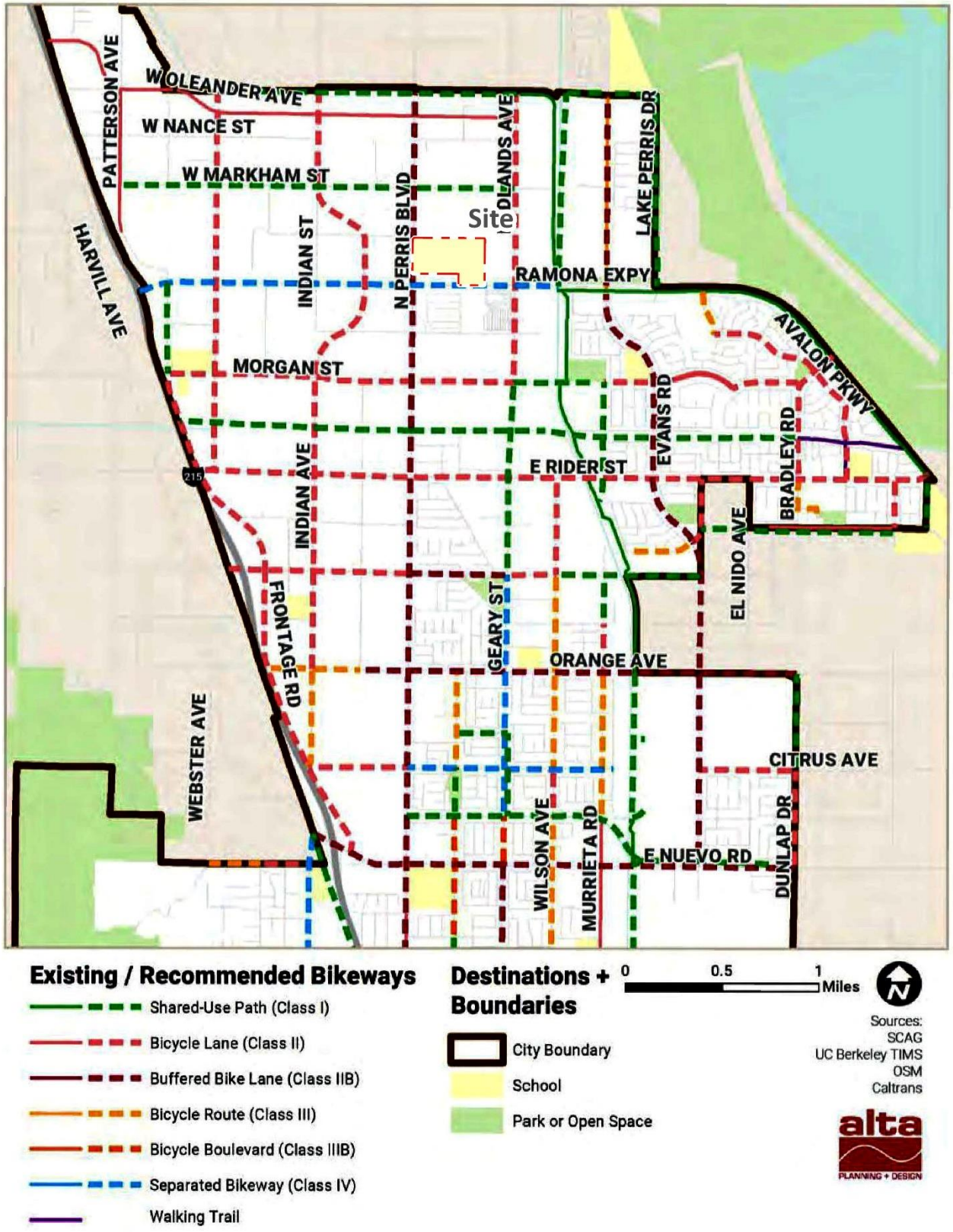


EXHIBIT 3-9: PVCC SP BICYCLE AND TRAIL FACILITIES

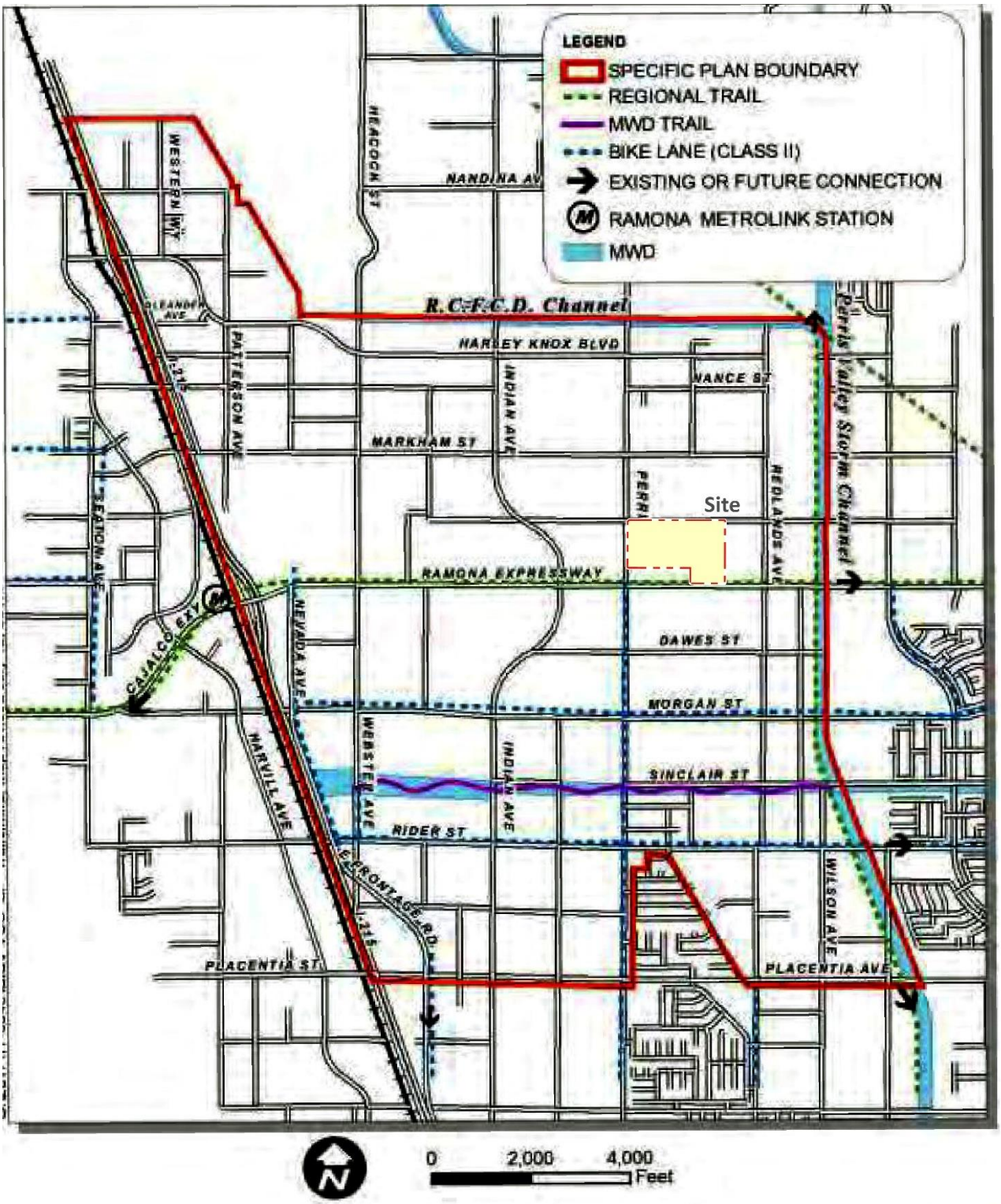


EXHIBIT 3-10: EXISTING PEDESTRIAN FACILITIES

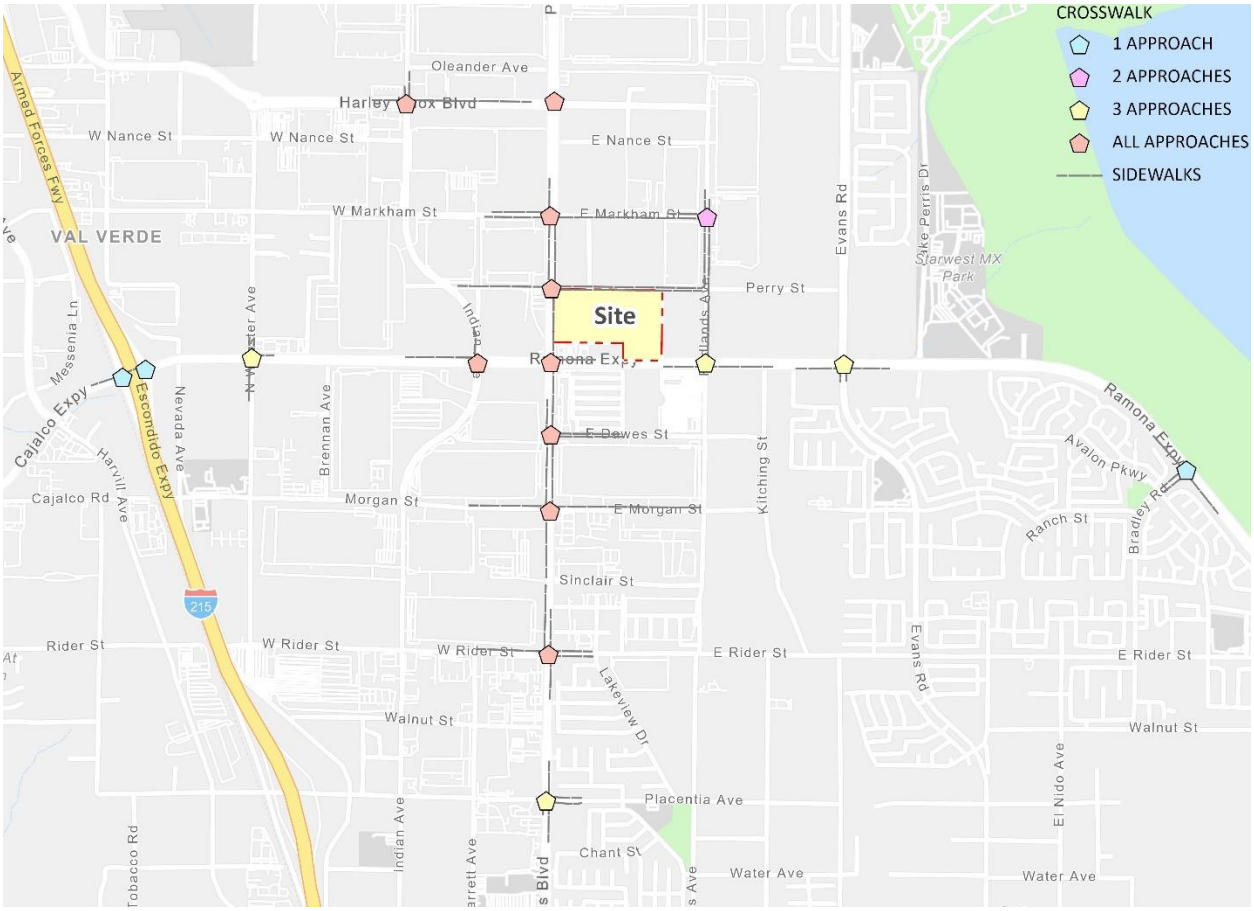


EXHIBIT 3-11: PVCC SP TRANSIT FACILITIES

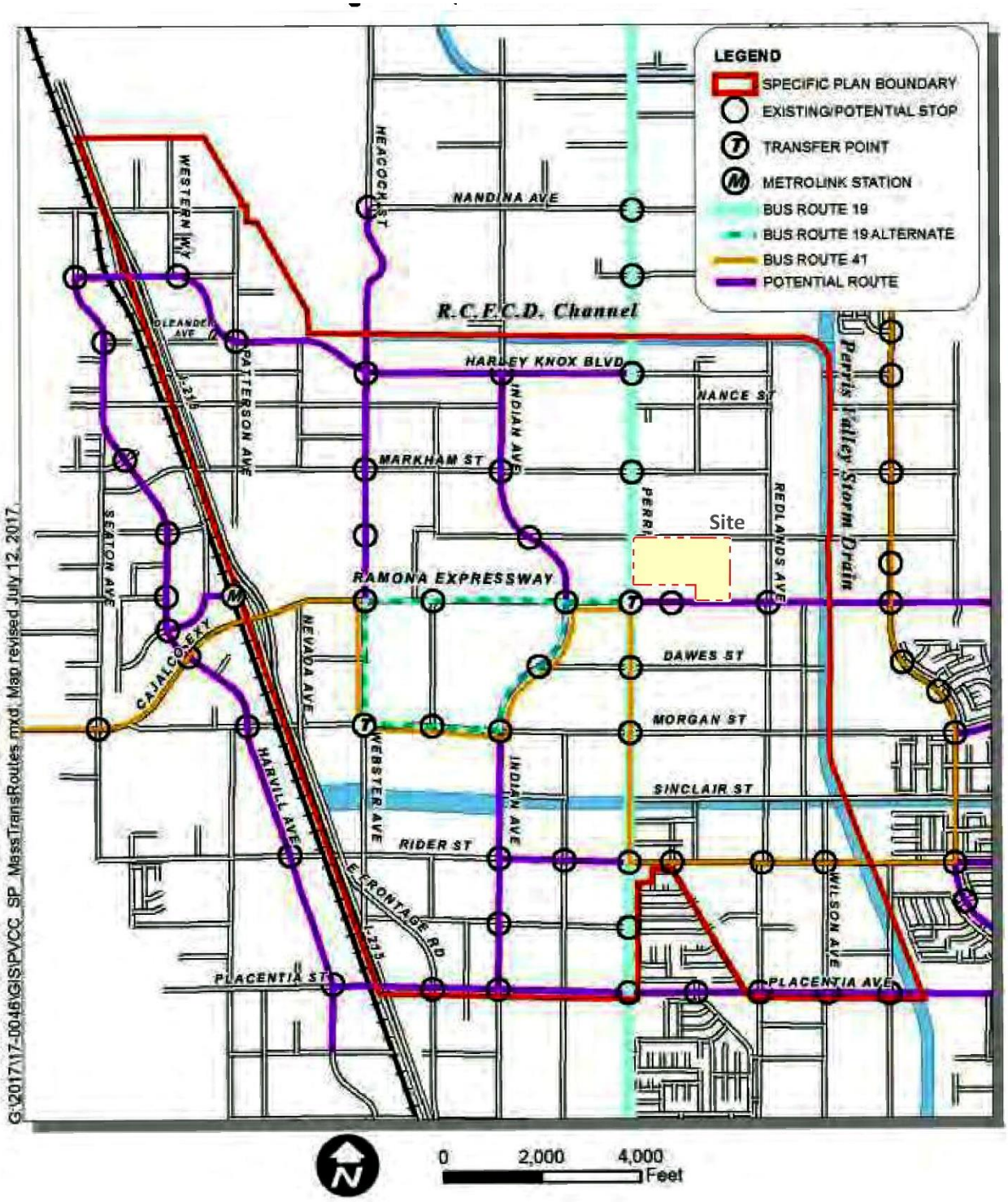


EXHIBIT 3-12: EXISTING TRANSIT ROUTES

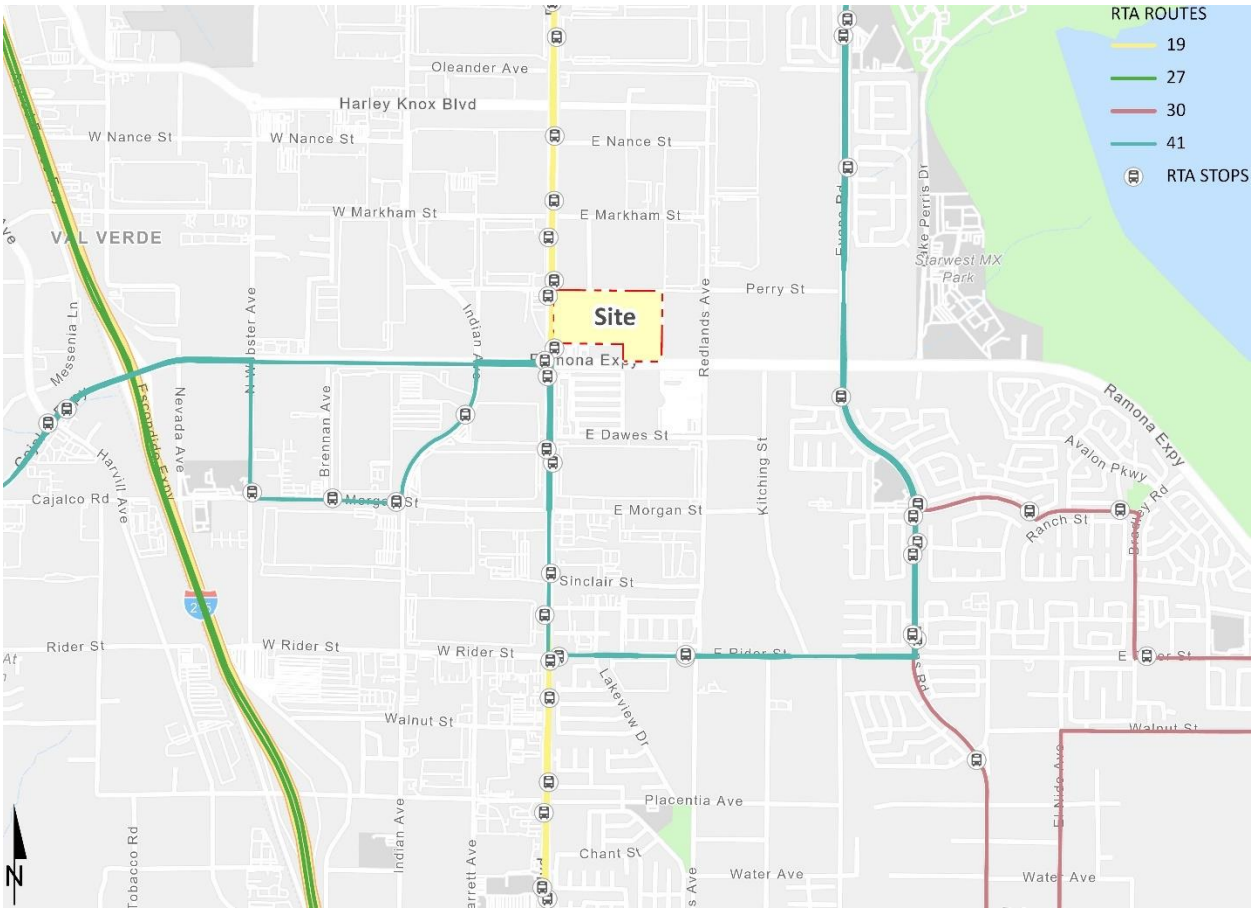
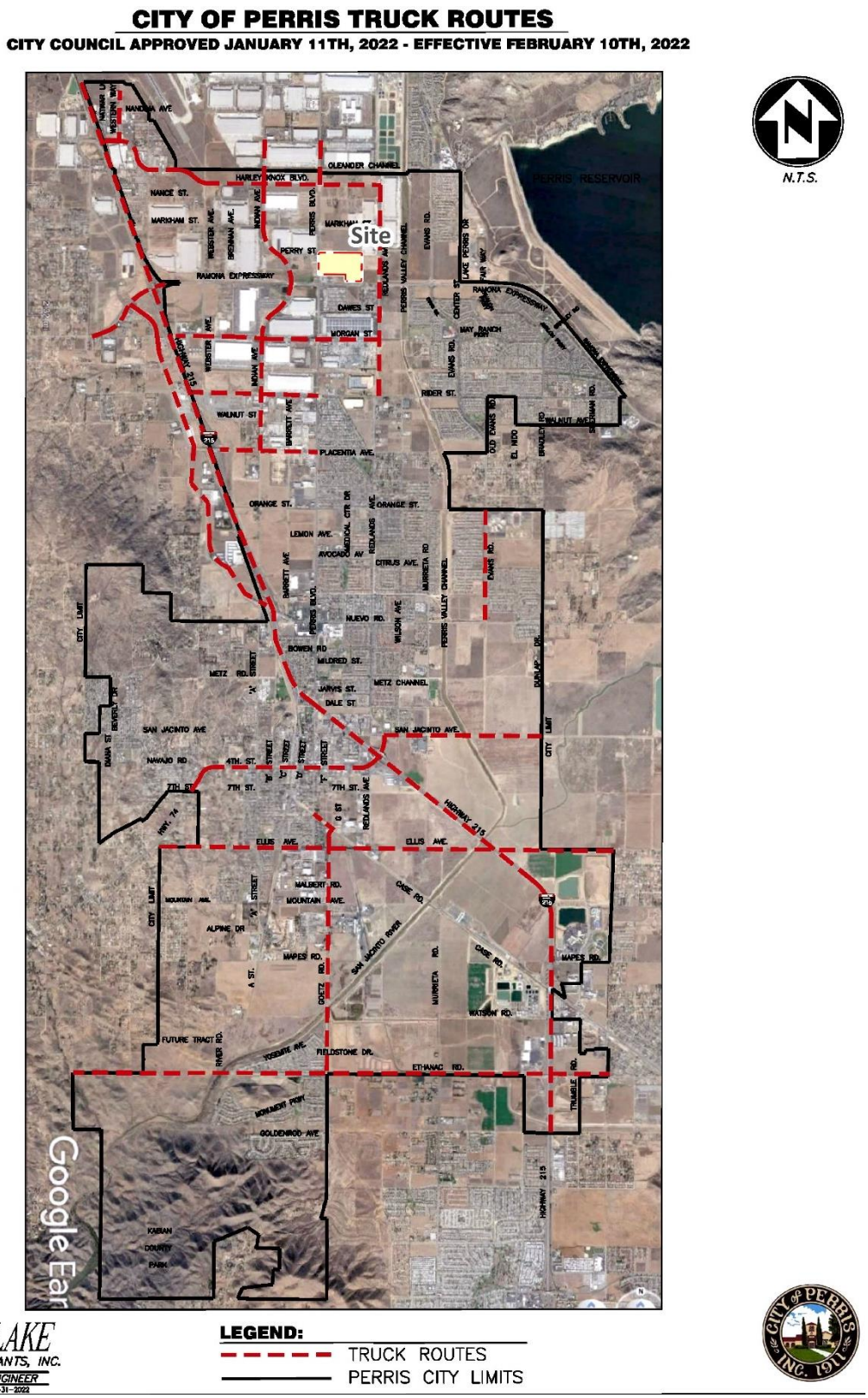


EXHIBIT 3-13: CITY OF PERRIS TRUCK ROUTES



3.5 EXISTING (2022) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in June and August 2022. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2022 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Existing weekday ADT volumes are shown on Exhibit 3-14. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 14.45 = Leg Volume

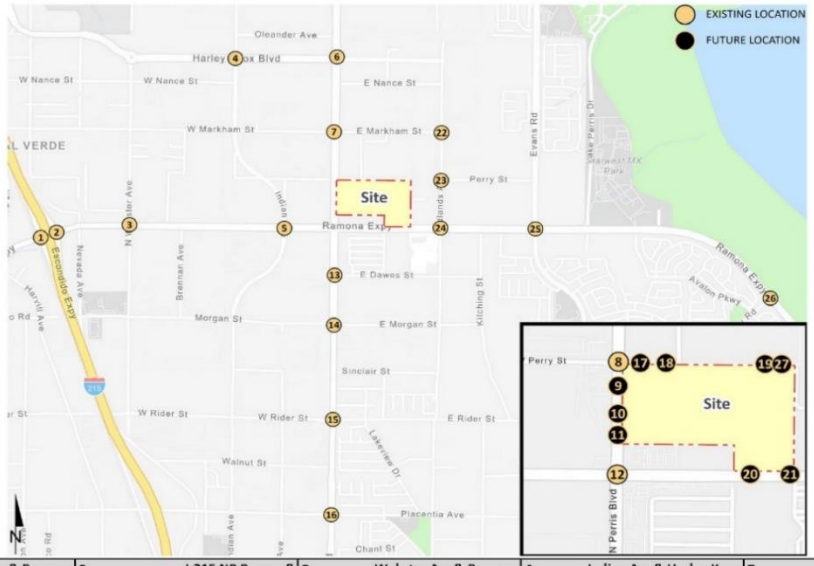
A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 6.92 percent. As such, the above equation utilizing a factor of 14.45 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 6.92 percent (i.e., 1/0.0692 = 14.45) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday and weekend peak hour intersection volumes, in actual vehicles, are also shown on Exhibit 3-14.

To represent the effect large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into passenger car equivalent (PCE). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For this analysis, the following PCE factors have been used to estimate each turning movement: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks. These factors are consistent with the values recommended for use in the City of Perris. Actual and PCE volumes used for all analysis scenarios are included in Appendix 3.1.

3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that the study area intersections are currently operating at an acceptable LOS during the peak hours under Existing (2022) traffic conditions. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

EXHIBIT 3-14: EXISTING (2022) TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
12,350 / 37,400	9,300 / 43,250	6,900 / 35,450	15,200 / 10,850	5,800 / 34,000
135(122) ↵ 0(2) ↓ 469(732) ↳	← 526(505) ← 604(815) ↰	68(133) ↵ 22(45) ↓ 33(73) ↳	← 44(44) ← 1033(1106) ↰ 19(11)	101(329) ↵ 66(224) ↓ 18(78) ↳	← 59(33) ← 543(336) ↰ 13(12)	33(47) ↵ 50(123) ↓ 6(42) ↳	← 40(42) ← 1105(921) ↰ 31(53)
← 739(805) ↰ 128(334)							
563(719) →	125(136) ↳	188(154) ↳	247(206) ↳	79(64) ↳
292(322) ↴	907(1315) →	938(1204) →	201(278) →	724(1239) →
		71(33) ↴	42(28) ↴	55(58) ↴
	↰ ↑ ↱	↰ ↑ ↱	↰ ↑ ↱	↰ ↑ ↱
	263(324) 6(2) 422(360)	51(125) 43(27) 12(14)	5(53) 177(183) 12(14)	50(96) 49(83) 15(55)
28,450 / 9,500	37,400 / 9,900	39,800 / 3,700	17,750 / 7,450	35,050 / 6,750

6 Perris Bl. & Harley Knox Bl.	7 Perris Bl. & Markham St.	8 Perris Bl. & Perry St.	9 Perris Bl. & Driveway 1	10 Perris Bl. & Driveway 2
32,500 / 7,150	22,850 / 2,400	23,350 / 350	23,600	23,600
206(236) ↵ 468(896) ↓ 62(168) ↳	51(33) ↵ 542(827) ↓ 34(17) ↳	9(7) ↵ 436(940) ↓ 6(3) ↳	449(968) ↓	449(968) ↓
← 177(95) ← 299(77) ↰ 3(11)	← 8(25) ← 46(42) ↰ 9(17)	← 6(7) ← 2(2) ↰ 4(7)		
148(185) ↳	15(53) ↳	1(4) ↳		
42(139) →	21(46) →	1(1) →		
23(56) ↴	26(61) ↴	9(21) ↴		
↰ ↑ ↱	↰ ↑ ↱	↰ ↑ ↱	↑	
121(39) 783(669) 11(4)	42(24) 1012(625) 56(19)	9(8) 958(655) 14(3)	981(666)	
10,600 / 24,250	3,750 / 22,750	600 / 23,600	23,600	23,600

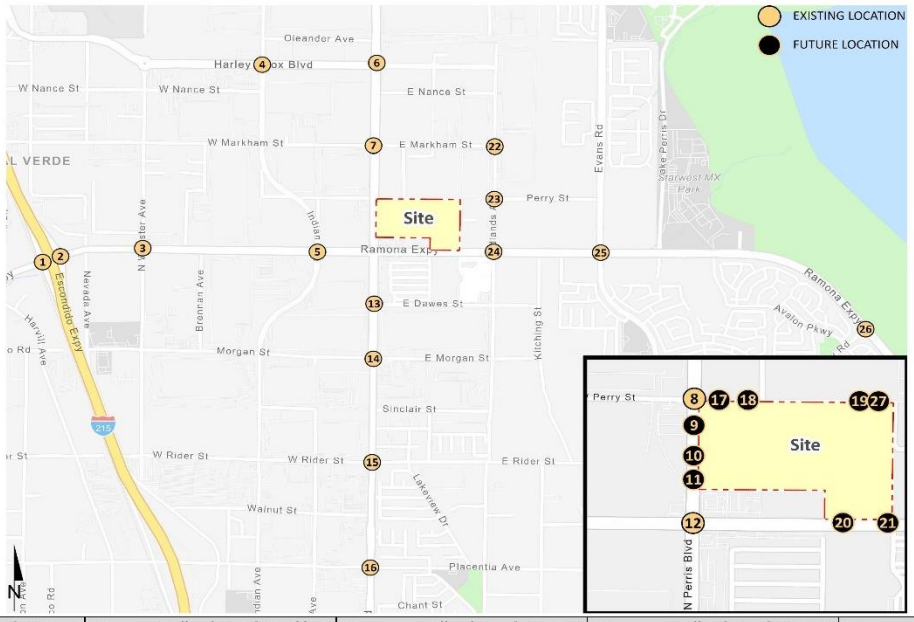
11 Perris Bl. & Driveway 3	12 Perris Bl. & Ramona Exwy.	13 Perris Bl. & Dawes St.	14 Perris Bl. & Morgan St.	15 Perris Bl. & Rider St.
23,600 / 23,600	25,400 / 32,500	21,500 / 1,550	20,350 / 1,550	20,100 / 9,750
449(968) ↓	119(163) ↵ 327(596) ↓ 98(258) ↳	395(819) ↓ 11(22) ↳	44(11) ↵ 462(737) ↓ 16(14) ↳	20(15) ↵ 239(682) ↓ 27(73) ↳
	← 170(113) ← 864(686) ↰ 109(134)	← 22(19) ↰ 23(36)	← 15(23) ← 44(18) ↰ 7(12)	← 130(91) ← 70(77) ↰ 93(116)
981(666) ↑	288(272) ↳	1(0) →	21(18) ↳	12(41) ↳
	544(965) →		19(28) →	27(167) →
	88(182) ↴		21(21) ↴	20(65) ↴
	↰ ↑ ↱	2(2) ↰ ↑ ↱ 826(629) 9(30)	43(22) ↰ ↑ ↱ 891(605) 9(13)	24(17) ↰ ↑ ↱ 634(488) 48(150)
23,600	35,550 / 23,150	Nominal / 21,900	1,700 / 20,350	5,500 / 21,950

16 Perris Bl. & Placentia Av.	17 Driveway 4 & Perry St.	18 Driveway 5 & Perry St.	19 Driveway 6 & Perry St.	20 Driveway 7 & Ramona Exwy.
28,150 / 6,500	350	350	350	33,400
30(8) ↵ 505(979) ↓ 31(140) ↳	← 12(16)	← 12(16)	← 12(16)	← 1048(910)
← 124(104) ← 117(26) ↰ 32(48)				
14(22) ↳				
62(59) →	21(7) →	21(7) →	21(7) →	626(1402) →
11(23) ↴				
↰ ↑ ↱				
35(8) 773(695) 27(73)				
2,100 / 26,400	350	350	350	33,400

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 3-14: EXISTING (2022) TRAFFIC VOLUMES (PAGE 2 OF 2)



21 Driveway 8 & Ramona Exwy.

		33,400
	← 1048(910)	
626(1402) →		
33,400		

22 Redlands Av. & Markham St.

			7,500
	↲ 6(8) ← 84(337)		
	5(5) ↴	↰ ↑	
	22(51) ↴	61(37) ↰	549(169) ↑
		1,450	8,600

23 Redlands Av. & Perry St.

			8,400
	↲ 5(4) ↓ 100(396)		
	3(2) ↴	↰	↑
	9(12) ↴	13(3)	541(180) ↑
		300	8,550

24 Redlands Av. & Ramona Exwy.

			8,550
	↲ 9(20) ↓ 27(82) ↱ 73(306)		
	16(17) ↴	↰	↑ ↱
	581(1326) →	25(33)	146(33) ↑ 80(67) ↱
	29(59) ↴		
		34,200	5,050

25 Evans Rd. & Ramona Exwy.

			25,150
	↲ 300(325) ↓ 153(432) ↱ 128(236)		
	315(368) ↴	↰	↑ ↱
	332(972) →	301(202)	382(255) ↑ 18(14) ↱
	46(174) ↴		
		37,500	15,850

26 Ramona Exwy. & Bradley Rd.

			19,800
	← 718(514)		
	↰ 11(26)		
	↰	↱	
447(810) →	137(87)	17(19)	4,350
48(169) ↴			
22,850			

27 Driveway 9 & Perry St.

			2,700
	↲ 227(127) ↓ 227(127) ↱ 227(127)		
	227(127) ↴	↰	↑ ↱
	227(127) →	227(127)	227(127) ↑ 227(127) ↱
	227(127) ↴		
		2,700	2,700

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	I-215 SB Ramps & Ramona Exwy.	TS	26.0	36.2	C	D
2	I-215 NB Ramps & Ramona Exwy.	TS	20.2	17.2	C	B
3	Webster Av. & Ramona Exwy.	TS	18.7	20.5	B	C
4	Indian Av. & Harley Knox Bl.	TS	22.1	26.1	C	C
5	Indian Av. & Ramona Exwy.	TS	18.7	21.9	B	C
6	Perris Bl. & Harley Knox Bl.	TS	21.7	29.5	C	C
7	Perris Bl. & Markham St.	TS	14.1	15.9	B	B
8	Perris Bl. & Perry St.	TS	8.0	8.7	A	A
9	Perris Bl. & Driveway 1		Future Intersection			
10	Perris Bl. & Driveway 2		Future Intersection			
11	Perris Bl. & Driveway 3		Future Intersection			
12	Perris Bl. & Ramona Exwy.	TS	44.5	42.5	D	D
13	Perris Bl. & Dawes St.	TS	8.6	8.0	A	A
14	Perris Bl. & Morgan St.	TS	13.3	12.8	B	B
15	Perris Bl. & Rider St.	TS	16.5	17.5	B	B
16	Perris Bl. & Placentia Av.	TS	15.4	16.5	B	B
17	Driveway 4 & Perry St.		Future Intersection			
18	Driveway 5 & Perry St.		Future Intersection			
19	Driveway 6 & Perry St.		Future Intersection			
20	Driveway 7 & Ramona Exwy.		Future Intersection			
21	Driveway 8 & Ramona Exwy.		Future Intersection			
22	Redlands Av. & Markham St.	TS	4.6	6.8	A	A
23	Redlands Av. & Perry St.	CSS	11.2	13.0	B	B
24	Redlands Av. & Ramona Exwy.	TS	16.1	26.1	B	C
25	Evans Rd. & Ramona Exwy.	TS	24.1	21.3	C	C
26	Ramona Exwy. & Bradley Rd.	TS	7.1	7.1	A	A
27	Driveway 9 & Perry St.		Future Intersection			

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay

2 TS = Traffic Signal; CSS = Cross-street Stop

3.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no unsignalized study area intersections that currently meet a traffic signal warrant under Existing (2022) traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

3.8 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-215 Freeway at the Ramona Expressway interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2022) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EXISTING (2022) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)[3]		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM
I-215 SB Ramps & Ramona Exwy. (#1)	SBL	530	311	494 [2]	Yes	Yes
	SBT	1,100	312	500 [2]	Yes	Yes
	SBR	530	65	53	Yes	Yes
I-215 NB Ramps & Ramona Exwy. (#2)	NBL	520	137	161	Yes	Yes
	NBL/T	1,120	136	164	Yes	Yes
	NBR	520	381	139	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.
[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. A preliminary site plan for the proposed Project is shown previously on Exhibit 1-2. The Project is to consist of a 774,419 square feet of non-refrigerated High-Cube Fulfillment Center Warehouse use and up to 70,000 square feet of Retail and Restaurant uses (comprised of 30,825 square feet of Strip Retail Plaza use, 5,000 square feet of High Turnover (Sit-Down) Restaurant use, 23,775 square feet of Fast-Food Restaurant Without Drive-Through Window use inline with the retail use, and 10,400 square feet of Fast-Food Restaurant With Drive-Through Window use). The Project is anticipated to be constructed in one phase by the year 2024.

It should be noted, the Project description for the retail portion of the site has been updated since the time this traffic study has been prepared. The updated Project description for the retail portion now consists of 39,825 square feet of retail use and 14,775 square feet of Fast-food Restaurant with Drive-Through Window use. The land uses evaluated within this traffic study generate more trips compared to the updated Project description. Therefore, the current traffic study analysis provides a more conservative analysis.

The following describes the access proposed for the site:

- Driveway 1 on Perris Boulevard – passenger cars only with right-in/right-out only for future commercial component
- Driveway 2 on Perris Boulevard – passenger cars only with right-in/right-out only for future commercial component
- Driveway 3 on Perris Boulevard – passenger cars only with right-in/right-out only for warehouse component
- Driveway 4 on Perry Street – passenger cars only with right-in/right-out/left-in access only for warehouse component
- Driveway 5 on Perry Street – trucks only where trucks will be restricted to right-out/left-in access only (directing all trucks to and from Redlands Avenue to the east) for warehouse component
- Driveway 6 on Perry Street – trucks only where trucks will be restricted to right-out/left-in access only (directing all trucks to and from Redlands Avenue to the east) for warehouse component
- Driveway 7 on Ramona Expressway – passenger cars only with right-in/right-out only for future commercial component
- Driveway 8 on Ramona Expressway – passenger cars only with full access (future shared access with adjacent property) for future commercial component
- Driveway 9 on Perry Street – passenger cars with full access

It should be noted, the proposed driveways are consistent with the driveway spacing requirements set forth in the PVCC SP. Regional access to the Project site is available from the I-215 Freeway via Ramona Expressway, Harley Knox Boulevard, and Placentia Avenue interchanges.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation. (1)

For purposes of this analysis, the following land use code and vehicle mix has been utilized for each building:

- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for the industrial component of the proposed Project. The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfillment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the WRCOG in support of the TUMF update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized. The truck percentages were further broken down by axle type per the WSP recommended truck mix: 2-4-Axle = 44.1%; 5+-Axle = 55.9%.
- Strip Retail Plaza (<40,000 SF) (ITE land use code 822)
- High Turnover (Sit-Down) Restaurant (ITE land use code 932)
- Fast-Food Restaurant without Drive-Through Window (ITE land use code 933)
- Fast-Food Restaurant with Drive-Through Window (ITE land use code 934)

Refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in County's Guidelines.

As the Project is proposed to include retail and restaurant uses, pass-by percentages have been obtained from the latest ITE Trip Generation Manual (2021). (1) Pass-by trips are associated with existing traffic on the roadway network that might visit a use on-site on their way to their primary

destination. Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail and restaurant uses on-site and can be made either by walking or using internal roadways without using external streets. An internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses proposed as part of the Project. The internal capture is based on the National Cooperative Highway Research Program's (NCHRP Report 684) internal capture trip capture estimation tool.

The Project trip generation rates are provided in Table 4-1. Trip generation summary for the Project in actual vehicles is shown in Table 4-2. As shown in Table 4-2, the Project is anticipated to generate a total of 9,266 two-way trips per day with 1,035 AM peak hour trips and 723 PM peak hour trips (actual vehicles). The trip generation summary for the Project in PCE is also shown in Table 4-2. For the purposes of the peak hour intersection operations analyses, the PCE trip generation has been utilized.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
High-Cube Fulfillment Center Warehouse	TSF	--[3]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars (AM = 84.4%, PM = 87.3%, Daily = 82.2%)			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM = 6.6%, PM = 6.7%, Daily = 7.6%)			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks (AM = 9.0%, PM = 6.0%, Daily = 10.2%)			0.005	0.006	0.011	0.005	0.005	0.010	0.217
Strip Retail Plaza (<40,000 SF)	TSF	822	1.42	0.94	2.36	3.30	3.29	6.59	54.45
High Turnover (Sit-Down) Restaurant	TSF	932	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast Food w/o Drive Thru	TSF	933	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast Food w/ Drive Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Passenger Car Equivalent (PCE) Trip Generation Rates[4]									
High-Cube Fulfillment Center Warehouse	TSF	--[3]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.008	0.008	0.016	0.010	0.012	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.016	0.017	0.033	0.014	0.016	0.030	0.651

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

[4] PCE factors: 2 and 3-axle = 2.0; 4+-axle = 3.0.

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
High-Cube Fulfillment	774.419	TSF							
Passenger Cars:			61	18	79	31	80	111	1,356
2-4 axle Trucks:			3	3	6	4	5	9	126
5+-axle Trucks:			4	4	8	4	4	8	168
Total Truck Trips (Actual Vehicles):			7	7	14	8	9	17	294
Total Industrial Trips (Actual Vehicles)[2]			68	25	93	39	89	128	1,650
Strip Retail	30.825	TSF	44	29	73	102	101	203	1,678
Internal Capture (NCHRP 684)			-4	-4	-8	-51	-29	-80	-662
Pass-by Reduction (PM/Daily = 40%)[3]			0	0	0	-20	-20	-41	-408
High-Turnover (Sit-Down) Restaurant	5.000	TSF	26	22	48	28	18	46	536
Internal Capture (NCHRP 684)			0	0	0	-1	-2	-3	-24
Pass-by Reduction (PM/Daily = 43%)[3]			0	0	0	-12	-12	-23	-222
Fast-Food Without Drive-Thru	23.775	TSF	595	431	1,027	395	395	790	10,710
Internal Capture (NCHRP 684)			-3	-3	-6	-19	-34	-53	-440
Pass-by Reduction (AM = 50%; PM/Daily = 55%)[3]			-214	-214	-428	-199	-199	-398	-5,650
Fast-Food With Drive-Thru	10.400	TSF	237	227	464	179	165	344	4,862
Internal Capture (NCHRP 684)			-1	-1	-2	-9	-15	-24	-198
Pass-by Reduction (AM = 50%; PM/Daily = 55%)[3]			-113	-113	-226	-83	-83	-166	-2,566
Total Retail Trips			567	374	942	310	285	595	7,616
Industrial Cars			61	18	79	31	80	111	1,356
Retail Cars			567	374	942	310	285	595	7,616
Industrial Trucks (Actual Vehicles)			7	7	14	8	9	17	294
Total Project Trips (Actual Vehicles)[2]			**635**	**399**	**1,035**	**349**	**374**	**723**	**9,266**
Passenger Car Equivalent (PCE):									
High-Cube Fulfillment	774.419	TSF							
Passenger Cars:			61	18	79	31	80	111	1,356
2-4 axle Trucks (PCE = 2.0):			6	6	12	8	9	17	252
5+-axle Trucks (PCE = 3.0):			13	13	26	11	12	23	504
Total Truck Trips (PCE):			19	19	38	19	21	40	756
Total Industrial Trips (PCE)[2]			80	37	117	50	101	151	2,112
Industrial Cars			61	18	79	31	80	111	1,356
Retail Cars			567	374	942	310	285	595	7,616
Industrial Trucks (PCE)			19	19	38	19	21	40	756
Total Project Trips (PCE)[2]			**647**	**411**	**1,059**	**360**	**386**	**746**	**9,728**

[1] TSF = thousand square feet

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

[3] Pass-by trip reduction source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system.

Passenger car distribution patterns are based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns are based on City truck routes, proximity to the freeway system, and the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is anticipated to access Perry Street (via Driveway 5 and Driveway 9) then to Redlands Avenue to head northbound to the Harley Knox Boulevard interchange (note Ramona Expressway and Perris Boulevard are not a truck route within the City). The industrial passenger car and truck trip distributions are illustrated on Exhibits 4-1 and 4-2, respectively. The retail trip distribution is illustrated on Exhibit 4-3.

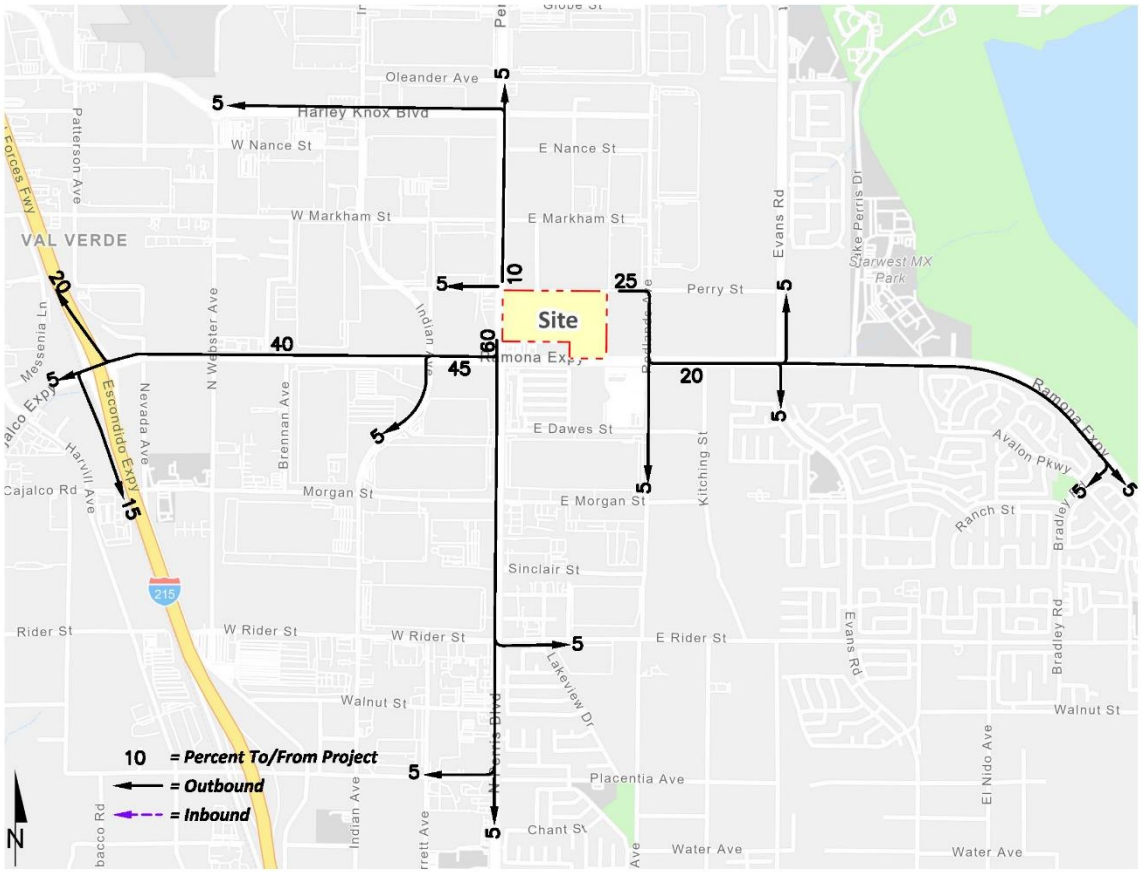
4.3 MODAL SPLIT

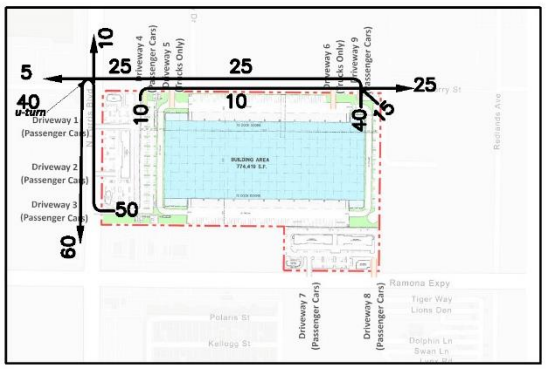
The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday ADT and weekday peak hour intersection turning movement volumes, in actual vehicles, are shown on Exhibit 4-4.

EXHIBIT 4-1: PROJECT (INDUSTRIAL PASSENGER CAR) TRIP DISTRIBUTION





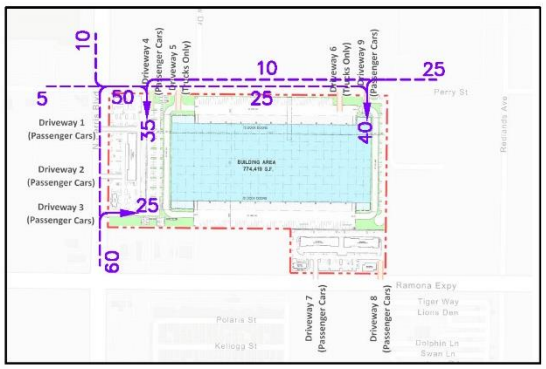


EXHIBIT 4-2: PROJECT (INDUSTRIAL TRUCK) TRIP DISTRIBUTION

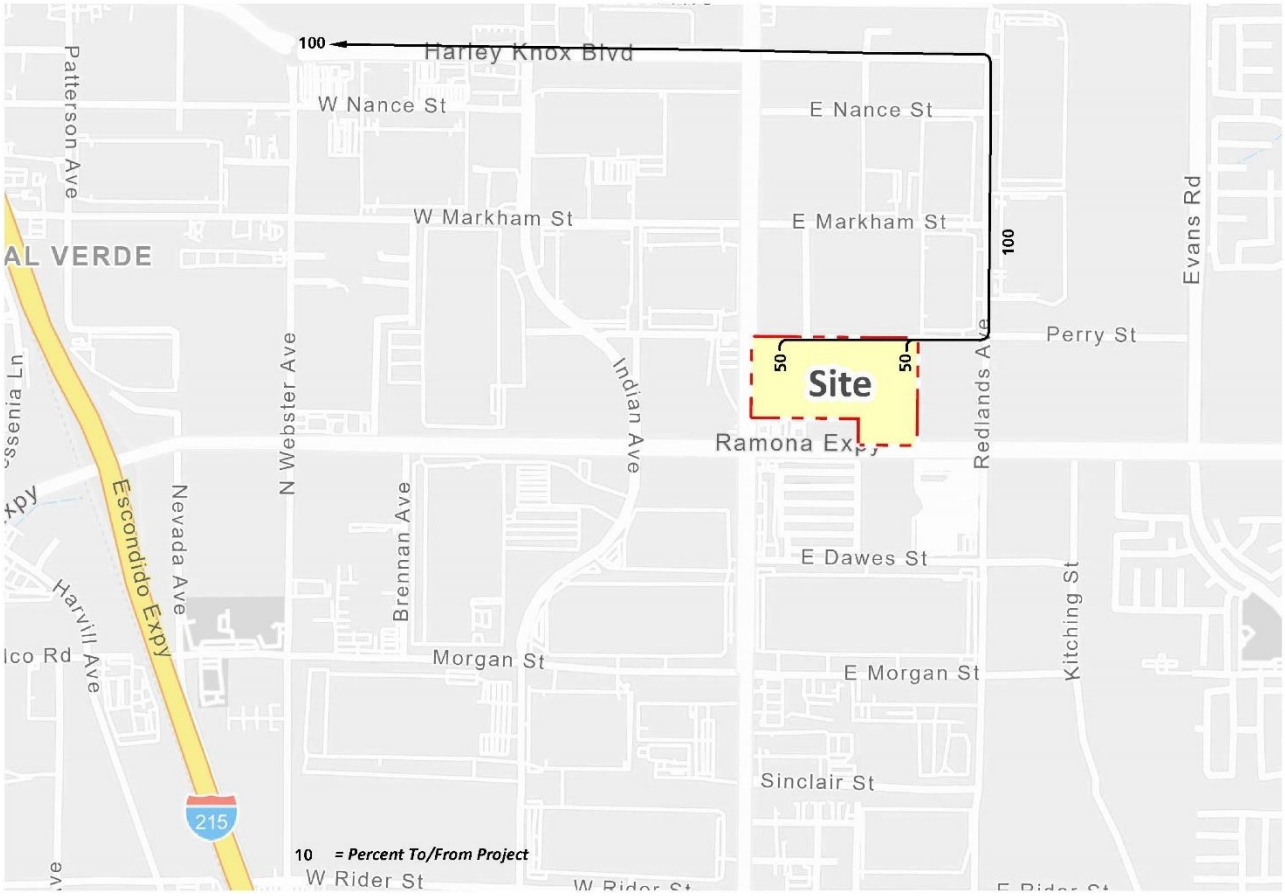
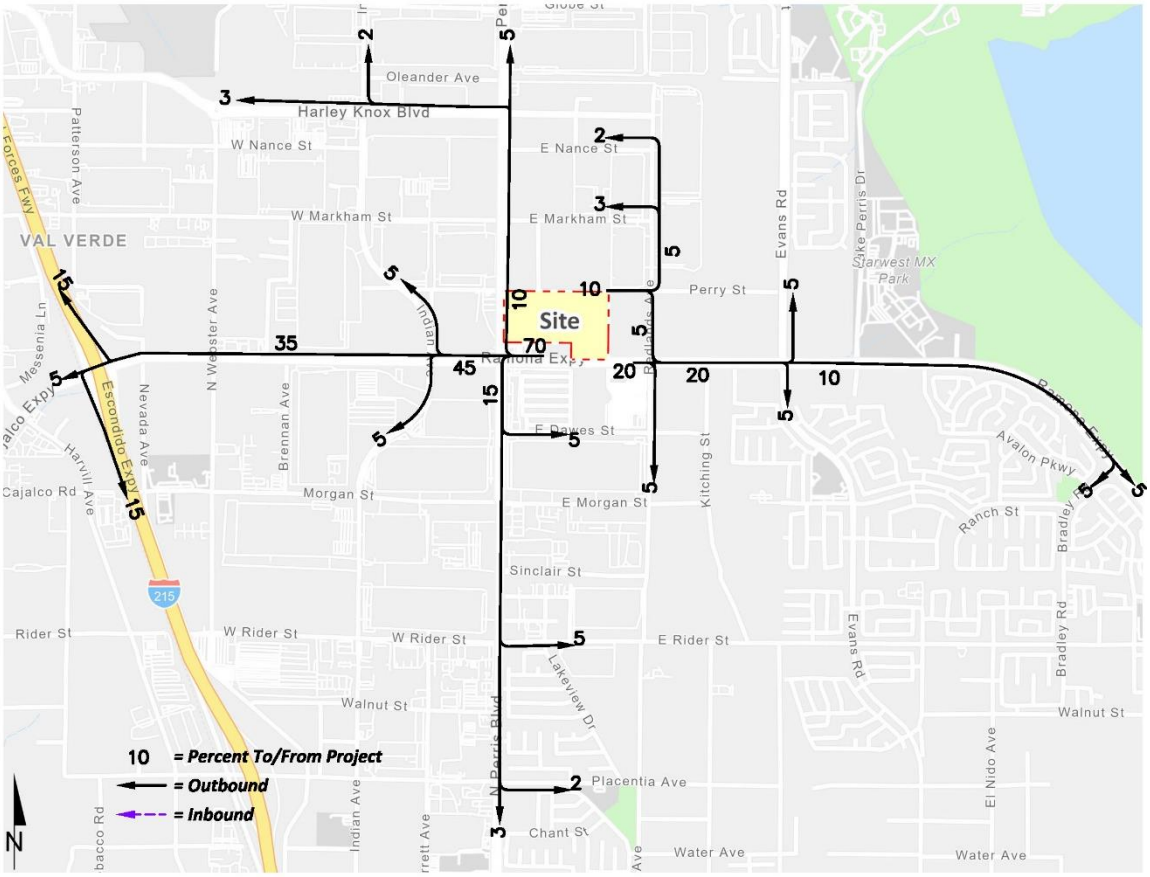
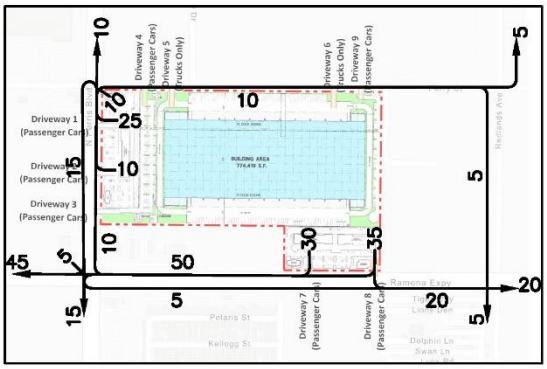


EXHIBIT 4-3: PROJECT (RETAIL) TRIP DISTRIBUTION





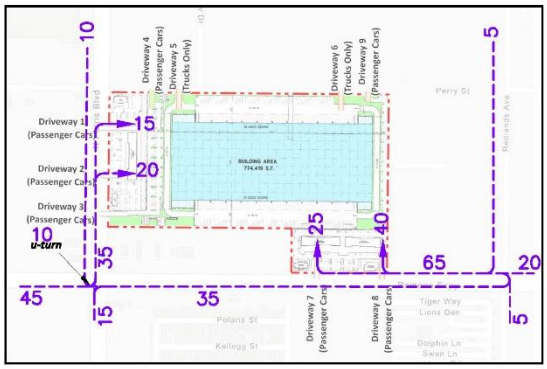
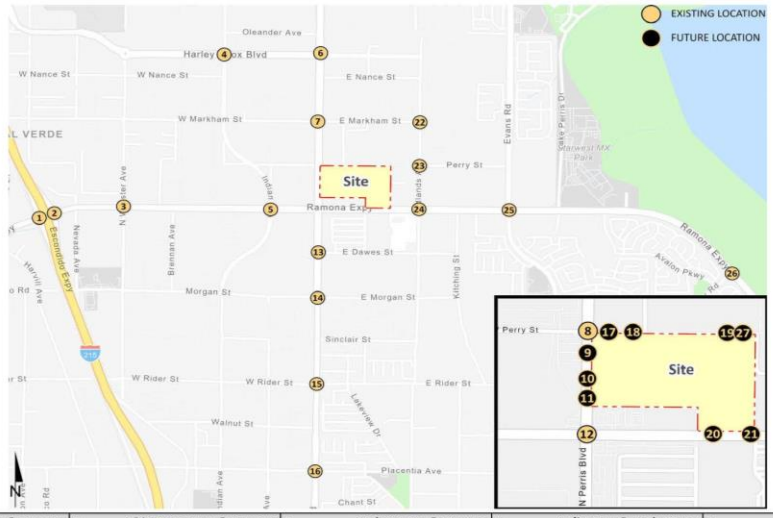


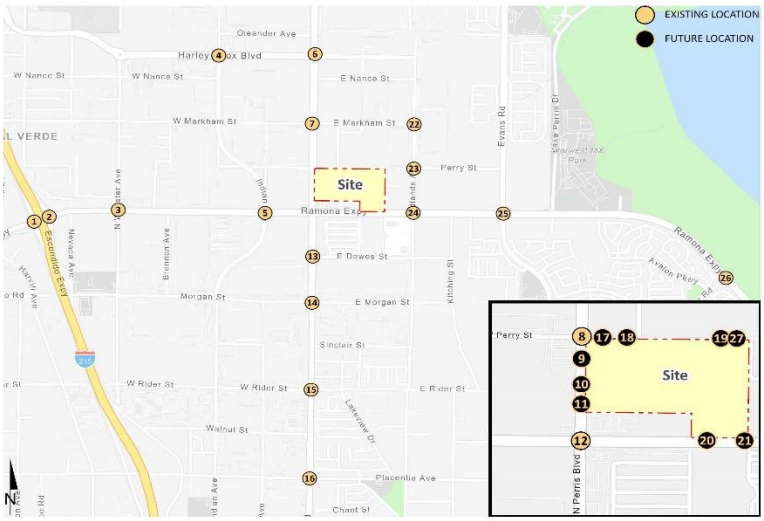
EXHIBIT 4-4: PROJECT ONLY TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
700 / 1,850 97(53) ↓ ← 20(18) ↰ 59(55) 31(17) → 450 / 650	700 / 3,200 ← 60(59) ← 78(73) ↱ 129(70) → 94(51) 1,850 / 650	3,200 ← 138(132) 223(121) → 3,200	150 / 750 11(6) ↓ ← 7(6) ← 19(22) 27(19) → 600	400 / 4,050 28(16) ↓ ← 19(14) ← 138(132) ↰ 20(18) 223(121) → 31(17) ↱ 3,200 / 450
6 Perris Bl. & Harley Knox Bl.	**7 Perris Bl. & Markham St.**	**8 Perris Bl. & Perry St.**	**9 Perris Bl. & Driveway 1**	**10 Perris Bl. & Driveway 2**
450 / 300 31(17) ↓ ← 7(9) 7(8) → 20(18) ↰ 20(18) → 31(17) ↴ 750 / 900	900 63(34) ← 39(37) → 900 / 900	900 / 900 57(31) ← 6(3) ↰ 5(20) 3(2) → 227(233) ↰ 39(37) → 59(39) ↱ 3,100 / 4,650	7,700 / 2,900 288(280) ← ← 136(114) 190(193) → 127(90) ↱ 7,300	7,300 / 2,850 288(280) ← ← 117(100) 193(133) ↱ 7,700
11 Perris Bl. & Driveway 3	**12 Perris Bl. & Ramona Exwy.**	**13 Perris Bl. & Dawes St.**	**14 Perris Bl. & Morgan St.**	**15 Perris Bl. & Rider St.**
7,700 / 1,850 288(280) ← ← 51(83) 342(233) → 57(51) ↱ 7,500	7,150 / 3,800 109(129) ↓ 21(26) ← 157(124) ↰ ← 82(79) ← 68(35) ↰ 37(29) 166(124) ↳ 116(30) → 94(51) → 4,050 / 1,350	1,350 / 400 40(41) ↓ 19(14) ← 28(16) 66(36) → 950	950 40(41) ↓ 66(36) → 950	950 / 450 21(22) ↓ 20(18) ← 31(17) 34(19) → 500
16 Perris Bl. & Placentia Av.	**17 Driveway 4 & Perry St.**	**18 Driveway 5 & Perry St.**	**19 Driveway 6 & Perry St.**	**20 Driveway 7 & Ramona Exwy.**
500 / 150 1(4) ↓ 12(13) ↓ 7(6) ↓ ← 11(6) 3(2) ↳ 20(11) → Nominal / 300	850 ← 5(20) ↰ 6(3) 53(36) → 2(8) ↱ 15(8) ↴ 900 / 300	1,000 ← 11(23) ↰ 4(4) 54(44) → 4(5) ↱ 850 / 150	1,150 ← 15(27) ↰ 4(4) 58(49) → 4(5) ↱ 1,000 / 150	4,300 / 3,250 153(125) ↓ ← 183(117) ← 34(18) 217(123) → 3,450

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 4-4: PROJECT ONLY TRAFFIC VOLUMES (PAGE 1 OF 2)



21 Driveway 8 & Ramona Exwy.			22 Redlands Av. & Markham St.			23 Redlands Av. & Perry St.			24 Redlands Av. & Ramona Exwy.			25 Evans Rd. & Ramona Exwy.		
		4,550			450			650			1,800			900
9,500	116(96) ↳	↱ 268(163)		18(14) ↓			7(8) ↳			28(16) ↳	12(6) ↱		31(17) ↳	← 63(34)
	82(79) ↳	← 101(39)					26(23) ↳			198(109) ↳	← 113(62)		20(18) ↳	
	135(44) →			17(9) ↴	11(9) ↰		23(34) ↴	15(8) ↰		75(57) →	28(16) ↰		39(37) →	
	138(122) ↲				14(15) ↑		28(16) ↓			20(18) ↓	3(2) ↑		20(18) ↴	31(17) ↱
							4(16) ↲							
3,250			250		650	1,000		700	3,250		450	1,800		450

26 Ramona Exwy. & Bradley Rd.			27 Driveway 9 & Perry St.		
		450			1,000
		← 31(17)			← 14(11)
					↰ 9(5)
	20(18) →			47(46) →	
	20(18) ↴	31(17) ↰		15(8) ↴	5(20) ↰
					2(12) ↱
900		450	1,150		550

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 3% per year, compounded annually, for 2024 traffic conditions. The total ambient growth is 6.09% for 2024 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in conjunction with traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. 2024 traffic volumes are provided in Section 6 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine With Project forecasts.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Perris and the nearby agency of the County of Riverside. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-5 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to the Without Project forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-3 are reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. The Cumulative Only ADT and peak hour intersection turning movement volumes, in actual vehicles, are shown on Exhibit 4-6.

4.7 NEAR-TERM TRAFFIC CONDITIONS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast EAC (2024) and EAPC (2024) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2024 from the year 2022. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2024 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project.

EXHIBIT 4-5: CUMULATIVE DEVELOPMENT LOCATION MAP

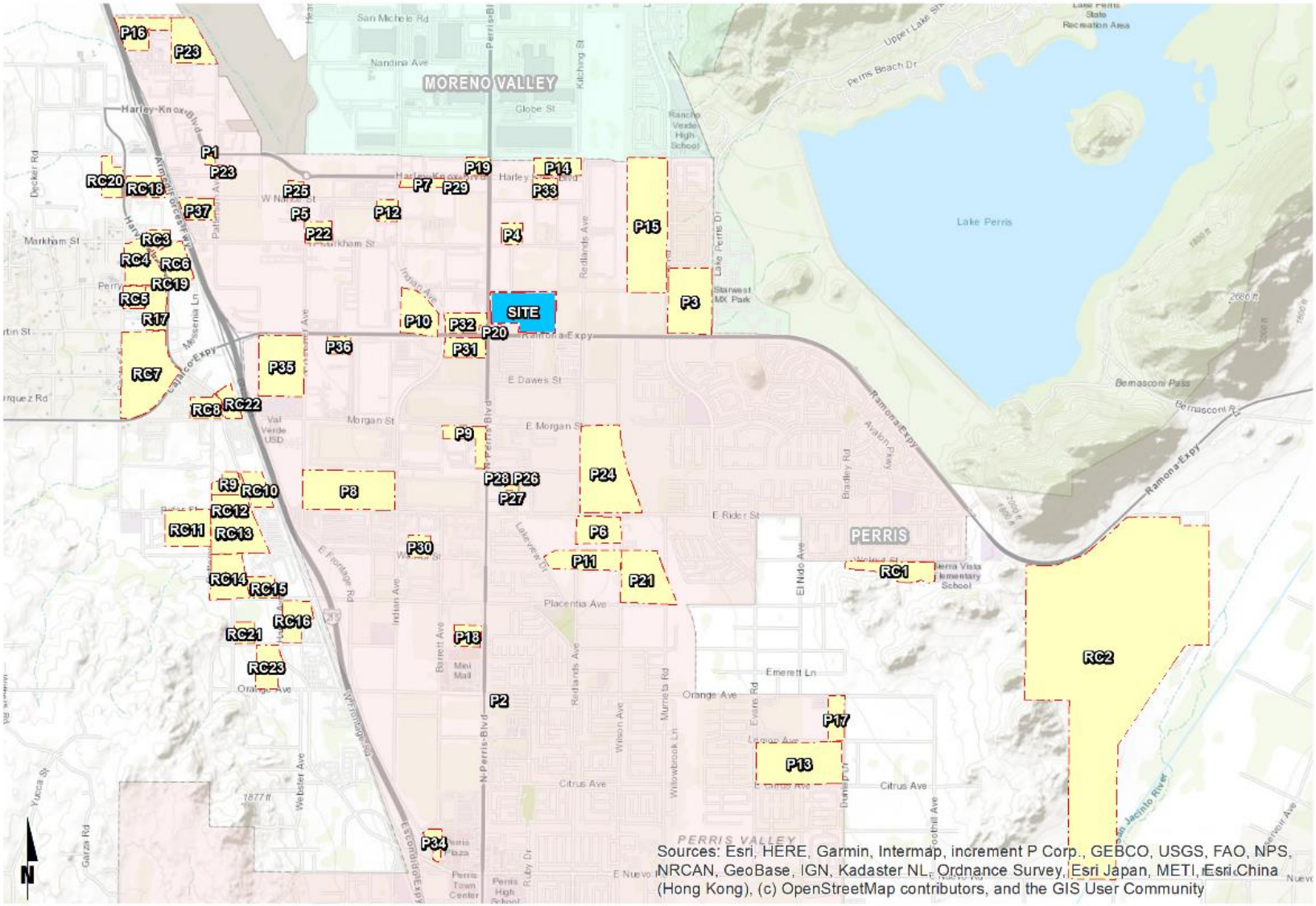
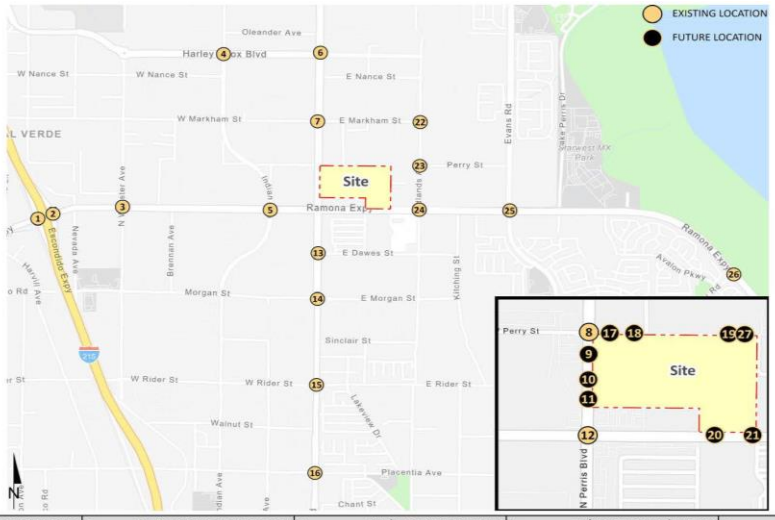


EXHIBIT 4-6: CUMULATIVE ONLY TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
30,800 / 14,700	19,000 / 41,950	1,050 / 60,200	4,200 / 7,750	1,650 / 58,100
195(74) ↳ 458(342) ↰ 250(155) ← 84(180) ↑	↱ 195(483) ← 143(205)	8(0) ↳ 15(6) ↱ 3(13) ← 325(769) ↑ 10(0)	71(314) ↳ 8(32) ← 2(3) ↱ 1(3) ← 136(272) ↑ 48(28)	103(128) ↳ 18(7) ← 23(116) ↱ 57(127) ← 230(485)
95(265) → 61(202) ↴	58(195) ↳ 496(415) → 191(80) ↑ 71(67) ↱	25(0) ↳ 521(294) → 21(67) ↴ 6(52) ↰ 3(0) ↑	289(89) ↳ 265(169) → 64(39) ↴ 30(65) ↰ 29(5) ↑ 23(53) ↱	160(308) ↳ 421(350) → 15(12) ↴ 15(40) ↰ 6(122) ↑
24,750 / 3,850	41,200 / 3,450	60,450 / 700	11,600 / 2,400	60,150 / 1,300

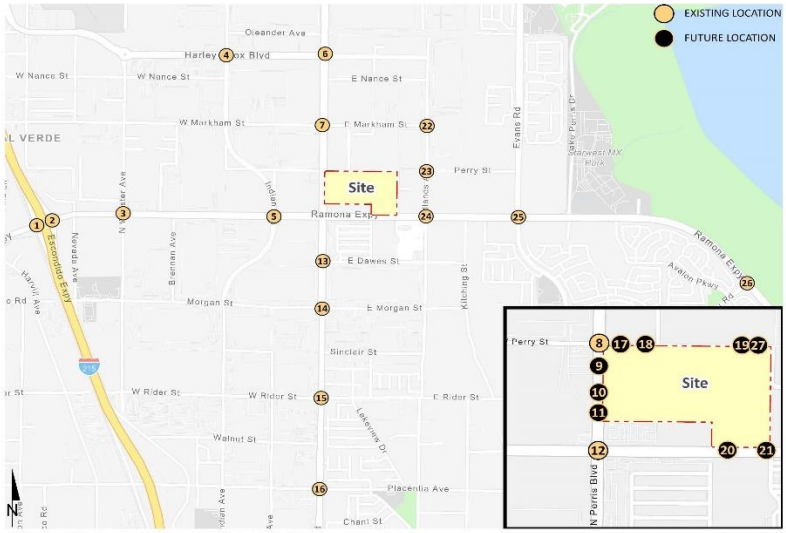
6 Perris Bl. & Harley Knox Bl.	7 Perris Bl. & Markham St.	8 Perris Bl. & Perry St.	9 Perris Bl. & Driveway 1	10 Perris Bl. & Driveway 2
4,050 / 7,350	2,550 / 200	2,800	2,800	2,800
48(20) ↳ 76(125) ↓ 28(34) ↰ 21(41) ← 97(278) ↑ 2(5)	108(92) ↓ 5(5) ↰ 5(5) ← 8(8) ↑	119(102) ←	119(102) ←	119(102) ←
19(52) ↳ 347(124) → 18(26) ↴ 22(20) ↰ 85(116) ↑ 5(2) ↱	3(2) ↴ 1(3) ↰ 69(141) ↑ 6(10) ↱	76(154) →	76(154) →	
7,750 / 2,950	Nominal / 2,800	2,800	2,800	2,800

11 Perris Bl. & Driveway 3	12 Perris Bl. & Ramona Exwy.	13 Perris Bl. & Dawes St.	14 Perris Bl. & Morgan St.	15 Perris Bl. & Rider St.
2,800	2,750 / 57,550	3,900	3,900 / 1,550	3,900 / 400
119(102) ←	15(7) ↓ 41(50) ↳ 62(43) ↰ 30(75) ← 226(506) ↑ 25(15)	159(177) ←	134(164) ↓ 25(13) ← 7(32) ← 20(67)	5(3) ↓ 49(65) ↳ 80(96) ↰ 77(118) ← 10(6) ↑ 29(88)
76(154) →	5(18) ↳ 360(363) → 80(85) ↴ 65(114) ↰ 41(61) ↑ 11(25) ↱	119(239) →	72(25) → 112(207) →	2(7) ↳ 4(12) → 2(7) ↴ 5(3) ↰ 34(82) ↑ 67(56) ↱
2,800	58,450 / 3,900	3,900	1,550 / 3,900	4,300

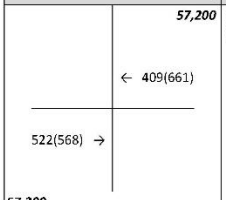
16 Perris Bl. & Placentia Av.	17 Driveway 4 & Perry St.	18 Driveway 5 & Perry St.	19 Driveway 6 & Perry St.	20 Driveway 7 & Ramona Exwy.
2,600 / 2,550				57,200
3(14) ↓ 74(133) ← 100(79) ↑ 16(32)				
11(5) ↳ 44(114) → 65(129) ↴ 41(145) ↰ 84(130) ↑ 10(36) ↱				
4,800 / 5,700				57,200

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

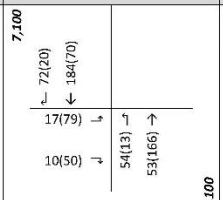
EXHIBIT 4-6: CUMULATIVE ONLY TRAFFIC VOLUMES (PAGE 2 OF 2)



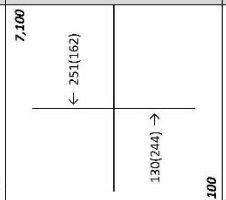
21 Driveway 8 & Ramona Exwy.



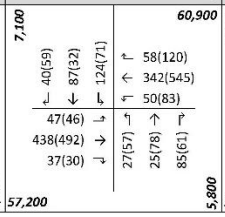
22 Redlands Av. & Markham St.



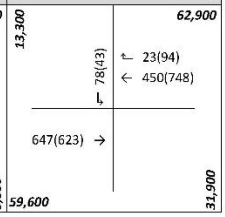
23 Redlands Av. & Perry St.



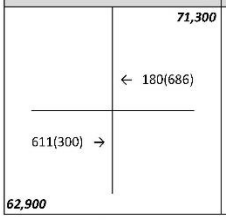
24 Redlands Av. & Ramona Exwy.



25 Evans Rd. & Ramona Exwy.



26 Ramona Exwy. & Bradley Rd.



27 Driveway 9 & Perry St.

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]	Location
P1	Canyon Steel (CS)	Perris	Industrial	25.000	TSF	NWC OF PATTERSON AVE. & CALFORNIA AVE.
P2	Tract 32497	Perris	Single Family Detached	131	DU	SWC OF MEDICAL CENTER DR. & ORANGE AVE.
P3	Stratford Ranch East / TTM 38071	Perris	Single Family Detached	197	DU	NEC OF EVANS RD. & RAMONA EXWY.
	APN 302200005	Perris	Single Family Detached	19	DU	NEC OF EVANS RD. & RAMONA EXWY.
P4	Perris Truck Yard	Perris	Truck Yard	9.5	AC	NORTH OF MARKHAM ST. & EAST OF PERRIS BL.
P5	Marijuana Manufacturing (MM)	Perris	Industrial	1.000	TSF	NWC OF WEBSTER AVE. & WASHINGTON ST.
	Holistic Inc.	Perris	Cultivation	5.000	TSF	872 WASHINGTON AVE.
P6	First Indus (Goodwin)	Perris	High-Cube Warehouse	338.000	TSF	SEC OF REDLANDS AVE. & RIDER ST.
P7	Kwasizur Industrial	Perris	Warehousing	138.000	TSF	SEC OF INDIAN AVE. & HARLEY KNOX BL.
P8	Rados / DPR 07-0119	Perris	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P9	Patriot Industrial	Perris	Warehousing	286.000	TSF	SWC OF PERRIS BL. & MORGAN ST.
P10	Indian/Ramona Warehouse / DPR 18-00002	Perris	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY. WEST OF INDIAN AVE.
P11	Lakecreek East and West	Perris	High-Cube Warehouse	556.000	TSF	SOUTH OF RIDER ST. & EITHER SIDE OF REDLANDS AVE.
P12	Westcoast Textile / DPR 16-00001	Perris	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P13	Tract 31659	Perris	Single Family Detached	161	DU	NEC OF EVANS RD. & CITRUS AVE.
	Tract 32041	Perris	Single Family Detached	122	DU	NWC OF DUNLAP RD. & CITRUS AVE.
P14	Harley Knox Commerce Park / DPR 16-004	Perris	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P15	Stratford Ranch West / TTM 36648	Perris	Single Family Detached	90	DU	WEST OF EVANS RD. AT MARKHAM ST.
P16	First March Logistics	Perris	Warehousing	589.971	TSF	NWC OF NATWAR LN & NANDINA AVE.
P17	Citrus Court / TTM 37038	Perris	Single Family Detached	111	DU	SWC OF DUNLAP RD. & ORANGE AVE.
P18	Weinerschnitzel / CUP 17-05083	Perris	Fast-Food Restaurant	2.000	TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P19	March Plaza / CUP16-05165	Perris	Commercial Retail	47.253	TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P20	Cali Express Carwash / CUP 16-05258	Perris	Automated Car Wash	5.600	TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P21	Wilson Industrial / DPR 19-00007	Perris	High-Cube Warehouse	303.000	TSF	SEC OF WILSON AVE. AND RIDER ST.
P22	Integra Expansion / MMOD 17-05075	Perris	High-Cube Warehouse	273.000	TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P23	Duke - Patterson at Nance	Perris	High-Cube Warehouse	580.000	TSF	NEC OF PATTERSON AVE. & NANCE ST.
P24	Rider 2/4	Perris	High-Cube Warehouse	1,373.449	TSF	NEC OF REDLANDS AVE. AND RIDER ST.
P25	AAA	Perris	Industrial	2.000	TSF	SEC OF HARLEY KNOX BL. & WEBSTER AVE.
P26	Pulliam Indus	Perris	Industrial	16.000	TSF	LOTS 10 & 12 ON COMMERCE DR., E OF PERRIS
P27	Burge Indus 1	Perris	Industrial	18.000	TSF	E OF PERRIS BL. & N OF COMMERCE DR.
P28	Burge Indus 2	Perris	Industrial	19.000	TSF	E OF PERRIS BL. & S OF COMMERCE DR.
P29	Nance Industrial	Perris	Warehousing	156.000	TSF	BETWEEN HARLEY KNOX BL. & NANCE ST.
P30	Dedeaux Walnut Warehouse	Perris	Industrial	205.830	TSF	N SIDE OF WALNUT AVE. BTW INDIAN AVE. & BARRETT AVE.
P31	Perris and Ramona Warehouse	Perris	Industrial	347.938	TSF	S SIDE OF RAMONA EXWY. BTW INDIAN AVE. & PERRIS BLVD.
P32	JM Realty Perris and Indian	Perris	Warehouse	232.575	TSF	N SIDE OF RAMONA EXWY. BTW INDIAN AVE. & PERRIS BLVD.
			Hotel	125	Room	
P33	Harley Knox Commerce Center	Perris	Warehousing	156.780	TSF	S SIDE OF HARLEY KNOX BL. AND W OF REDLANDS AVE.
P34	Perris Plaza (Buildout)	Perris	Shopping Center	173.000	TSF	NEC OF NEEVO RD. & FRONTAGE RD.
P35	Ramona Gateway Commerce Center	Perris	High-Cube Fulfillment	902.713	TSF	SWC OF WEBSTER AVE. & RAMONA EXWY.
			High-Cube Cold Storage	47.511	TSF	
			Fast-Food Restaurant w/ DT	16.500	TSF	
			Fast-Food Restaurant w/o DT	10.200	TSF	
			Coffee Shop w/ DT	2.400	TSF	
			Automated Car Wash	1	Tunnel	
			Gas Station w/ Market	16	VFP	
P36	Ramona & Brennan	Perris	Warehousing	162.871	TSF	SWC OF BRENNAN AVE. & RAMONA EXWY.
P37	Patterson Commerce Center	Perris	High-Cube Fulfillment	224.247	TSF	SWC OF PATTERSON AVE. & NANCE ST.
			High-Cube Cold Storage	39.573	TSF	

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]	Location
RC1	McCanna Hills / TTM 33978	Riv. Co.	Single Family Detached	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	Stoneridge	Riv. Co.	High-Cube Cold Storage	1695.355	TSF	NORTH OF NUEVO RD., SOUTH OF RAMONA EXWY., EAST OF
			High-Cube Fulfillment	2966.872	TSF	
			High-Cube Warehouse	2966.872	TSF	
			Manufacturing	847.678	TSF	
			Warehouse	427.759	TSF	
			Industrial Park	641.639	TSF	
			Free-Standing Discount Superst(	100.000	TSF	
			Commercial Retail	21.968	TSF	
RC3	Majestic Freeway Business Center - Building 12	Riv. Co.	Warehousing	154.751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC4	Majestic Freeway Business Center - Building 15	Riv. Co.	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC5	PPT180025: Seaton Commerce Center	Riv. Co.	High-Cube Warehouse	210.800	TSF	SEC OF SEATON AVE. & PERRY ST.
RC6	Majestic Freeway Business Center - Building 11	Riv. Co.	High-Cube Warehouse	391.045	TSF	NEC OF HARVILL AVE. & PERRY ST.
RC7	Majestic Freeway Business Center - Buildings 1, 3 &	Riv. Co.	Warehousing	48.930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
			High-Cube Warehouse	1195.740	TSF	
RC8	Val Verde Logistics Center	Riv. Co.	High-Cube Warehouse	280.308	TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC9	Dedeaux Truck Terminal	Riv. Co.	Truck Terminal	55.700	TSF	NORTH OF RIDER ST., WEST OF HARVILL AVE.
RC10	Harvill & Rider Warehouse	Riv. Co.	High-Cube Warehouse	284.746	TSF	NORTH OF RIDER ST., EAST OF HARVILL AVE.
			General Light Industrial	50.249	TSF	
RC11	PP26293	Riv. Co.	High-Cube Warehouse	612.481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC12	PPT180023: Rider Commerce Center	Riv. Co.	Warehousing	204.330	TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC13	PP26173	Riv. Co.	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC14	Barker Logistics	Riv. Co.	High-Cube Warehouse	699.630	TSF	SWC OF PATTERSON AVE. & PLACENTIA ST.
RC15	Placentia Truck Trailer Parking Lot	Riv. Co.	High-Cube Warehouse	335	Space	NWC OF HARVILL AVE. & PLACENTIA AVE.
RC16	PP26241	Riv. Co.	Warehousing	23.600	TSF	SEC OF HARVILL AVE. & PLACENTIA ST.
RC17	Majestic Freeway Business Center - Building 13	Riv. Co.	High-Cube Warehouse	322.997	TSF	SWC OF HARVILL AVE. & PERRY ST.
RC18	Majestic Freeway Business Center - Building 14A/B	Riv. Co.	Warehousing	354.583	TSF	SWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC19	Majestic Freeway Business Center - Building 17	Riv. Co.	High-Cube Warehouse	268.955	TSF	NEC OF HARVILL AVE. & AMERICA'S TIRE DR.
RC20	Majestic Freeway Business Center - Building 18	Riv. Co.	High-Cube Warehouse	317.760	TSF	SWC OF HARVILL AVE. & PEREGRINE WY.
RC21	Thrifty Oil	Riv. Co.	Warehousing	171.270	TSF	NEC OF TOBACCO RD. & WATER AV.
RC22	Harvill & Cajalco	Riv. Co.	General Light Industrial	99.770	TSF	NEC OF HARVILL AV. & CAJALCO RD.
			Trailer Yard/Storage	133	Spaces	
RC23	Harvill & Water	Riv. Co.	High-Cube Fulfillment	434.823	TSF	SWC OF HARVILL AV. & WATER AV.

[1] DU = Dwelling Units; TSF = Thousand Square Feet

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- EAC (2024)
  - Existing 2022 counts
  - Ambient growth traffic (6.09%)
  - Cumulative Development traffic
- EAPC (2024)
  - Existing 2022 counts
  - Ambient growth traffic (6.09%)
  - Cumulative Development traffic
  - Project traffic

4.8 HORIZON YEAR TRAFFIC FORECASTS

Traffic projections for Horizon Year conditions were derived from the RIVCOM regional model using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing and Horizon Year traffic conditions. The base model year for the RIVCOM regional model is Year 2018 and the future year model is Year 2045.

In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location.

The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. However, review of the resulting model growth indicates negative growth for some of the study area intersections. In conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year forecasts. Horizon Year turning volumes were compared to EAC volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between EAC and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2022) and Horizon Year traffic conditions. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. The only instance when the EAC forecasts would not be used

to manually adjust the Horizon Year forecasts is if there are new proposed roadway connections/facilities that would explain the change in travel patterns within the study area.

The future Horizon Year Without Project peak hour turning movements were then reviewed by Urban Crossroads for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis. Post processing worksheets are provided in Appendix 4.1.

5 E+P TRAFFIC CONDITIONS

This section discusses the traffic forecasts for E+P conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 E+P TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus the addition of Project traffic. The weekday ADT volumes and peak hour volumes, in actual vehicles, which can be expected for E+P traffic conditions are shown on Exhibit 5-1.

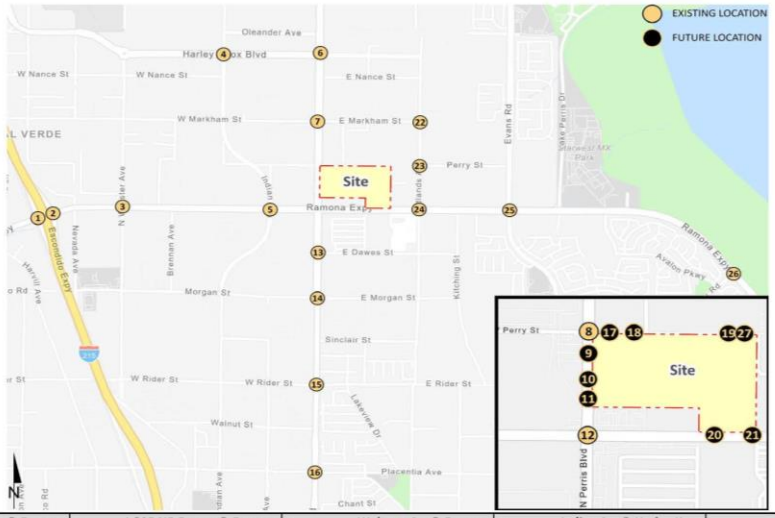
5.3 INTERSECTION OPERATIONS ANALYSIS

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for E+P traffic conditions, which indicates the study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2022) conditions. The intersection operations analysis worksheets for E+P traffic conditions are included in Appendix 5.1 of this TA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for E+P traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The intersection of Driveway 8 & Ramona Expressway (#21) is anticipated to meet a traffic signal warrant under E+P traffic conditions (see Appendix 5.2). It should be noted, the Project will construct a traffic signal at this location as part of the Project design features as discussed in Section 1.6 *Recommendations*.

EXHIBIT 5-1: E+P TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
13,050 / 135(122) 0(2) 566(785) / 759(823) 187(389) / 39,250	10,000 / 586(564) 682(888) / 46,500	6,900 / 68(133) 22(45) 33(73) / 44(44) 1171(1238) 19(11) / 38,650	15,350 / 101(329) 66(224) 29(84) / 66(39) 562(358) 13(12) / 11,600	6,150 / 33(47) 50(123) 34(58) / 59(56) 1243(1053) 51(71) / 38,000
594(736) 292(322) / 10,200	125(136) 1036(1385) / 263(324) 6(2) 516(411) / 10,600	188(154) 1161(1325) 71(33) / 51(125) 43(27) 12(14) / 3,700	247(206) 228(297) 42(28) / 57(53) 17(183) 12(14) / 7,450	79(64) 947(1360) 55(58) / 50(96) 49(83) 46(72) / 7,200
28,900	39,250	43,000	18,350	38,250

6 Perris Bl. & Harley Knox Bl.	7 Perris Bl. & Markham St.	8 Perris Bl. & Perry St.	9 Perris Bl. & Driveway 1	10 Perris Bl. & Driveway 2
32,950 / 206(236) 499(913) 62(168) / 177(95) 306(86) 3(11) / 7,450	23,750 / 51(33) 605(861) 34(17) / 8(25) 46(42) 9(17) / 2,400	24,250 / 9(7) 493(971) 12(6) / 6(7) 2(2) 9(27) / 1,200	31,300 / 737(1248) / 136(114) / 2,900	30,900 / 737(1248) / 117(100) / 2,850
148(185) 49(147) 54(73) / 141(57) 803(687) 11(4) / 25,150	15(53) 21(46) 26(61) / 42(24) 1051(662) 56(19) / 23,650	1(4) 4(3) 9(21) / 236(241) 997(692) 73(42) / 28,300	11(71(859) 127(90) / 30,900	193(133) / 31,300
11,300	3,750	3,700		

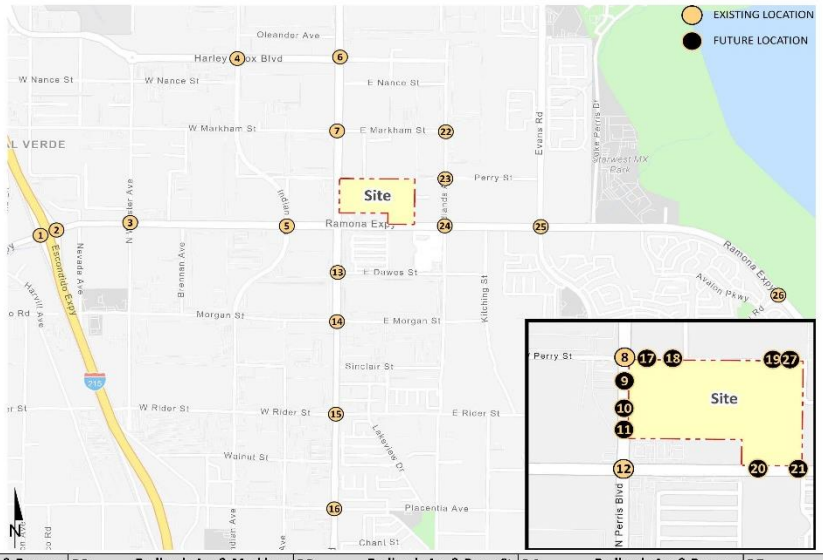
11 Perris Bl. & Driveway 3	12 Perris Bl. & Ramona Exwy.	13 Perris Bl. & Dawes St.	14 Perris Bl. & Morgan St.	15 Perris Bl. & Rider St.
31,300 / 737(1248) / 51(83) / 1,850	32,550 / 228(292) 348(622) 255(382) / 252(192) 932(721) 146(163) / 36,300	22,850 / 435(860) 30(36) / 50(35) 23(36) / 1,950	21,300 / 44(11) 502(778) 16(14) / 15(23) 44(18) 7(12) / 1,550	21,050 / 20(15) 260(704) 47(91) / 161(108) 70(77) 93(116) / 10,200
1323(899) / 57(51) / 31,150	454(396) 660(995) 88(182) / 216(193) 939(454) 66(93) / 24,500	1(0) / 2(2) 892(665) 9(30) / 22,850	21(18) 19(28) 21(21) / 43(22) 957(641) 9(13) / 21,350	12(41) 27(167) 20(65) / 24(17) 668(507) 48(150) / 22,450
39,600		Nominal	1,700	5,500

16 Perris Bl. & Placentia Av.	17 Driveway 4 & Perry St.	18 Driveway 5 & Perry St.	19 Driveway 6 & Perry St.	20 Driveway 7 & Ramona Exwy.
28,650 / 31(12) 517(992) 38(146) / 135(110) 117(26) 32(48) / 6,650	1,200 / 17(36) 6(3) / 1,200	1,350 / 23(39) 4(4) / 1,350	1,500 / 27(43) 4(4) / 1,350	4,300 / 153(125) / 183(117) 1082(928) / 36,650
17(24) 62(59) 11(23) / 35(8) 793(706) 27(73) / 26,700	74(43) 15(8) / 2(8) / 300	75(51) / 4(5) / 150	79(56) / 4(5) / 150	843(1525) / 36,850
2,200	1,200	1,200		

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 5-1: E+P TRAFFIC VOLUMES (PAGE 2 OF 2)



21 Driveway 8 & Ramona Exwy.			22 Redlands Av. & Markham St.			23 Redlands Av. & Perry St.			24 Redlands Av. & Ramona Exwy.			25 Evans Rd. & Ramona Exwy.		
		37,950			7,950			9,100			41,750			28,600
9,500	116(96)	138(122)		6(8)	102(351)		12(12)	128(412)	10,600	37(36)	47(100)	77(322)	25,550	331(342)	153(432)	128(236)
	↲	↳		↲	↓		↲	↓		↲	↓	↳		↲	↓	↳
		↱ 268(163)									↱ 404(139)					↱ 202(123)
		← 1149(949)									← 1127(919)					← 906(587)
											↰ 55(77)					↰ 6(21)
	82(79) →			5(5) →		↰ ↑	29(25) →			214(126) →		↰ ↑ ↱		335(386) →		↰ ↑ ↱
	761(1446) →									656(1383) →				371(1009) →		
				39(60) ↲		72(46) 563(184)	32(46) ↲		28(11) 541(180)	29(59) ↲		53(49) 149(35) 80(67)		66(192) ↲		332(219) 382(255) 18(14)
36,650			1,700		9,250	1,300		9,250	37,450		5,500	39,250		16,300

26 Ramona Exwy. & Bradley Rd.			27 Driveway 9 & Perry St.		
		20,250			1,350
		← 749(531)			← 26(27)
		← 11(26)			← 9(5)
		↰ ↱			↰ ↱
	467(828) →			68(53) →	
	68(187) ↲	168(104) 17(19)		15(8) ↲	5(20) 2(12)
23,700		4,800	1,500		550

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR E+P CONDITIONS

#	Intersection	Traffic Control[2]	Existing (2022) Delay[1] (secs.) AM	Existing (2022) Delay[1] (secs.) PM	Existing (2022) Level of Service AM	Existing (2022) Level of Service PM	E+P Delay[1] (secs.) AM	E+P Delay[1] (secs.) PM	E+P Level of Service AM	E+P Level of Service PM
1	I-215 SB Ramps & Ramona Exwy.	TS	26.0	36.2	C	D	28.6	42.3	C	D
2	I-215 NB Ramps & Ramona Exwy.	TS	20.2	17.2	C	B	24.8	19.0	C	B
3	Webster Av. & Ramona Exwy.	TS	18.7	20.5	B	C	18.9	20.9	B	C
4	Indian Av. & Harley Knox Bl.	TS	22.1	26.1	C	C	22.2	26.6	C	C
5	Indian Av. & Ramona Exwy.	TS	18.7	21.9	B	C	19.4	23.2	B	C
6	Perris Bl. & Harley Knox Bl.	TS	21.7	29.5	C	C	23.1	30.0	C	C
7	Perris Bl. & Markham St.	TS	14.1	15.9	B	B	14.1	15.9	B	B
8	Perris Bl. & Perry St.	TS	8.0	8.7	A	A	11.4	27.6	B	C
9	Perris Bl. & Driveway 1	**CSS**	Future Intersection				12.4	11.0	B	B
10	Perris Bl. & Driveway 2	**CSS**	Future Intersection				12.1	10.9	B	B
11	Perris Bl. & Driveway 3	**CSS**	Future Intersection				11.5	10.7	B	B
12	Perris Bl. & Ramona Exwy.	TS	44.5	42.5	D	D	47.7	47.3	D	D
13	Perris Bl. & Dawes St.	TS	8.6	8.0	A	A	10.4	8.6	B	A
14	Perris Bl. & Morgan St.	TS	13.3	12.8	B	B	13.3	12.8	B	B
15	Perris Bl. & Rider St.	TS	16.5	17.5	B	B	17.1	17.8	B	B
16	Perris Bl. & Placentia Av.	TS	15.4	16.5	B	B	15.6	16.7	B	B
17	Driveway 4 & Perry St.	**CSS**	Future Intersection				8.7	8.6	A	A
18	Driveway 5 & Perry St.	**CSS**	Future Intersection				8.7	8.6	A	A
19	Driveway 6 & Perry St.	**CSS**	Future Intersection				8.7	8.6	A	A
20	Driveway 7 & Ramona Exwy.	**CSS**	Future Intersection				12.0	11.4	B	B
21	Driveway 8 & Ramona Exwy.	**TS**	Future Intersection				12.4	8.9	B	A
22	Redlands Av. & Markham St.	TS	4.6	6.8	A	A	5.4	7.3	A	A
23	Redlands Av. & Perry St.	CSS	11.2	13.0	B	B	12.3	14.4	B	B
24	Redlands Av. & Ramona Exwy.	TS	16.1	26.1	B	C	33.6	33.9	C	C
25	Evans Rd. & Ramona Exwy.	TS	24.1	21.3	C	C	27.0	22.5	C	C
26	Ramona Exwy. & Bradley Rd.	TS	7.1	7.1	A	A	7.7	7.3	A	A
27	Driveway 9 & Perry St.	**CSS**	Future Intersection				9.3	9.2	A	A

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane)

2 TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

5.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for E+P are presented in Table 5-2. As shown in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2022) traffic conditions. Worksheets for E+P traffic conditions queuing analysis are provided in Appendix 5.3.

TABLE 5-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR E+P CONDITIONS

			Existing (2022)				E+P			
			95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Available Stacking Distance (Feet)	AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
I-215 SB Ramps & Ramona Exwy. (#1)	SBL	530	311	494 [2]	Yes	Yes	368	541 [2,3]	Yes	Yes
	SBT	1,100	312	500 [2]	Yes	Yes	369	545 [2]	Yes	Yes
	SBR	530	65	53	Yes	Yes	70	57	Yes	Yes
I-215 NB Ramps & Ramona Exwy. (#2)	NBL	520	137	161	Yes	Yes	137	161	Yes	Yes
	NBL/T	1,120	136	164	Yes	Yes	136	164	Yes	Yes
	NBR	520	381	139	Yes	Yes	562 [2,3]	392 [2]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

5.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are currently operating at a deficient LOS under E+P traffic conditions.

5.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown previously in Table 5-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours under E+P traffic conditions. As such, no improvements have been identified.

5.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for E+P traffic conditions. As such, no improvements have been identified.

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6 EAC & EAPC (2024) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAC and EAPC (2024) traffic conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAC and EAPC (2024) Projects conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC (2024) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for both EAC and EAPC (2024) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).
- Although not evaluated, the I-215 Freeway/Placentia Avenue interchange is anticipated to be completed and operational for both EAC and EAPC (2024) conditions.

6.2 EAC AND EAPC (2024) TRAFFIC VOLUME FORECASTS

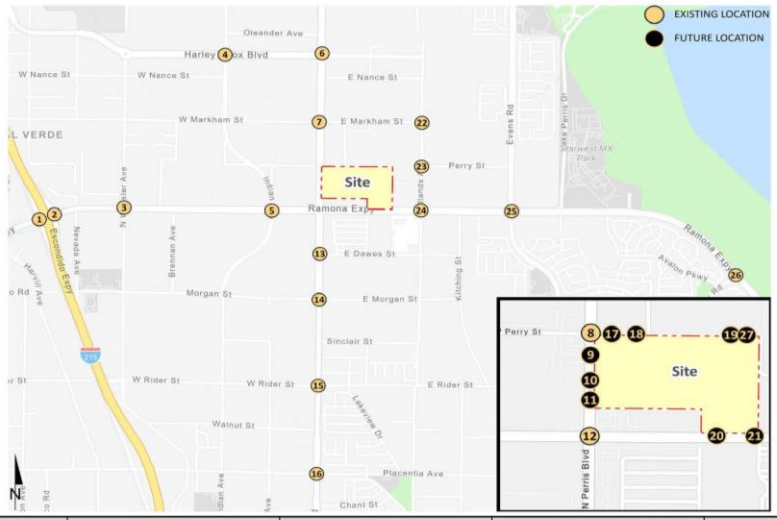
The EAC (2024) scenario includes Existing traffic volumes plus an ambient growth factor of 6.09% and the addition of traffic generated by cumulative development projects. The EAPC (2024) scenario includes Existing traffic volumes plus an ambient growth factor of 6.09%, the addition of traffic generated by cumulative development projects, and the addition of Project traffic. The weekday ADT and weekday peak hour intersection turning movement volumes, in actual vehicles, which can be expected for EAC and EAPC (2024) traffic conditions are shown on Exhibits 6-1 and 6-2, respectively.

6.3 INTERSECTION OPERATIONS ANALYSIS

EAC and EAPC (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 6-1 for EAC (2024) traffic conditions, which indicates that the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours:

- I-215 SB Ramps & Ramona Expressway (#1) – LOS F PM peak hour only
- I-215 NB Ramps & Ramona Expressway (#2) – LOS F PM peak hour only
- Indian Avenue & Harley Knox Boulevard (#4) – LOS F PM peak hour only
- Indian Avenue & Ramona Expressway (#5) – LOS E PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#6) – LOS E PM peak hour only
- Perris Boulevard & Ramona Expressway (#12) – LOS E AM and PM peak hours
- Redlands Avenue & Ramona Expressway (#24) – LOS E AM peak hour; LOS F PM peak hour
- Evans Road & Ramona Expressway (#25) – LOS E PM peak hour only

EXHIBIT 6-1: EAC (2024) TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
43,900 / 54,400	28,850 / 87,900	8,300 / 97,750	20,350 / 19,250	7,800 / 94,150
↳ 338(203) ↓ 0(2) ↲ 956(1119)	↰ 753(1019) ← 784(1070)	↰ 50(60) ← 1421(1942) ↰ 30(12)	↳ 179(663) ↓ 78(269) ↲ 21(85)	↰ 99(172) ← 1402(1462) ↰ 33(56)
← 1034(1009) ↰ 220(534)	191(339) ↳ 1458(1810) →	224(163) ↳ 1516(1571) → 96(102) ↴	← 64(38) ← 712(628) ↰ 62(41)	244(376) ↳ 1189(1664) → 73(74) ↴
692(1028) → 371(544) ↴	470(424) 6(2) 519(449)	60(185) 46(29) 16(15)	551(307) ↳ 478(464) → 109(69) ↴	138(178) 71(137) 29(161)
			91(121) 217(199) 36(68)	68(142) 58(210) 16(58)
54,900 / 13,950	80,900 / 13,950	102,700 / 4,600	30,450 / 10,250	97,350 / 8,450

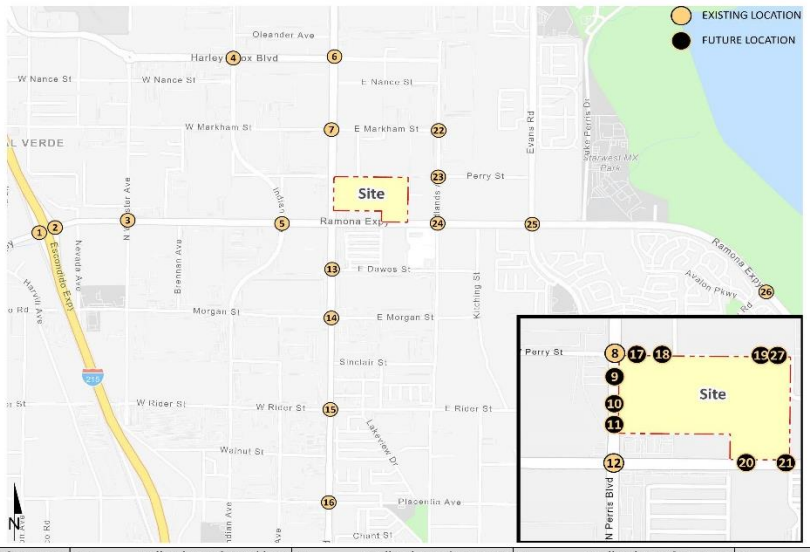
6 Perris Bl. & Harley Knox Bl.	7 Perris Bl. & Markham St.	8 Perris Bl. & Perry St.	9 Perris Bl. & Driveway 1	10 Perris Bl. & Driveway 2
38,500 / 14,900	26,750 / 2,750	27,550 / 350	27,800	27,800
↳ 26?(270) ↓ 573(1076) ↲ 93(212)	↳ 54(35) ↓ 683(969) ↲ 41(23)	↳ 10(7) ↓ 582(1099) ↲ 6(3)	↓ 595(1129)	↓ 595(1129)
← 209(142) ← 414(359) ↰ 5(16)	← 13(32) ← 49(45) ↰ 17(26)	← 6(7) ← 2(2) ↰ 4(7)		
176(248) ↳ 392(271) → 42(85) ↴	16(56) ↳ 22(49) → 31(67) ↴	1(4) ↳ 1(1) → 10(22) ↴	→ 1117(861)	
150(62) 916(826) 16(7)	46(28) 1142(804) 66(30)	10(8) 1092(849) 15(3)		
18,950 / 28,700	4,000 / 26,900	650 / 27,800	27,800	27,800

11 Perris Bl. & Driveway 3	12 Perris Bl. & Ramona Exwy.	13 Perris Bl. & Dawes St.	14 Perris Bl. & Morgan St.	15 Perris Bl. & Rider St.
27,800	29,750 / 92,000	26,750 / 1,650	25,500 / 3,200	25,200 / 10,750
↓ 595(1129)	↳ 141(180) ↓ 388(682) ↲ 166(317)	↓ 578(1046) ↲ 12(23)	↳ 47(12) ↓ 624(946) ↲ 42(28)	↳ 26(19) ↓ 303(789) ↲ 109(173)
	← 210(195) ← 1143(1234) ↰ 141(157)	← 23(20) ↰ 24(38)	← 23(56) ← 67(86) ↰ 7(13)	← 215(215) ← 84(88) ↰ 128(211)
→ 1117(861)	311(307) ↳ 937(1386) → 173(278) ↴	1(0) →	22(19) ↳ 92(55) → 22(22) ↴	15(50) ↳ 33(189) → 23(76) ↴
	294(319) 937(489) 81(124)	2(2) 995(906) 10(32)	46(23) 105?(849) 10(14)	30(21) 70?(600) 118(215)
27,800	96,150	Nominal / 27,150	3,350 / 25,550	5,850 / 27,600

16 Perris Bl. & Placentia Av.	17 Driveway 4 & Perry St.	18 Driveway 5 & Perry St.	19 Driveway 6 & Perry St.	20 Driveway 7 & Ramona Exwy.
32,450 / 9,500	350	350	350	92,600
↳ 35(23) ↓ 609(1172) ↲ 33(149)	← 13(17)	← 13(17)	← 13(17)	← 1112(965)
← 131(110) ← 224(107) ↰ 50(83)				
25(28) ↳ 110(177) → 77(153) ↴	22(7) →	22(7) →	22(7) →	664(1487) →
79(154) 904(867) 39(113)				
7,050 / 33,700	350	350	350	92,600

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 6-1: EAC (2024) TRAFFIC VOLUMES (PAGE 2 OF 2)



21 Driveway 8 & Ramona Exwy.

		92,600
	← 1521(1626)	
1186(2055) →		
92,600		

22 Redlands Av. & Markham St.

		15,050
↲ 78(28) ↓ 273(428)		
22(84) ↳	↰	↑
33(104) ↴	119(52)	635(345)
1,550		16,200

23 Redlands Av. & Perry St.

		16,000
↲ 5(4) ↓ 357(582)		
3(2) ↳	↰	↑
10(13) ↴	14(3)	704(435)
300		16,150

24 Redlands Av. & Ramona Exwy.

			16,150
↲ 50(80)	↓ 116(119)	↳ 201(396)	
		↰ 474(261)	103,300
		↑ 1418(1454)	
64(64) ↳	↰	↑	↱
1054(1899) →	54(92)	180(113)	170(132)
68(93) ↴			11,200
93,500			

25 Evans Rd. & Ramona Exwy.

			39,950
↲ 318(345)	↓ 162(458)	↳ 214(293)	
		↱ 237(224)	92,300
		↑ 1344(1335)	
334(390) ↳	↰	↑	↱
999(1654) →	319(214)	405(271)	19(15)
49(185) ↴			48,750
99,350			

26 Ramona Exwy. & Bradley Rd.

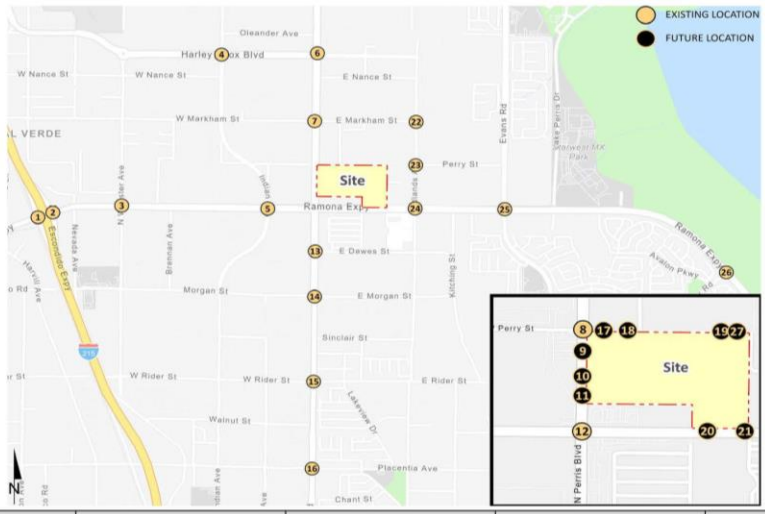
			92,250
	← 942(1231)		
	↰ 12(28)		
	↰	↱	
1085(1159) →	145(92)	18(20)	
51(179) ↴			4,600
87,100			

27 Driveway 9 & Perry St.

		350
	← 13(17)	
22(7) →		
350		

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 6-2: EAPC (2024) TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
44,600 / 56,250	29,550 / 91,100	8,300 / 100,950	20,500 / 20,000	8,200 / 98,200
338(203) ↓ 0(2) ↓ 1053(1172) ↓	← 813(1078) ← 862(1143)	80(141) ↓ 23(48) ↓ 50(83) ↓	179(663) ↓ 78(269) ↓ 32(91) ↓	138(178) ↓ 71(137) ↓ 57(177) ↓
← 1054(1027) ↰ 279(589)	191(339) ↳	← 50(60) ← 1559(2074) ↰ 30(12)	← 71(44) ← 731(650) ↰ 62(41)	← 118(186) ← 1540(1594) ↰ 53(74)
723(1045) → 371(544) ↴	1587(1880) → 470(424) ↑ 6(2) ↑ 613(500) ↱	224(163) ↳ 1739(1692) → 96(102) ↴ 60(185) ↑ 46(29) ↑ 16(15) ↱	551(307) ↳ 505(483) → 109(69) ↴ 91(121) ↑ 217(199) ↑ 36(68) ↱	244(376) ↳ 1412(1785) → 73(74) ↴ 68(142) ↑ 58(210) ↑ 47(75) ↱
55,350 / 14,600	82,700 / 14,650	105,900 / 4,600	31,050 / 10,250	100,550 / 8,900

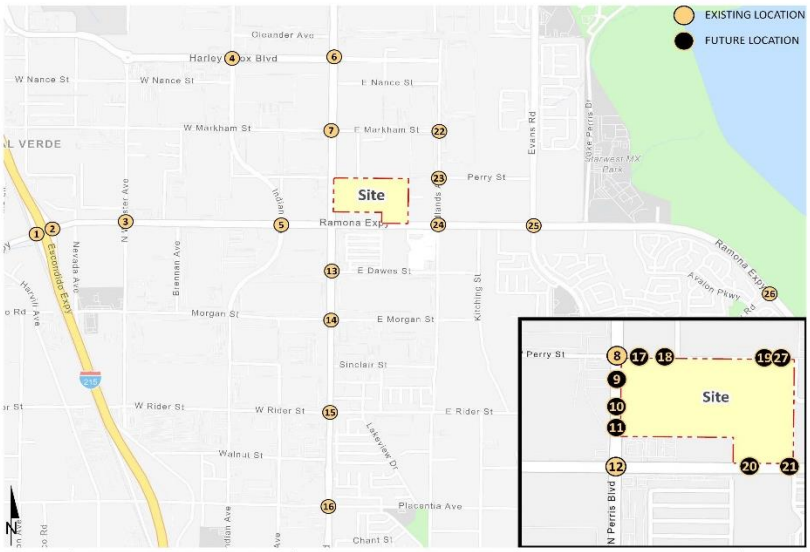
6 Perris Bl. & Harley Knox Bl.	7 Perris Bl. & Markham St.	8 Perris Bl. & Perry St.	9 Perris Bl. & Driveway 1	10 Perris Bl. & Driveway 2
38,950 / 15,200	27,650 / 2,750	28,450 / 1,250	35,500 / 2,900	35,150 / 2,850
267(270) ↓ 604(1093) ↓ 93(212) ↓	54(35) ↓ 746(1003) ↓ 41(23) ↓	10(7) ↓ 639(1130) ↓ 12(6) ↓	883(1409) ↓	883(1409) ↓
← 209(142) ← 421(368) ↰ 5(16)	← 13(32) ← 49(45) ↰ 17(26)	← 6(7) ← 2(2) ↰ 9(27)	← 136(114)	← 117(100)
176(248) ↳ 399(279) → 73(102) ↴ 170(80) ↑ 936(844) ↑ 16(7) ↱	16(56) ↳ 22(49) → 31(67) ↴ 46(28) ↑ 1181(841) ↑ 66(30) ↱	1(4) ↳ 4(3) → 10(22) ↴ 23(241) ↑ 1131(886) ↑ 74(42) ↱	1307(1054) → 127(90) ↱	193(133) ↱
19,700 / 29,550	4,000 / 27,800	3,750 / 32,500	35,150	35,500

11 Perris Bl. & Driveway 3	12 Perris Bl. & Ramona Exwy.	13 Perris Bl. & Dawes St.	14 Perris Bl. & Morgan St.	15 Perris Bl. & Rider St.
35,500 / 1,850	36,900 / 95,800	28,100 / 2,000	26,450 / 3,200	26,200 / 11,200
883(1409) ↓	250(309) ↓ 409(708) ↓ 323(441) ↓	618(1087) ↓ 31(37) ↓	47(12) ↓ 664(987) ↓ 42(28) ↓	26(19) ↓ 324(811) ↓ 129(191) ↓
← 51(83)	← 292(274) ← 1211(1269) ↰ 178(186)	← 51(36) ↰ 24(38)	← 23(56) ← 67(86) ↰ 7(13)	← 246(232) ← 84(88) ↰ 128(211)
1459(1094) → 57(51) ↱	477(431) ↳ 1053(1416) → 173(278) ↴ 294(319) ↑ 1031(540) ↑ 81(124) ↱	1(0) → 2(2) ↑ 1061(942) ↑ 10(32) ↱	22(19) ↳ 92(55) → 22(22) ↴ 46(23) ↑ 1123(885) ↑ 10(14) ↱	15(50) ↳ 33(189) → 23(76) ↴ 30(21) ↑ 741(619) ↑ 118(215) ↱
35,350	100,200 / 29,800	Nominal / 28,100	3,350 / 26,500	5,850 / 28,100

16 Perris Bl. & Placentia Av.	17 Driveway 4 & Perry St.	18 Driveway 5 & Perry St.	19 Driveway 6 & Perry St.	20 Driveway 7 & Ramona Exwy.
33,000 / 9,650	1,200	1,350	1,500	4,300 / 95,850
36(27) ↓ 621(1185) ↓ 40(155) ↓				153(125) ↓
← 142(116) ← 224(107) ↰ 50(83)	← 18(37) ↰ 6(3)	← 24(40) ↰ 4(4)	← 28(44) ↰ 4(4)	← 183(117) ← 1146(983)
28(30) ↳ 110(177) → 77(153) ↴ 79(154) ↑ 924(878) ↑ 39(113) ↱	75(43) → 15(8) ↴ 2(8) ↱	76(51) → 4(5) ↱	80(56) → 4(5) ↱	881(1610) →
7,150 / 34,000	1,250 / 300	1,200 / 150	1,350 / 150	96,050

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 6-2: EAPC (2024) TRAFFIC VOLUMES (PAGE 2 OF 2)



21 Driveway 8 & Ramona Exwy.

			97,200
9,500	116(96)	138(122)	↱ 268(163)
			← 1622(1665)
	82(79) ↳		
	1321(2099) →		
95,850			

22 Redlands Av. & Markham St.

			16,900
15,500	78(28)	291(442)	
	22(84) ↳	↱	130(61) →
	50(113) ↲		649(360) →
1,800			

23 Redlands Av. & Perry St.

			16,900
16,700	12(12)	385(598)	
	29(25) ↳	↰	29(11) →
	33(47) ↲		704(435) →
1,350			

24 Redlands Av. & Ramona Exwy.

			105,100
18,200	78(96)	136(137)	205(412) ↱
			← 1531(1516)
	262(173) ↳	↰	108(165)
	1129(1956) →		82(108) →
	68(93) ↲		183(115) →
96,700			170(132) ↱
			11,650

25 Evans Rd. & Ramona Exwy.

			93,200
40,400	349(362)	162(458)	214(293)
			← 1407(1369)
	354(408) ↳	↰	↑
	1038(1691) →		405(271) →
	69(203) ↲		19(15) ↱
101,150			350(231)
			49,200

26 Ramona Exwy. & Bradley Rd.

			92,700
			← 973(1248)
			↰ 12(28)
	↰	↱	
1105(1177) →	176(109)	18(20)	
71(197) ↲			
88,000			5,050

27 Driveway 9 & Perry St.

			1,350
			← 27(28)
			↰ 9(5)
	↰	↱	
69(53) →	5(20)	2(12)	
15(8) ↲			
1,500			550

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 6-1: INTERSECTION ANALYSIS FOR EAC AND EAPC (2024) CONDITIONS

#	Intersection	Traffic Control[2]	EAC (2024) Delay[1] (secs.) AM	EAC (2024) Delay[1] (secs.) PM	EAC (2024) Level of Service AM	EAC (2024) Level of Service PM	EAPC (2024) Delay[1] (secs.) AM	EAPC (2024) Delay[1] (secs.) PM	EAPC (2024) Level of Service AM	EAPC (2024) Level of Service PM
1	I-215 SB Ramps & Ramona Exwy.	TS	46.7	**127.6**	D	**F**	**61.6**	**144.9**	**E**	**F**
2	I-215 NB Ramps & Ramona Exwy.	TS	46.4	**84.9**	D	**F**	**70.5**	**108.2**	**E**	**F**
3	Webster Av. & Ramona Exwy.	TS	24.3	32.2	C	C	25.6	38.2	C	D
4	Indian Av. & Harley Knox Bl.	TS	49.5	**109.6**	D	**F**	50.4	**110.8**	D	**F**
5	Indian Av. & Ramona Exwy.	TS	27.0	**67.2**	C	**E**	28.7	**71.9**	C	**E**
6	Perris Bl. & Harley Knox Bl.	TS	29.8	**57.1**	C	**E**	30.5	**58.4**	C	**E**
7	Perris Bl. & Markham St.	TS	14.7	16.4	B	B	14.7	16.4	B	B
8	Perris Bl. & Perry St.	TS	7.8	8.6	A	A	11.6	29.9	B	C
9	Perris Bl. & Driveway 1	**CSS**	Future Intersection				12.7	11.5	B	B
10	Perris Bl. & Driveway 2	**CSS**	Future Intersection				12.4	11.3	B	B
11	Perris Bl. & Driveway 3	**CSS**	Future Intersection				12.0	11.4	B	B
12	Perris Bl. & Ramona Exwy.	TS	**56.7**	**60.2**	**E**	**E**	**65.6**	**79.9**	**E**	**E**
13	Perris Bl. & Dawes St.	TS	8.4	7.9	A	A	10.4	8.6	B	A
14	Perris Bl. & Morgan St.	TS	15.4	15.1	B	B	15.4	15.2	B	B
15	Perris Bl. & Rider St.	TS	19.1	22.2	B	C	19.9	23.0	B	C
16	Perris Bl. & Placentia Av.	TS	17.9	43.9	B	D	18.3	44.4	B	D
17	Driveway 4 & Perry St.	**CSS**	Future Intersection				8.7	8.6	A	A
18	Driveway 5 & Perry St.	**CSS**	Future Intersection				8.7	8.6	A	A
19	Driveway 6 & Perry St.	**CSS**	Future Intersection				8.8	8.6	A	A
20	Driveway 7 & Ramona Exwy.	**CSS**	Future Intersection				12.3	11.4	B	B
21	Driveway 8 & Ramona Exwy.	**TS**	Future Intersection				10.5	8.0	B	A
22	Redlands Av. & Markham St.	TS	7.0	9.9	A	A	7.7	10.1	A	B
23	Redlands Av. & Perry St.	CSS	15.3	18.1	B	C	17.8	22.0	C	C
24	Redlands Av. & Ramona Exwy.	TS	**70.6**	**121.7**	**E**	**F**	**118.3**	**142.7**	**F**	**F**
25	Evans Rd. & Ramona Exwy.	TS	27.7	**63.2**	D	**E**	51.3	**72.9**	D	**E**
26	Ramona Exwy. & Bradley Rd.	TS	8.1	6.8	A	A	9.0	7.2	A	A
27	Driveway 9 & Perry St.	**CSS**	Future Intersection				9.3	9.2	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane)

2 TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

The intersection analysis results are summarized in Table 6-1 for EAPC (2024), which indicates that there are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours, in addition to the intersections identified under EAC (2024) traffic conditions. Although already deficient under EAC (2024) traffic conditions, the following intersections are now deficient during the AM peak hour under EAPC (2024) traffic conditions:

- I-215 SB Ramps & Ramona Expressway (#1) – LOS E AM peak hour; LOS F PM peak hour
- I-215 NB Ramps & Ramona Expressway (#2) – LOS E AM peak hour; LOS F PM peak hour

The intersection operations analysis worksheets for EAC and EAPC (2024) traffic conditions are included in Appendices 6.1 and 6.2, respectively.

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAC and EAPC (2024) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no additional unsignalized study area intersections anticipated to meet a traffic signal warrant under EAC or EAPC (2024) traffic conditions, in addition to the intersection identified under E+P traffic conditions (see Appendices 6.3 and 6.4).

6.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for EAC and EAPC (2024) are presented in Table 6-2. As shown in Table 6-2, the following movement is anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under both EAC and EAPC (2024) traffic conditions:

- I-215 SB Ramps & Ramona Expressway (#1), SB left turn lane – PM peak hour only

Worksheets for EAC and EAPC (2024) traffic conditions queuing analyses are provided in Appendices 6.5 and 6.6, respectively.

TABLE 6-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR EAC AND EAPC (2024) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	EAC (2024) 95th Percentile Queue (Feet) AM Peak	EAC (2024) 95th Percentile Queue (Feet) PM Peak	EAC (2024) Acceptable? [1] AM	EAC (2024) Acceptable? [1] PM	EAPC (2024) 95th Percentile Queue (Feet) AM Peak	EAPC (2024) 95th Percentile Queue (Feet) PM Peak	EAPC (2024) Acceptable? [1] AM	EAPC (2024) Acceptable? [1] PM
I-215 SB Ramps & Ramona Exwy. (#1)	SBL	530	725 [2,3]	**835** [2]	Yes	**No**	809 [2,3]	**881** [2]	Yes	**No**
	SBT	1,100	725 [2]	837 [2]	Yes	Yes	809 [2]	883 [2]	Yes	Yes
	SBR	530	327	168	Yes	Yes	330	172	Yes	Yes
I-215 NB Ramps & Ramona Exwy. (#2)	NBL	520	231	207	Yes	Yes	231	207	Yes	Yes
	NBL/T	1,120	227	210	Yes	Yes	227	210	Yes	Yes
	NBR	520	569 [2,3]	475 [2]	Yes	Yes	725 [2,3]	562 [2]	Yes	Yes

* **BOLD** = Anticipated queue length does not meet the available stacking distance.

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

6.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under EAC and EAPC (2024) traffic conditions.

6.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under EAC and EAPC (2024) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better). The effectiveness of the recommended improvement strategies to address EAC and EAPC (2024) traffic deficiencies are presented in Table 6-3. Worksheets for EAC and EAPC (2024), with improvements, intersection operations are provided in Appendices 6.7 and 6.8, respectively.

6.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under EAC and EAPC (2024) traffic conditions and are shown in Table 6-4. The improvements are consistent with the intersection improvements identified in Table 6-3. Worksheets for EAC and EAPC (2024) conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendices 6.9 and 6.10, respectively.

TABLE 6-3: INTERSECTION ANALYSIS FOR EAC AND EAPC (2024) CONDITIONS WITH IMPROVEMENTS

		Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1 I-215 SB Ramps & Ramona Exwy.																	
EAC (2024):	TS	0	0	0	**2**	1	1	0	**3**	**1**	**2**	**3**	0	26.2	30.4	C	C
EAPC (2024):	TS	0	0	0	**2**	1	1	0	**3**	**1**	**2**	**3**	0	27.5	31.6	C	C
2 I-215 NB Ramps & Ramona Exwy.																	
EAC (2024):	TS	1	1	1	0	0	0	**2**	**3**	0	0	**3**	**1>>**	18.9	18.1	B	B
EAPC (2024):	TS	1	1	1	0	0	0	**2**	**3**	0	0	**3**	**1>>**	20.0	19.1	C	B
4 Indian Av. & Harley Knox Bl.																	
EAC (2024):	TS	2	2	1	1	2	0	**2**	3	**0**	1	3	0	26.3	44.2	C	D
EAPC (2024):	TS	2	2	1	1	2	0	**2**	3	**0**	1	3	0	26.8	45.4	C	D
5 Indian Av. & Ramona Exwy.																	
EAC (2024):	TS	1	2	0	1	2	1	1	**4**	0	1	**4**	**0**	23.9	48.0	C	D
EAPC (2024):	TS	1	2	0	1	2	1	1	**4**	0	1	**4**	**0**	24.8	51.1	C	D
6 Perris Bl. & Harley Knox Bl.																	
EAC (2024):	TS	2	3	1	2	3	1	**2**	2	1	2	3	1	21.5	33.3	C	C
EAPC (2024):	TS	2	3	1	2	3	1	**2**	2	1	2	3	1	21.6	34.6	C	C
12 Perris Bl. & Ramona Exwy.																	
EAC (2024):	TS	2	**3**	**0**	2	**3**	**0**	2	3	1	2	3	0	52.5	42.8	D	D
EAPC (2024):	TS	2	**3**	**0**	2	**3**	**0**	2	3	1	2	3	0	54.5	46.3	D	D
24 Redlands Av. & Ramona Exwy.																	
EAC (2024):	TS	1	1	0	**2**	1	1	1	**4**	1	1	**4**	1	51.1	45.6	D	D
EAPC (2024):	TS	1	1	0	**2**	1	1	1	**4**	1	1	**4**	1	54.6	52.5	D	D
25 Evans Rd. & Ramona Exwy.																	
EAC (2024):	TS	2	2	d	2	2	1	2	3	1	1	**3**	1	25.5	29.8	C	C
EAPC (2024):	TS	2	2	d	2	2	1	2	3	1	1	**3**	1	28.5	32.1	C	C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; >> = Free-Right Turn

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

TABLE 6-4: PEAK HOUR QUEUING SUMMARY FOR EAC AND EAPC (2024) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)	EAC (2024) 95th Percentile Queue (Feet)		EAC (2024) Acceptable? [1]		EAPC (2024) 95th Percentile Queue (Feet)		EAPC (2024) Acceptable? [1]	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
I-215 SB Ramps & Ramona Exwy. (#1)	SBL	530	202	360	Yes	Yes	223	380	Yes	Yes
	SBT	1,100	230	409	Yes	Yes	253	432	Yes	Yes
	SBR	530	104	168	Yes	Yes	104	169	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

7 HORIZON YEAR (2045) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Horizon Year (2045) conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2045) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year (2045) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Other parallel facilities, that although not evaluated for the purposes of this analysis, are anticipated to be in place for Horizon Year traffic conditions and would affect the travel patterns within the study area.
- Although not evaluated, the I-215 Freeway/Placentia Avenue interchange is anticipated to be completed and operational.
- The Mid-County Parkway is anticipated to be completed and operational.

7.2 HORIZON YEAR (2045) TRAFFIC VOLUME FORECASTS

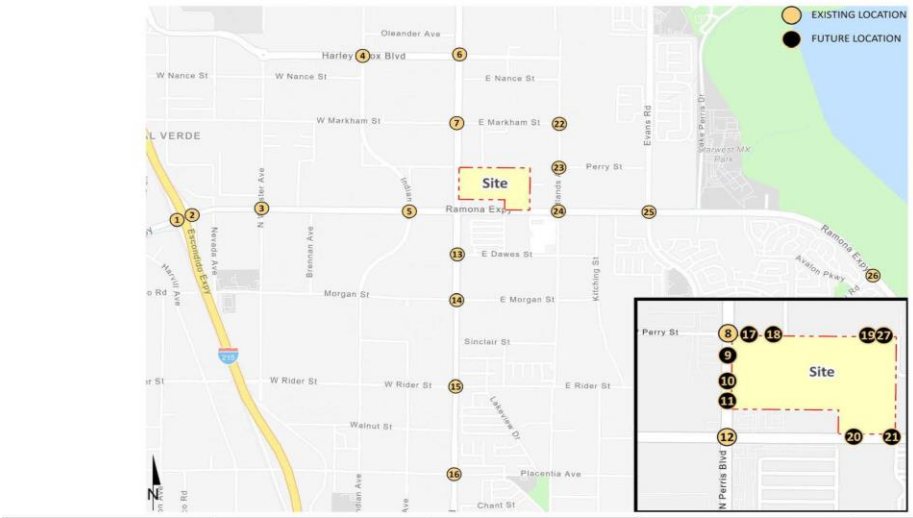
This scenario includes the refined post-process volumes obtained from the RIVCOM, plus the traffic generated by the proposed Project for With Project conditions only. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2045) Without and With Project traffic conditions are shown on Exhibits 7-1 and 7-2, respectively.

7.3 INTERSECTION OPERATIONS ANALYSIS

Horizon Year (2045) conditions peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 7-1 for Horizon Year (2045) conditions which indicates the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) traffic conditions:

- I-215 SB Ramps & Ramona Expressway (#1) – LOS F AM and PM peak hours
- I-215 NB Ramps & Ramona Expressway (#2) – LOS E AM peak hour; LOS F PM peak hour
- Webster Avenue & Ramona Expressway (#3) – LOS F AM and PM peak hours
- Indian Avenue & Harley Knox Boulevard (#4) – LOS F AM and PM peak hours
- Indian Avenue & Ramona Expressway (#5) – LOS F PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#6) – LOS E PM peak hour only
- Perris Boulevard & Ramona Expressway (#12) – LOS E AM and PM peak hours
- Perris Boulevard & Placentia Avenue (#16) – LOS E PM peak hour only
- Redlands Avenue & Ramona Expressway (#24) – LOS F AM and PM peak hours
- Evans Road & Ramona Expressway (#25) – LOS F AM and PM peak hours

EXHIBIT 7-1: HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
52,400 / 58,250	34,250 / 67,650	27,800 / 107,550	22,400 / 21,150	8,600 / 103,550
↳ 362(393) ← 1(2) ↰ 753(930)	← 656(765) ← 1364(1734)	↳ 606(1052) ← 89(91) ↰ 323(349)	↳ 196(729) ← 86(296) ↰ 138(511)	↳ 152(196) ← 78(151) ↰ 32(177)
← 1273(1244) ↰ 498(836)	135(338) ↳	← 284(90) ← 1563(2137) ↰ 33(13)	← 560(141) ← 783(691) ↰ 68(45)	← 109(189) ← 1543(1608) ↰ 37(166)
1015(985) → 418(429) ↴	1632(1578) → ↱ 407(346) → 2(2) ↱ 696(495)	745(505) ↳ 1668(1728) → 106(112) ↴ ↱ 66(203) → 89(53) ↱ 17(16)	606(338) ↳ 526(510) → 120(76) ↴ ↱ 100(133) → 239(219) ↱ 39(75)	268(413) ↳ 1308(1830) → 81(81) ↴ ↱ 76(156) → 88(231) ↱ 31(85)
69,150 / 20,700	58,250 / 17,250	112,950 / 5,200	33,500 / 11,300	107,050 / 9,300

6 Perris Bl. & Harley Knox Bl.	7 Perris Bl. & Markham St.	8 Perris Bl. & Perry St.	9 Perris Bl. & Driveway 1	10 Perris Bl. & Driveway 2
53,950 / 16,400	54,200 / 3,000	30,300 / 400	30,600	30,600
↳ 294(298) ← 630(1184) ↰ 103(358)	↳ 109(39) ← 752(1066) ↰ 45(30)	↳ 11(8) ← 640(1209) ↰ 7(4)	← 656(1242)	← 656(1242)
← 287(156) ← 850(395) ↰ 10(22)	← 15(48) ← 69(66) ↰ 19(29)	← 7(8) ← 2(2) ↰ 5(8)	→ 1229(947)	
193(273) ↳ 431(598) → 46(120) ↴ ↱ 216(78) → 1007(926) ↱ 22(24)	18(70) ↳ 25(83) → 34(73) ↴ ↱ 112(31) → 1256(885) ↱ 78(37)	1(5) ↳ 1(1) → 11(25) ↴ ↱ 11(9) → 1202(934) ↱ 16(4)		
20,850 / 54,200	4,400 / 53,700	750 / 30,600	30,600	30,600

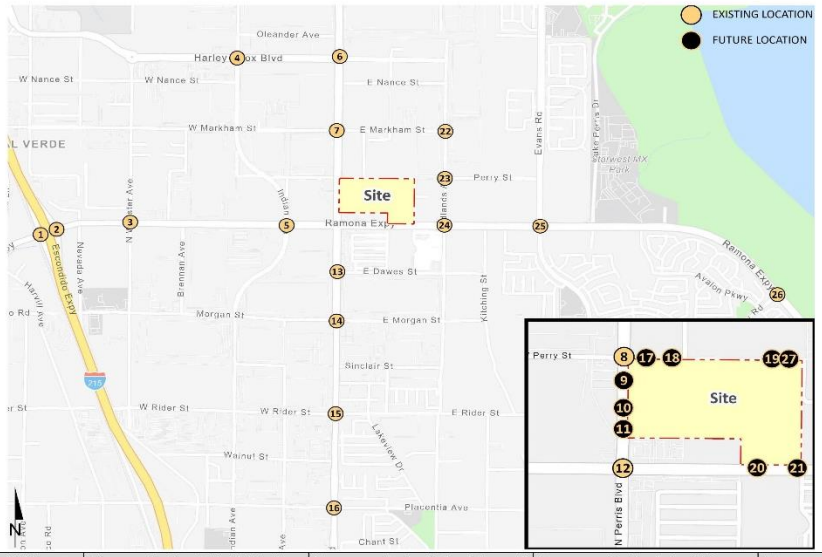
11 Perris Bl. & Driveway 3	12 Perris Bl. & Ramona Exwy.	13 Perris Bl. & Dawes St.	14 Perris Bl. & Morgan St.	15 Perris Bl. & Rider St.
30,600	53,500 / 101,200	37,600 / 1,800	36,950 / 3,500	36,000 / 11,800
← 656(1242)	↳ 155(198) ← 430(751) ↰ 183(348)	← 636(1150) ↰ 13(26)	↳ 96(17) ← 687(1040) ↰ 46(31)	↳ 38(21) ← 333(867) ↰ 120(191)
→ 1229(947)	← 231(214) ← 1257(1357) ↰ 155(173)	← 89(22) ← 71(50)	← 25(62) ← 73(95) ↰ 8(14)	← 236(236) ← 120(96) ↰ 140(232)
	342(337) ↳ 1031(1525) → 191(306) ↴ ↱ 324(351) → 1079(646) ↱ 89(136)	1(0) → ↱ 2(2) → 1095(997) ↱ 11(48)	33(54) ↳ 101(60) → 25(36) ↴ ↱ 71(26) → 1163(934) ↱ 11(15)	17(67) ↳ 36(208) → 45(209) ↴ ↱ 80(47) → 856(738) ↱ 130(237)
30,600	105,750 / 37,600	Nominal / 36,950	3,700 / 36,250	9,200 / 36,200

16 Perris Bl. & Placentia Av.	17 Driveway 4 & Perry St.	18 Driveway 5 & Perry St.	19 Driveway 6 & Perry St.	20 Driveway 7 & Ramona Exwy.
37,500 / 10,400	400	400	400	102,850
↳ 46(38) ← 670(1363) ↰ 36(164)	← 14(18)	← 14(19)	← 14(19)	← 2721(1985)
← 144(121) ← 246(117) ↰ 55(91)				
49(46) ↳ 121(195) → 85(169) ↴ ↱ 86(169) → 1106(1064) ↱ 43(125)	24(9) →	24(8) →	24(8) →	1744(2830) →
7,750 / 38,400	400	400	400	102,850

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 7-1: HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES (PAGE 2 OF 2)



21 Driveway 8 & Ramona Exwy.

102,850

← 2721(1985)

1744(2830) →

102,850

22 Redlands Av. & Markham St.

16,550

86(31) ↓ 300(1033) ↓

25(93) →

37(133) →

↰ 131(57) ↑ 1252(380)

1,700 *17,850*

23 Redlands Av. & Perry St.

17,650

6(6) ↓ 459(1179) ↓

4(2) →

11(14) →

↰ 36(4) ↑ 1369(478)

350 *17,800*

1,350

24 Redlands Av. & Ramona Exwy.

17,800

66(230) ↓ 171(437) ↓ 233(526) ↳

↱ 621(287)

← 2596(1654)

↰ 119(181)

186(70) →

1483(2658) →

75(102) →

↰ 59(101) ↑ 598(125) ↱ 187(145)

102,850 *20,250*

113,650

25 Evans Rd. & Ramona Exwy.

43,950

462(790) ↓ 179(504) ↓ 235(323) ↳

↱ 280(247)

← 1479(1468)

↰ 7(25)

544(672) →

1099(1820) →

54(203) →

↰ 351(264) ↑ 457(298) ↱ 21(16)

109,300 *53,600*

101,550

26 Ramona Exwy. & Bradley Rd.

101,500

← 1296(1354)

↰ 13(30)

↰ 1194(1275) → 123(197) → ↱ 160(102) 20(22)

95,800 *5,100*

27 Driveway 9 & Perry St.

400

← 14(19)

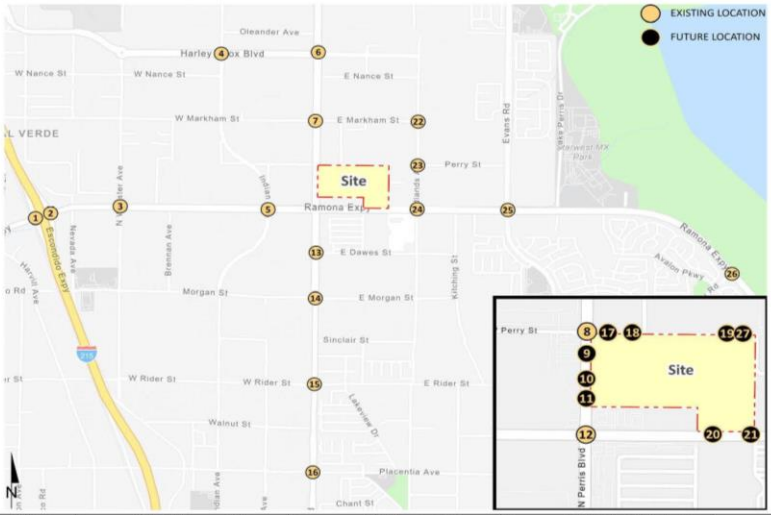
24(8) →

400

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 7-2: HORIZON YEAR (2045) WITH PROJECT TRAFFIC VOLUMES (PAGE 1 OF 2)



1 I-215 SB Ramps & Ramona Exwy.	2 I-215 NB Ramps & Ramona Exwy.	3 Webster Av. & Ramona Exwy.	4 Indian Av. & Harley Knox Bl.	5 Indian Av. & Ramona Exwy.
53,100 / 60,100	35,000 / 70,850	27,800 / 110,750	22,550 / 21,900	8,950 / 107,600
362(393) ↳ 1(2) ↓ 850(983) ↰ ← 1293(1262) ↑ 557(891)	← 716(824) ← 1442(1807)	606(1052) ↳ 89(91) ↓ 323(349) ↰ ← 284(90) ← 1701(2269) ↑ 33(13)	196(729) ↳ 86(296) ↓ 149(517) ↰ ← 567(147) ← 802(713) ↑ 68(45)	152(196) ↳ 78(151) ↓ 60(193) ↰ ← 128(203) ← 1681(1740) ↑ 57(184)
1046(1002) → 418(429) ↴	135(338) ↳ 1761(1648) →	745(505) ↳ 1891(1849) → 106(112) ↴	606(338) ↳ 553(529) → 120(76) ↴	268(413) ↳ 1531(1951) → 81(81) ↴
	40/(346) ↱ 2(2) → 790(546) ↱	66(203) ↱ 89(53) → 17(16) ↱	100(133) ↱ 239(219) → 39(75) ↱	76(156) ↱ 88(231) → 62(102) ↱
69,600 / 21,400	60,100 / 17,950	116,200 / 5,200	34,050 / 11,300	110,300 / 9,750

6 Perris Bl. & Harley Knox Bl.	7 Perris Bl. & Markham St.	8 Perris Bl. & Perry St.	9 Perris Bl. & Driveway 1	10 Perris Bl. & Driveway 2
54,400 / 16,700	55,100 / 3,000	31,200 / 1,300	38,300 / 2,900	37,900 / 2,850
294(298) ↳ 661(1201) ↓ 103(358) ↰ ← 287(156) ← 857(404) ↑ 10(22)	109(39) ↳ 815(1100) ↓ 45(30) ↰ ← 15(48) ← 69(66) ↑ 19(29)	11(8) ↳ 697(1240) ↓ 13(7) ↰ ← 7(8) ← 2(2) ↑ 10(28)	944(1522) ↓ ← 136(114)	944(1522) ↓ ← 117(100)
193(273) ↳ 438(606) → 77(137) ↴	18(70) ↳ 25(83) → 34(73) ↴	1(5) ↳ 4(3) → 11(25) ↴	1419(1140) → 127(90) ↱	193(133) ↱
236(96) ↱ 1027(944) → 22(24) ↱	112(31) ↱ 1295(922) → 78(37) ↱	238(242) ↱ 1241(971) → 75(43) ↱		
21,600 / 55,100	4,400 / 54,600	3,800 / 35,300	37,900	38,300

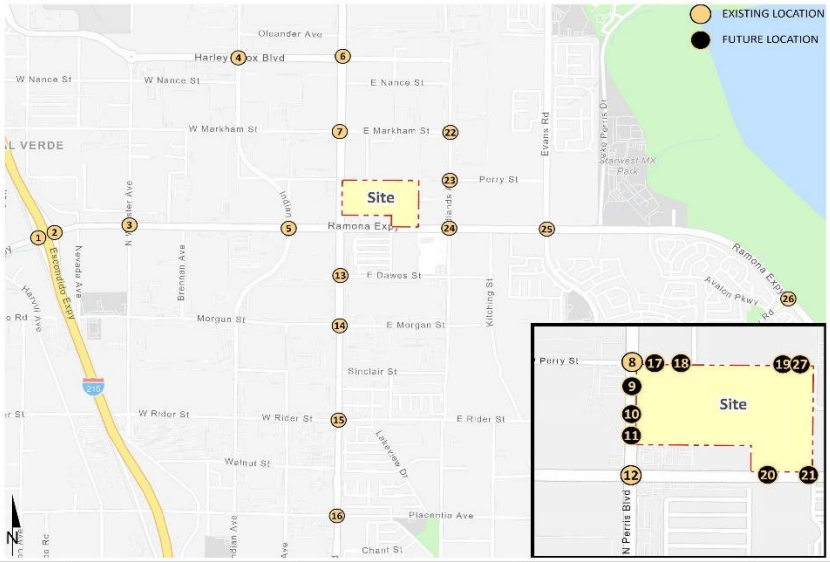
11 Perris Bl. & Driveway 3	12 Perris Bl. & Ramona Exwy.	13 Perris Bl. & Dawes St.	14 Perris Bl. & Morgan St.	15 Perris Bl. & Rider St.
38,300 / 1,850	60,650 / 105,000	38,950 / 2,200	37,900 / 3,500	36,950 / 12,250
944(1522) ↓ ← 51(83)	264(327) ↳ 451(777) ↓ 340(472) ↰ ← 313(293) ← 1325(1392) ↑ 192(202)	676(1191) ↓ 32(40) ↰ ← 117(38) ↑ 71(50)	96(17) ↳ 727(1081) ↓ 46(31) ↰ ← 25(62) ← 73(95) ↑ 8(14)	38(21) ↳ 354(889) ↓ 140(209) ↰ ← 267(253) ← 120(96) ↑ 140(232)
1571(1180) → 57(51) ↱	508(461) ↳ 1147(1555) → 191(306) ↴	1(0) → 2(2) ↱ 1161(1033) → 11(48) ↱	33(54) ↳ 101(60) → 25(36) ↴ 71(26) ↱ 1229(970) → 11(15) ↱	17(67) ↳ 36(208) → 45(209) ↴ 80(47) ↱ 890(757) → 130(237) ↱
	324(351) ↱ 1173(697) → 89(136) ↱			
38,150	109,800 / 38,950	Nominal / 37,900	3,700 / 37,250	9,200 / 36,700

16 Perris Bl. & Placentia Av.	17 Driveway 4 & Perry St.	18 Driveway 5 & Perry St.	19 Driveway 6 & Perry St.	20 Driveway 7 & Ramona Exwy.
38,050 / 10,600	1,250	1,400	1,550	4,300 / 106,050
47(42) ↳ 682(1376) ↓ 43(170) ↰ ← 155(127) ← 246(117) ↑ 55(91)	← 19(38) ↑ 6(3)	← 25(42) ↑ 4(4)	← 29(46) ↑ 4(4)	153(125) ↓ ← 183(117) ← 2755(2003)
52(48) ↳ 121(195) → 85(169) ↴	77(45) → 15(8) ↴	78(52) →	82(57) →	1961(2953) →
86(169) ↱ 1126(1075) → 43(125) ↱	2(8) ↱	4(5) ↱	4(5) ↱	
7,850 / 38,700	1,300 / 300	1,250 / 150	1,400 / 150	106,250

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 7-2: HORIZON YEAR (2045) WITH PROJECT TRAFFIC VOLUMES (PAGE 2 OF 2)



21 Driveway 8 & Ramona Exwy.			22 Redlands Av. & Markham St.			23 Redlands Av. & Perry St.			24 Redlands Av. & Ramona Exwy.			25 Evans Rd. & Ramona Exwy.		
		107,400						1,350			115,450			102,450
9,500	116(96) 138(122)	← 268(163) ← 2822(2024)	17,000	86(31) 318(1047)		18,300	13(14) 487(1195)		19,950	94(246) 191(455) 237(542)	← 633(293) ← 2709(1716) ← 119(181)	44,400	493(807) 179(504) 235(323)	← 280(247) ← 1542(1502) ← 7(25)
	82(79) →			25(93) →	↰ 142(66) ↑ 1266(395)		30(25) →	↰ 51(12) ↑ 1369(478)		384(179) →	↰ 87(117) ↑ 601(127) ↱ 187(145)		564(690) →	↰ 382(281) ↑ 457(298) ↱ 21(16)
	1879(2874) →			54(142) ↴			34(48) ↴			1558(2715) →			1138(1857) →	
					18,500			18,500		75(102) ↴	20,700		74(221) ↴	54,050
106,050			1,950			1,350			106,050			111,100		

26 Ramona Exwy. & Bradley Rd.			27 Driveway 9 & Perry St.		
		101,950			1,400
		← 1327(1371) ← 13(30)			← 28(30) ← 9(5)
		↰ ↱			↰ ↱
1214(1293) →	191(119)	20(22) ↱	71(54) →	5(20)	2(12) ↱
143(215) ↴		5,500	15(8) ↴		550
96,700			1,550		

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

#	Intersection	Traffic Control[2]	2045 Without Project Delay[1] (secs.) AM	2045 Without Project Delay[1] (secs.) PM	2045 Without Project Level of Service AM	2045 Without Project Level of Service PM	2045 With Project Delay[1] (secs.) AM	2045 With Project Delay[1] (secs.) PM	2045 With Project Level of Service AM	2045 With Project Level of Service PM
1	I-215 SB Ramps & Ramona Exwy.	TS	**109.0**	**185.1**	**F**	**F**	**132.5**	**>200.0**	**F**	**F**
2	I-215 NB Ramps & Ramona Exwy.	TS	**69.3**	**140.8**	**E**	**F**	**107.0**	**170.6**	**F**	**F**
3	Webster Av. & Ramona Exwy.	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
4	Indian Av. & Harley Knox Bl.	TS	**115.2**	**>200.0**	**F**	**F**	**120.7**	**>200.0**	**F**	**F**
5	Indian Av. & Ramona Exwy.	TS	33.0	**83.0**	C	**F**	35.2	**91.4**	D	**F**
6	Perris Bl. & Harley Knox Bl.	TS	41.8	**75.4**	D	**E**	42.2	**76.9**	D	**E**
7	Perris Bl. & Markham St.	TS	16.5	16.8	B	B	16.7	16.8	B	B
8	Perris Bl. & Perry St.	TS	7.8	8.7	A	A	11.9	23.0	B	C
9	Perris Bl. & Driveway 1	**CSS**	Future Intersection				13.5	11.7	B	B
10	Perris Bl. & Driveway 2	**CSS**	Future Intersection				13.1	11.6	B	B
11	Perris Bl. & Driveway 3	**CSS**	Future Intersection				12.3	11.6	B	B
12	Perris Bl. & Ramona Exwy.	TS	**69.3**	**72.1**	**E**	**E**	**79.2**	**97.6**	**E**	**F**
13	Perris Bl. & Dawes St.	TS	12.8	8.4	B	A	14.0	9.0	B	A
14	Perris Bl. & Morgan St.	TS	16.1	17.1	B	B	16.2	17.3	B	B
15	Perris Bl. & Rider St.	TS	20.9	27.1	C	C	22.0	28.2	C	C
16	Perris Bl. & Placentia Av.	TS	20.2	**60.7**	C	**E**	20.7	**61.3**	C	**E**
17	Driveway 4 & Perry St.	**CSS**	Future Intersection				8.7	8.6	A	A
18	Driveway 5 & Perry St.	**CSS**	Future Intersection				8.7	8.6	A	A
19	Driveway 6 & Perry St.	**CSS**	Future Intersection				0.8	8.6	A	A
20	Driveway 7 & Ramona Exwy.	**CSS**	Future Intersection				32.5	16.1	D	C
21	Driveway 8 & Ramona Exwy.	**TS**	Future Intersection				12.9	10.4	B	B
22	Redlands Av. & Markham St.	TS	6.8	10.7	A	B	7.6	10.9	A	B
23	Redlands Av. & Perry St.	CSS	20.8	25.4	C	D	26.0	32.7	D	D
24	Redlands Av. & Ramona Exwy.	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
25	Evans Rd. & Ramona Exwy.	TS	**93.1**	**167.4**	**F**	**F**	**112.8**	**177.6**	**F**	**F**
26	Ramona Exwy. & Bradley Rd.	TS	8.8	7.2	A	A	9.9	7.7	A	A
27	Driveway 9 & Perry St.	**CSS**	Future Intersection				9.3	9.2	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane)

2 TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic, in addition to the intersections identified under Horizon Year (2045) Without Project traffic conditions. The intersection operations analysis worksheets for Horizon Year (2045) Without and With Project traffic conditions are included in Appendices 7.1 and 7.2, respectively.

7.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Horizon Year (2045) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no additional unsignalized study area intersections anticipated to meet a traffic signal warrant under Horizon Year (2045) Without and With Project conditions, in addition to the intersection identified under E+P traffic conditions (see Appendices 7.3 and 7.4).

7.5 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Horizon Year (2045) conditions are presented in Table 7-2. As shown in Table 7-2, there are no movements anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. It should be noted, the queues at the study area off-ramps are anticipated to improve in comparison to EAC and EAPC (2024) traffic conditions due to the construction of the Mid-County Parkway. This new freeway is anticipated to result in a shift in traffic volumes, allowing traffic to directly access the I-215 Freeway from the east, as opposed to traffic accessing the I-215 Freeway via the existing interchanges (i.e., Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, etc.). Worksheets for Horizon Year (2045) Without and With Project traffic conditions queuing analysis are provided in Appendices 7.5 and 7.6, respectively.

TABLE 7-2: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR HORIZON YEAR (2045) CONDITIONS

			2045 Without Project				2045 With Project			
			95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Available Stacking Distance (Feet)	AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
I-215 SB Ramps & Ramona Exwy. (#1)	SBL	530	577 [2,3]	650 [2,3]	Yes	Yes	663 [2,3]	694 [2,3]	Yes	Yes
	SBT	1,100	578 [2]	656 [2]	Yes	Yes	663 [2]	702 [2]	Yes	Yes
	SBR	530	330	457 [2]	Yes	Yes	330	457 [2]	Yes	Yes
I-215 NB Ramps & Ramona Exwy. (#2)	NBL	520	200	176	Yes	Yes	200	176	Yes	Yes
	NBL/T	1,120	202	178	Yes	Yes	202	178	Yes	Yes
	NBR	520	1,079 [2]	614 [2]	Yes	No	1,231 [2]	701 [2]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

7.6 DEFICIENCIES AND IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Horizon Year (2045) traffic conditions.

7.6.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Horizon Year (2045) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better). The effectiveness of the recommended improvement strategies to address Horizon Year (2045) traffic deficiencies are presented in Table 7-3. Worksheets for Horizon Year (2045), with improvements, intersection operations for Without and With Project are provided in Appendices 7.7 and 7.8, respectively.

7.6.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 7-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2045) Without and With Project traffic conditions. As such, no improvements have been identified.

TABLE 7-3: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS WITH IMPROVEMENTS

	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Delay[2] (secs.) AM	PM	Level of Service AM	PM
1 I-215 SB Ramps & Ramona Exwy.																	
Without Project:	TS	0	0	0	**2**	1	1	0	**3**	**1**	**2**	**3**	0	28.3	33.5	C	C
With Project:	TS	0	0	0	**2**	1	1	0	**3**	**1**	**2**	**3**	0	29.3	34.2	C	C
2 I-215 NB Ramps & Ramona Exwy.																	
Without Project:	TS	1	1	1	0	0	0	**2**	**3**	0	0	**3**	**1>>**	25.5	28.4	C	C
With Project:	TS	1	1	1	0	0	0	**2**	**3**	0	0	**3**	**1>>**	41.9	37.3	D	D
3 Webster Av. & Ramona Exwy.																	
Without Project:	TS	1	1	1	1	1	**1>**	**2**	**4**	0	1	**4**	**0**	53.3	51.3	D	D
With Project:	TS	1	1	1	1	1	**1>**	**2**	**4**	0	1	**4**	**0**	53.8	53.5	D	D
4 Indian Av. & Harley Knox Bl.																	
Without Project:	TS	2	2	1	1	2	0	**2**	3	**0**	1	3	0	49.4	48.0	D	D
With Project:	TS	2	2	1	1	2	0	**2**	3	**0**	1	3	0	50.5	49.7	D	D
5 Indian Av. & Ramona Exwy.																	
Without Project:	TS	1	2	0	1	2	1	1	**4**	0	1	**4**	**0**	26.6	48.6	C	D
With Project:	TS	1	2	0	1	2	1	1	**4**	0	1	**4**	**0**	27.8	54.5	C	D
6 Perris Bl. & Harley Knox Bl.																	
Without Project:	TS	2	3	1	2	3	1	**2**	2	1	2	3	1	25.9	48.4	C	D
With Project:	TS	2	3	1	2	3	1	**2**	2	1	2	3	1	26.2	50.5	C	D
12 Perris Bl. & Ramona Exwy.																	
Without Project:	TS	2	**3**	**0**	2	**3**	**0**	2	3	1	2	3	0	36.6	44.7	D	D
With Project:	TS	2	**3**	**0**	2	**3**	**0**	2	3	1	2	3	0	54.7	54.8	D	D
16 Perris Bl. & Placentia Av.																	
Without Project:	TS	1	**3**	**1**	1	**3**	**1**	1	1	0	1	1	1	17.9	31.8	B	C
With Project:	TS	1	**3**	**1**	1	**3**	**1**	1	1	0	1	1	1	18.3	32.1	B	C
24 Redlands Av. & Ramona Exwy.																	
Without Project[4]:	TS	1	1	**1**	**2**	1	1	**2**	**4**	1	**2**	**4**	1	69.0	45.1	E	D
With Project[4]:	TS	1	1	**1**	**2**	1	1	**2**	**4**	1	**2**	**4**	1	77.2	54.8	E	D
25 Evans Rd. & Ramona Exwy.																	
Without Project:	TS	2	2	d	2	2	1	2	3	1	1	**3**	1	40.9	48.7	D	D
With Project:	TS	2	2	d	2	2	1	2	3	1	1	**3**	1	52.1	52.9	D	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing; >> = Free-Right Turn

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] Per the City's General Plan, LOS E is permitted at intersections along the Cajalco-Ramona Expressway.

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8 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements throughout the City of Perris are funded through a combination of project mitigation, fair share contributions or development impact fee programs, such as TUMF program, the City's DIF program, or the NPRBBD program.

8.1 TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The WRCOG is responsible for establishing and updating TUMF rates. The County may grant to developers a credit against the specific components of fees for the dedication of land or the construction of facilities identified in the list of improvements funded by each of these fee programs. Fees are based upon projected land uses and a related transportation need to address growth based upon a 2016 Nexus study. (2)

TUMF is an ambitious regional program created to address cumulative impacts of growth throughout western Riverside County. Program guidelines are being handled on an iterative basis. Exemptions, credits, reimbursements and local administration are being deferred to primary agencies. The County of Riverside serves this function for the proposed Project. Fees submitted to the County are passed on to the WRCOG as the ultimate program administrator.

TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Project is located in the Central Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads. TUMF is focused on improvements necessitated by regional growth.

8.2 CITY OF PERRIS DEVELOPMENT IMPACT FEE (DIF) PROGRAM

In 1991, the City of Perris created a DIF program to impose and collect fees from new residential, commercial and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. This DIF program has been successfully implemented by the City since 1991 and was updated in 2014. The City updated the DIF program to add new roadway segments and intersections necessary to accommodate future growth and to ensure that the identified street improvements would operate at or above the City's LOS performance threshold. The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

Similar to the TUMF Program, after the City's DIF fees are collected, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code sections 66000 *et seq*. The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities

list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements.

The City has an established, proven track record with respect to implementing the City's DIF Program. Many of the roadway segments and intersections included within the study area for this Traffic Impact Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under this Program, as a result of the City's continual monitoring of the local circulation system, the City ensures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

8.3 NORTH PERRIS ROAD AND BRIDGE BENEFIT DISTRICT (NPRBBD)

The NPRBBD is comprised of approximately 3,500 acres of land located within the northern portion of the City of Perris. The NPRBBD boundary is consistent with the boundary of the PVCC SP. As such, the Project will be subject to the NPRBBD. The purpose of the NPRBBD is to improve the efficiency of the financing of specific regional road and bridge improvements that are determined to provide benefit to the developing properties within the NPRBBD boundary. In addition, the NPRBBD includes additional improvements to supplement the TUMF and DIF network. NPRBBD fees are inclusive of TUMF and DIF. A significant portion of the fees collected through this mechanism are earmarked for use within the boundary sufficient to fully fund the included improvements. The balance of TUMF is transmitted to WRCOG for use in addressing cumulative impacts elsewhere within Western Riverside County. The City treats the DIF component collected within the NPRBBD in a similar way to ensure the local circulation network outside the program boundaries is adequately addressed.

Table 8-1 lists each facility identified within the NPRBBD, the General Plan roadway classification and the current estimated construction cost for the facilities. The facilities identified within the NPRBBD provide additional benefit by providing alternate truck routes within the City of Perris. It should be noted that NPRBBD fees are to be paid in conjunction with TUMF and City DIF fees as a one-time fee payment to the City prior to the issuance of a building permit.

TABLE 8-1: NPRBBD FACILITES

Facility Name	General Plan Classification	Estimated Cost
Indian Avenue	Secondary Arterial	$11,343,500
Perris Boulevard	Arterial	$17,350,800
Redlands Avenue	Secondary Arterial	$14,845,000
Harley Knox Boulevard	Arterial	$31,813,700
Markham Street	Secondary Arterial	$2,132,000
Ramona Expressway	Expressway	$10,865,000
Morgan Street	Secondary Arterial	$2,899,500
Rider Street	Secondary Arterial	$3,803,000
Placentia Avenue	Arterial	$18,705,900
Indian Avenue Bridge	Secondary Arterial	$701,800
Harley Knox Boulevard Bridge	Arterial	$4,210,800
Ramona Expressway Bridge	Expressway	$2,105,800
Placentia Avenue Bridge	Arterial	$6,316,200
Harley Knox Boulevard Interchange @ I-215	Arterial	$17,371,000
Placentia Avenue Interchange @ I-215	Arterial	$8,389,000
4-Lane Intersections – Traffic Signals	4 – Signal Locations	$870,000
6-Lane Intersections – Traffic Signals	11 – Signal Locations	$3,190,000
District Totals		**$156,913,000**

8.4 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the County. The RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

8.5 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the County's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 8-2 for the applicable deficient study area intersection and for each applicable phase. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 8-2: PROJECT FAIR SHARE CALCULATIONS

#	Intersection		Existing (2022)	Project	2045 With Project	Total New Traffic	Project % of New Traffic[1]
1	I-215 SB Ramps & Ramona Exwy.						
		AM:	2,326	207	4,526	2,200	**9.4%**
		PM:	3,036	143	4,962	1,926	7.4%
2	I-215 NB Ramps & Ramona Exwy.						
		AM:	2,853	361	5,253	2,400	**15.0%**
		PM:	3,457	253	5,509	2,052	12.3%
3	Webster Av. & Ramona Exwy.						
		AM:	2,522	361	5,950	3,428	**10.5%**
		PM:	2,969	253	6,602	3,633	7.0%
4	Indian Av. & Harley Knox Bl.						
		AM:	1,536	64	3,525	1,989	**3.2%**
		PM:	1,774	53	3,817	2,043	2.6%
5	Indian Av. & Ramona Exwy.						
		AM:	2,237	459	4,262	2,025	**22.7%**
		PM:	2,823	318	5,601	2,778	11.4%
6	Perris Bl. & Harley Knox Bl.						
		AM:	2,343	116	4,205	1,862	**6.2%**
		PM:	2,575	87	4,519	1,944	4.5%
12	Perris Bl. & Ramona Exwy.						
		AM:	3,734	850	6,317	2,583	**32.9%**
		PM:	4,058	627	6,969	2,911	21.5%
16	Perris Bl. & Placentia Av.						
		AM:	1,761	54	2,741	980	**5.5%**
		PM:	2,186	42	3,704	1,518	2.8%
24	Redlands Av. & Ramona Exwy.						
		AM:	2,447	481	6,875	4,428	**10.9%**
		PM:	3,010	302	6,818	3,808	7.9%
25	Evans Rd. & Ramona Exwy.						
		AM:	3,026	204	5,372	2,346	**8.7%**
		PM:	3,675	141	6,771	3,096	4.6%

[1] **BOLD =** Highest fair share percentage is highlighted.

9 REFERENCES

1. **Institute of Transportation Engineers.** Trip Generation Manual. 11th Edition. 2021.
2. **Western Riverside Council of Governments.** TUMF Nexus Study, 2016 Program Update. July 2017.
3. **County of Riverside.** Transportation Analysis Guidelines. County of Riverside : s.n., December 2020.
4. **VRPA Technologies, Inc. for Riverside County Transportation Commission.** Riverside County Long Range Transportation Study. County of Riverside : VRPA Technologies, Inc., December 2019.
5. **City of Perris.** Transportation Impact Analysis Guidelines for CEQA. City of Perris : s.n., May 2020.
6. **Transportation Research Board.** Highway Capacity Manual (HCM). 6th Edition. s.l. : National Academy of Sciences, 2016.
7. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. California Manual on Uniform Traffic Control Devices (CA MUTCD). 2014, Updated March 30, 2021 (Revision 6).
8. **City of Perris.** General Plan Circulation Element. City of Perris : s.n., August 26, 2008.
9. **California Department of Transportation.** Guide for the Preparation of Traffic Impact Studies. December 2002.

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APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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City of Perris

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 22-00006, TPM 22-05048, SPA 22-05047

Project Name: OLC3

Project Location: SEC of Perris Boulevard and Perry Street

Project Description: 774,419 SF of high-cube fulfillment center use
(Please attach a copy of the project Site Plan)

Current GP Land Use: PVCC SP - Commercial

Proposed GP Land Use: PVCC SP - Light Industrial

Current Zoning: Commercial

Proposed Zoning: Industrial

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**	**X**	**NO**		Attachments:
C. Is the Project a local serving land use?	**YES**		**NO**	**X**	Attachments:
D. Is the Project in a low VMT area?	**YES**	**X**	**NO**		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	
3821	**13.39**	VMT/Capita	Residential:	
	11.26	VMT/Employee	Non-Residential:	**X**

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

Trip Generation Evaluation:

Source of Trip Generation: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021

Project Trip Generation: **1,650** **Average Daily Trips (ADT)**

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

Net Project Daily Trips: **1,650** **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.

Less Than 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.

No Mitigation Required

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

YES		NO	X

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:	N/A	N/A
B. Unmitigated Project TAZ VMT Rate:	N/A	N/A

C. Percentage Reduction Required to Achieve the Citywide Average VMT: N/A

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates:	
Project Location Setting	

	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.		0.00%
2.		0.00%
3.		0.00%
4.		0.00%
5.		0.00%
6.		0.00%
7.		0.00%
8.		0.00%
9.		0.00%
10.		0.00%
Total VMT Reduction (%)		**0.00%**

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

E. Mitigated Project TAZ VMT Rate:	N/A	N/A

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

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:	Urban Crossroads, Inc.	Company:	Mike Naggar & Associates
Contact:	Charlene So	Contact:	Mike Naggar
Address:	1133 Camelback St. #8329, Newport Beach, CA	Address:	445 S. D Street
Phone:	(949) 660-1994	Phone:	Perris, CA 92570
Email:	cso@urbanxroads.com	Email:	mike@mikenaggar.com
Date:	6/30/2022	Date:	6/30/2022

Approved by:

Perris Planning Division	Date	Perris City Engineer	Date

City of Perris

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 22-00006, TPM 22-05048, SPA 22-05047

Project Name: OLC3

Project Location: SEC of Perris Boulevard and Perry Street

Project Description: Total of 70,000 square feet of retail (retail, high-turnover restaurant, fast-food without and with drive-through window)
(Please attach a copy of the project Site Plan)

Current GP Land Use: PVCC SP - Commercial

Proposed GP Land Use: PVCC SP - Commercial

Current Zoning: Commercial

Proposed Zoning: Commercial

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**	**X**	**NO**		Attachments:	
C. Is the Project a local serving land use?	**YES**		**NO**	**X**	Attachments:	
D. Is the Project in a low VMT area?	**YES**	**X**	**NO**		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	
3821	**13.39**	VMT/Capita	Residential:	
	11.26	VMT/Employee	Non-Residential:	**X**

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

Trip Generation Evaluation:

Source of Trip Generation: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021

Project Trip Generation: **17,786** **Average Daily Trips (ADT)**

Internal Trip Credit:	YES	**X**	NO		% Trip Credit:	**7%**
Pass-By Trip Credit:	YES	**X**	NO		% Trip Credit:	**50%**
Affordable Housing Credit:	YES		NO		% Trip Credit:	
Existing Land Use Trip Credit:	YES		NO		Trip Credit:	

Net Project Daily Trips: **7,616** **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.

Less Than 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.

No Mitigation Required

C. Is additional VMT modeling required to evaluate Project impacts?	YES		NO	X

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:	**N/A**	**N/A**
B. Unmitigated Project TAZ VMT Rate:	**N/A**	**N/A**
C. Percentage Reduction Required to Achieve the Citywide Average VMT:	**N/A**	

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates:	
Project Location Setting	

	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.		0.00%
2.		0.00%
3.		0.00%
4.		0.00%
5.		0.00%
6.		0.00%
7.		0.00%
8.		0.00%
9.		0.00%
10.		0.00%
Total VMT Reduction (%)		**0.00%**

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

E. Mitigated Project TAZ VMT Rate:	**N/A**	**N/A**

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

N/A

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:	Urban Crossroads, Inc.	**Company:**	Mike Naggar & Associates
Contact:	Charlene So	**Contact:**	Mike Naggar
Address:	1133 Camelback St. #8329, Newport Beach, CA	**Address:**	445 S. D Street
Phone:	(949) 660-1994	**Phone:**	Perris, CA 92570
Email:	cso@urbanxroads.com	**Email:**	mike@mikenaggar.com
Date:	6/30/2022	**Date:**	6/30/2022

Approved by:

Perris Planning Division	**Date**	**Perris City Engineer**	**Date**

August 19, 2022

Ms. Mary Blais
City of Perris
135 N. D Street
Perris, CA 92570

OLC3 (DPR22-00006, TPM22-05048, SPA22-05047) SCOPING AGREEMENT (REVISED)

Ms. Mary Blais,

Urban Crossroads, Inc. is pleased to submit this scoping agreement to the City of Perris for the proposed OLC3 development ("Project"), which is located on the southeast corner of Perris Boulevard and Perry Street within the City of Perris' *Perris Valley Commerce Center Specific Plan* (PVCC SP) (see Exhibit 1).

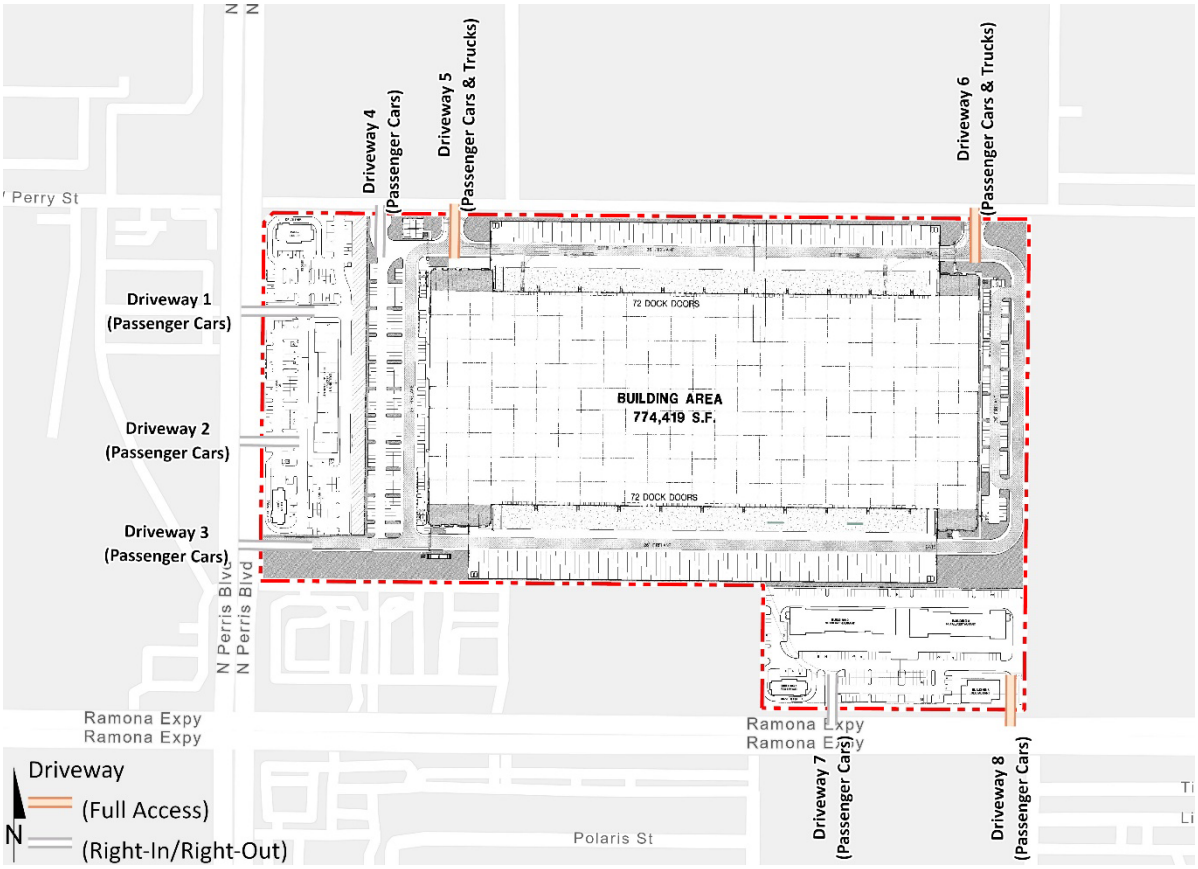
EXHIBIT 1: LOCATION MAP

It is our understanding that the Project is to consist of a 774,419 square foot (sf) high-cube fulfillment center warehouse building and up to 70,000 square feet of retail and food uses (comprised of 30,825 square feet of strip retail plaza use, 5,000 square foot high turnover (sit-down) restaurant, 23,775 square feet of fast-food restaurant without drive-through window use inline with retail use, and 10,400 square foot fast-food restaurant with drive-thru window use). The Project is anticipated to be constructed in one phase by the year 2024. A preliminary site plan of which the traffic study will be based on, is shown on Exhibit 2. The following describes the access proposed for the site:

- Driveway 1 on Perris Boulevard – passenger cars only with right-in/right-out only for future commercial component
- Driveway 2 on Perris Boulevard – passenger cars only with right-in/right-out only for future commercial component
- Driveway 3 on Perris Boulevard – passenger cars only with right-in/right-out only for warehouse component
- Driveway 4 on Perry Street – passenger cars only with right-in/right-out access only for warehouse component
- Driveway 5 on Perry Street – passenger car full access (no turn restrictions); trucks will be restricted to right-out/left-in access only (directing all trucks to and from Redlands Avenue to the east) for warehouse component
- Driveway 6 on Perry Street – passenger cars with full access; trucks will be restricted to right-out/left-in access only (directing all trucks to and from Redlands Avenue to the east) for warehouse component
- Driveway 7 on Ramona Expressway – passenger cars only with right-in/right-out only for future commercial component
- Driveway 8 on Ramona Expressway – passenger cars only with full access (future shared access with adjacent property) for future commercial component

The purpose of this agreement is to obtain comments from City of Perris on the proposed traffic study scope of work. The remainder of this agreement describes the proposed analysis methodology, trip generation, trip distribution, and traffic assignment/project trips on the surrounding roadway network, which have been used to establish the proposed project study area and analysis locations.

EXHIBIT 2: PRELIMINARY SITE PLAN



STUDY AREA

Consistent with County of Riverside traffic study guidelines, the study area limits have been set based upon a threshold of 50 peak hour project trips. In other words, the study area includes any intersection of Collector roadway or higher classification street with another Collector roadway or higher classification street, at which the proposed Project will add 50 or more peak hour trips. This methodology is also utilized in other near-by agencies, such as the City of Perris. The proposed intersection analysis locations have been identified on Exhibit 3.

EXHIBIT 3: STUDY AREA

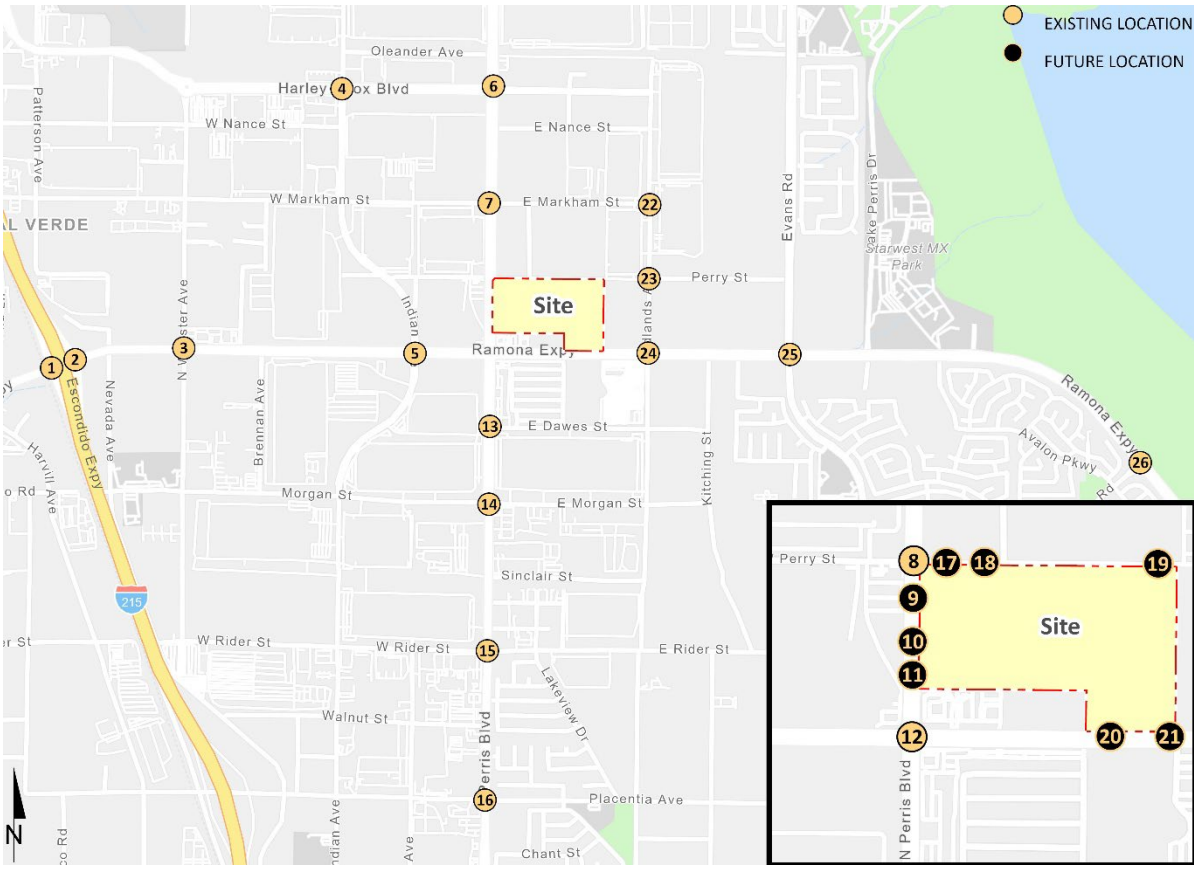


TABLE 1: LIST OF STUDY INTERSECTIONS

#	Intersection
1	I-215 SB Ramps & Ramona Exwy.
2	I-215 NB Ramps & Ramona Exwy.
3	Webster Av. & Ramona Exwy.
4	Indian Av. & Harley Knox Bl.
5	Indian Av. & Ramona Exwy.
6	Perris Bl. & Harley Knox Bl.
7	Perris Bl. & Markham St.
8	Perris Bl. & Perry St.
9	Perris Bl. & Driveway 1
10	Perris Bl. & Driveway 2
11	Perris Bl. & Driveway 3
12	Perris Bl. & Ramona Exwy.
13	Perris Bl. & Dawes St.
14	Perris Bl. & Morgan St.
15	Perris Bl. & Rider St.
16	Perris Bl. & Placentia Av.
17	Driveway 4 & Perry St.
18	Driveway 5 & Perry St.
19	Driveway 6 & Perry St.
20	Driveway 7 & Ramona Exwy.
21	Driveway 8 & Ramona Exwy.
22	Redlands Av. & Markham St.
23	Redlands Av. & Perry St.
24	Redlands Av. & Ramona Exwy.
25	Evans Rd. & Ramona Exwy.
26	Ramona Exwy. & Bradley Rd.

ANALYSIS SCENARIOS

The following analysis scenarios will be analyzed for this traffic study:

- Existing (2022)
- Existing Plus Project (E+P)
- Existing Plus Ambient Growth Plus Cumulative (E+A+C) (2024)
- Existing Plus Ambient Growth Plus Project Plus Cumulative (E+A+P+C) (2024)
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project

Horizon Year (2045) traffic forecasts will be derived from the latest RIVCOM traffic model for Without Project traffic conditions. Project traffic will then be manually added for Horizon Year (2045) With Project traffic conditions.

METHODOLOGY

The methodology used to evaluate peak hour intersection performance is based on the Transportation Research Board's Highway Capacity Manual (HCM), 6th Edition. This methodology rates operations based on peak hour delay and associated level of service (LOS).

LEVEL OF SERVICE (LOS) CRITERIA

City of Perris: Required LOS for roadway segments and intersections within the City of Perris is LOS D. An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. For the purposes of the traffic analysis, LOS D will be considered the acceptable threshold for all intersections within the study area

Caltrans: Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based LOS. Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the State Highway System (SHS). However, LOS D will be used as the target LOS for Caltrans facilities, consistent with the City.

PROJECT TRIP GENERATION

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) and the High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation. For purposes of this analysis, the following land use codes and vehicle mixes have been utilized:

- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for 774,419 square feet of the proposed Project. The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfillment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized. The truck percentages were further broken down by axle type per the WSP recommended truck mix: 2-4-Axle = 44.1%; 5+-Axle = 55.9%.
- Strip Retail Plaza (<40,000 SF) (ITE land use code 822)
- High Turnover (Sit-Down) Restaurant (ITE land use code 932)
- Fast-Food Restaurant without Drive-Through Window (ITE land use code 933)
- Fast-Food Restaurant with Drive-Through Window (ITE land use code 934)

As noted in Table 2, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger Car Equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in City's guidelines.

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail and restaurant uses on-site and can be made either by walking or using internal roadways without using external streets. An internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses proposed as part of the Project. The internal capture is based on the National Cooperative Highway Research Program's (NCHRP Report 684) internal capture trip capture estimation tool. These internal capture worksheets are attached to this scoping agreement.

As the Project is proposed to include retail and restaurant uses, pass-by percentages have been obtained from the latest ITE Trip Generation Manual (2021). Pass-by trips are associated with existing traffic on the roadway network that might visit a use on-site on their way to their primary destination.

TABLE 2: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
High-Cube Fulfillment Center Warehouse	TSF	--[3]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars (AM = 84.4%, PM = 87.3%, Daily = 82.2%)			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM = 6.6%, PM = 6.7%, Daily = 7.6%)			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks (AM = 9.0%, PM = 6.0%, Daily = 10.2%)			0.005	0.006	0.011	0.005	0.005	0.010	0.217
Strip Retail Plaza (<40,000 SF)	TSF	822	1.42	0.94	2.36	3.30	3.29	6.59	54.45
High Turnover (Sit-Down) Restaurant	TSF	932	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast Food w/o Drive Thru	TSF	933	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast Food w/ Drive Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Passenger Car Equivalent (PCE) Trip Generation Rates[4]									
High-Cube Fulfillment Center Warehouse	TSF	--[3]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.008	0.008	0.016	0.010	0.012	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.016	0.017	0.033	0.014	0.016	0.030	0.651

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

[4] PCE factors: 2 and 3-axle = 2.0; 4+-axle = 3.0.

The Project is estimated to generate a total of 9,266 two-way trips per day on a typical weekday with approximately 1,035 AM peak hour trips and 723 PM peak hour trips as shown in Table 3 (actual vehicles). For the purposes of the operations analysis, the PCE values shown in Table 3 will be utilized.

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
High-Cube Fulfillment	774.419	TSF							
Passenger Cars:			61	18	79	31	80	111	1,356
2-4 axle Trucks:			3	3	6	4	5	9	126
5+-axle Trucks:			4	4	8	4	4	8	168
Total Truck Trips (Actual Vehicles):			7	7	14	8	9	17	294
Total Industrial Trips (Actual Vehicles)[2]			68	25	93	39	89	128	1,650
Strip Retail	30.825	TSF	44	29	73	102	101	203	1,678
Internal Capture (NCHRP 684)			-4	-4	-8	-51	-29	-80	-662
Pass-by Reduction (PM/Daily = 40%)[3]			0	0	0	-20	-20	-41	-408
High-Turnover (Sit-Down) Restaurant	5.000	TSF	26	22	48	28	18	46	536
Internal Capture (NCHRP 684)			0	0	0	-1	-2	-3	-24
Pass-by Reduction (PM/Daily = 43%)[3]			0	0	0	-12	-12	-23	-222
Fast-Food Without Drive-Thru	23.775	TSF	595	431	1,027	395	395	790	10,710
Internal Capture (NCHRP 684)			-3	-3	-6	-19	-34	-53	-440
Pass-by Reduction (AM = 50%; PM/Daily = 55%)[3]			-214	-214	-428	-199	-199	-398	-5,650
Fast-Food With Drive-Thru	10.400	TSF	237	227	464	179	165	344	4,862
Internal Capture (NCHRP 684)			-1	-1	-2	-9	-15	-24	-198
Pass-by Reduction (AM = 50%; PM/Daily = 55%)[3]			-113	-113	-226	-83	-83	-166	-2,566
Total Retail Trips			567	374	942	310	285	595	7,616
Industrial Cars			61	18	79	31	80	111	1,356
Retail Cars			567	374	942	310	285	595	7,616
Industrial Trucks (Actual Vehicles)			7	7	14	8	9	17	294
Total Project Trips (Actual Vehicles)[2]			**635**	**399**	**1,035**	**349**	**374**	**723**	**9,266**
Passenger Car Equivalent (PCE):									
High-Cube Fulfillment	774.419	TSF							
Passenger Cars:			61	18	79	31	80	111	1,356
2-4 axle Trucks (PCE = 2.0):			6	6	12	8	9	17	252
5+-axle Trucks (PCE = 3.0):			13	13	26	11	12	23	504
Total Truck Trips (PCE):			19	19	38	19	21	40	756
Total Industrial Trips (PCE)[2]			80	37	117	50	101	151	2,112
Industrial Cars			61	18	79	31	80	111	1,356
Retail Cars			567	374	942	310	285	595	7,616
Industrial Trucks (PCE)			19	19	38	19	21	40	756
Total Project Trips (PCE)[2]			**647**	**411**	**1,059**	**360**	**386**	**746**	**9,728**

[1] TSF = thousand square feet

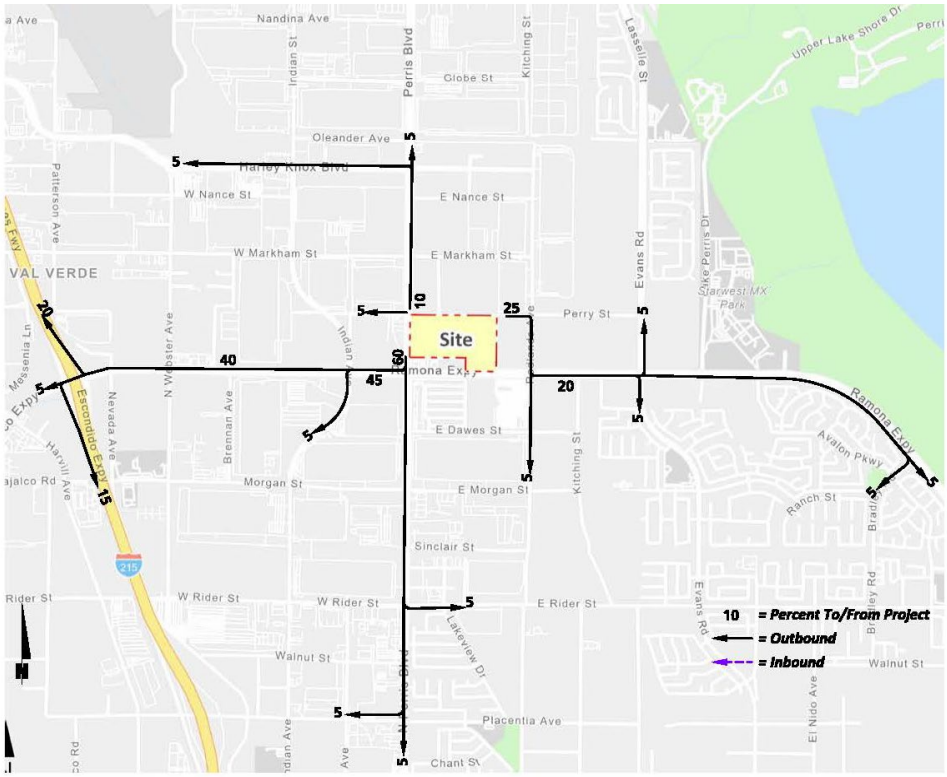
[2] Total Trips = Passenger Cars + Truck Trips.

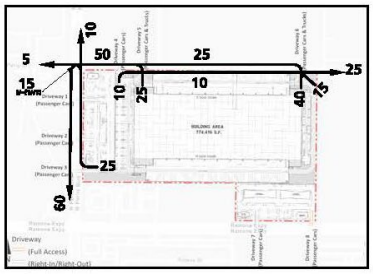
[3] Pass-by trip reduction source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

PROJECT TRIP DISTRIBUTIONS

The project trip distribution patterns for both passenger cars and trucks have been developed based on recent experience on other studies for similar land uses in the vicinity and comments provided by City of Perris staff. Passenger car distribution patterns will be based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns will be based on City truck routes, proximity to the freeway system, and the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. As such, Project truck traffic is anticipated to access Perry Street and over to Indian Avenue to head northbound to the Harley Knox Boulevard interchange (note Ramona Expressway is not a truck route within the City and the City would like to prohibit trucks on Perris Boulevard). The industrial passenger car and truck trip distributions are illustrated on Exhibits 4 and 5, respectively. The retail trip distribution is illustrated on Exhibit 6.

EXHIBIT 4: PROJECT (INDUSTRIAL PASSENGER CAR) TRIP DISTRIBUTION





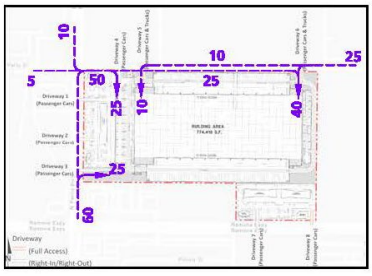


EXHIBIT 5: PROJECT (INDUSTRIAL TRUCK) TRIP DISTRIBUTION

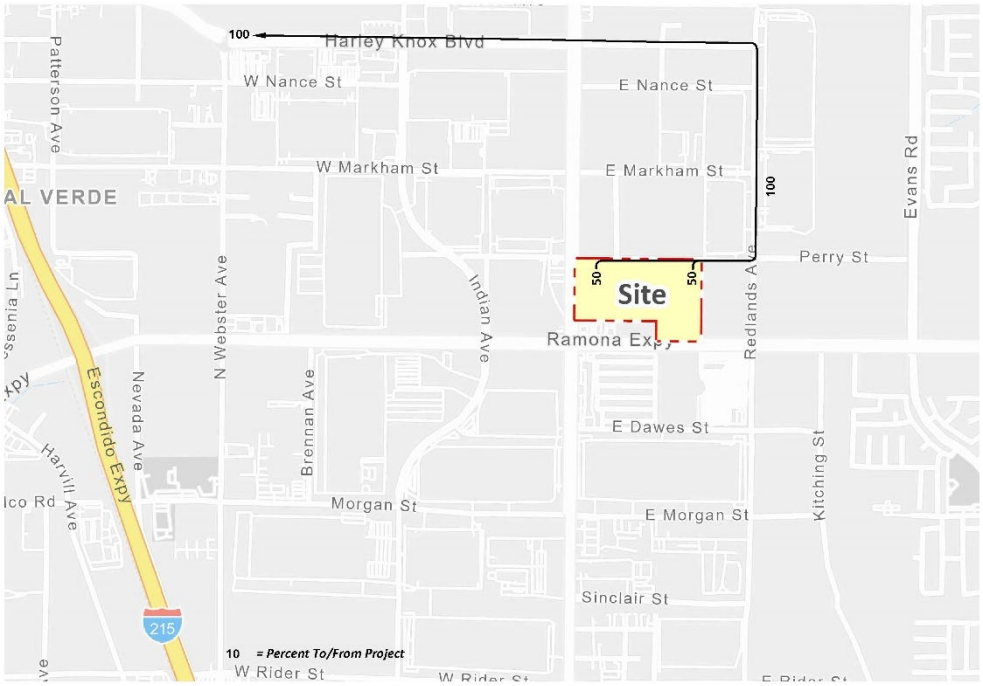
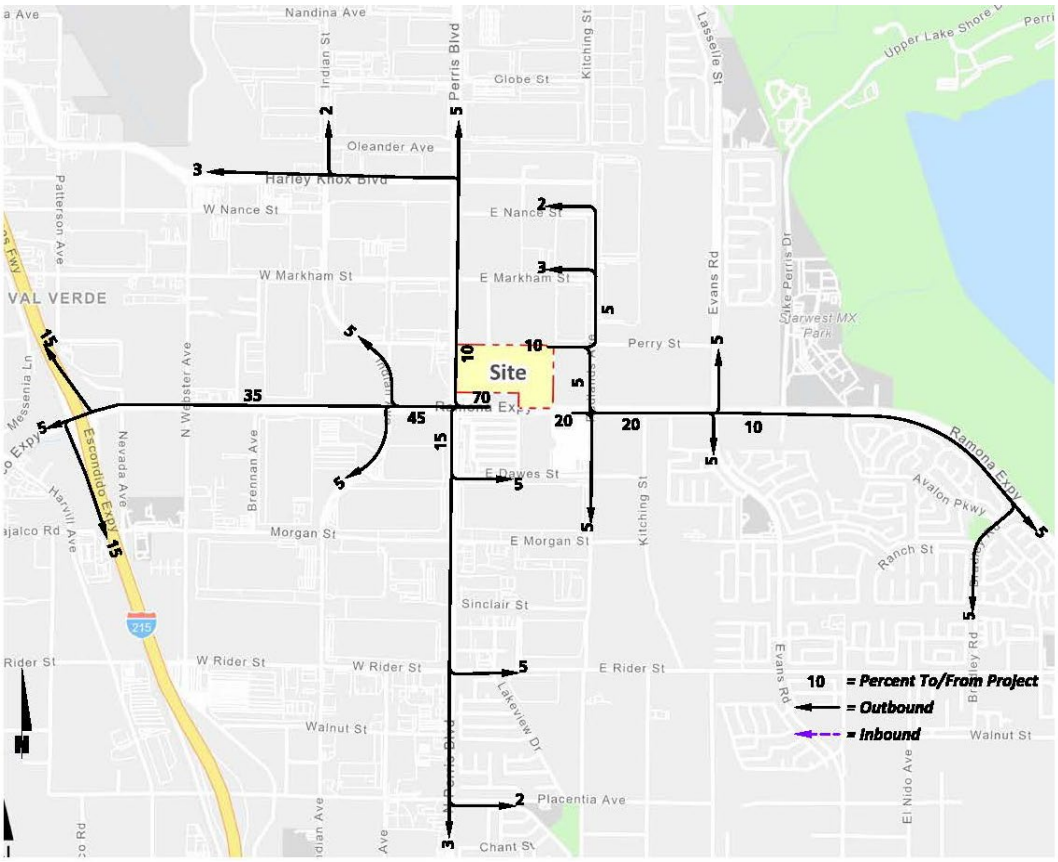
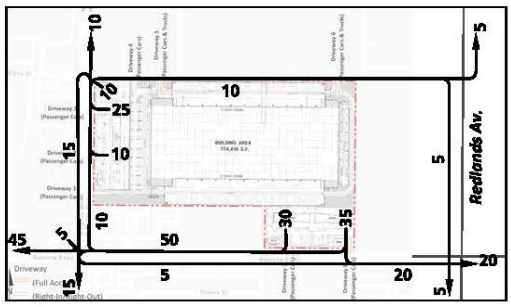
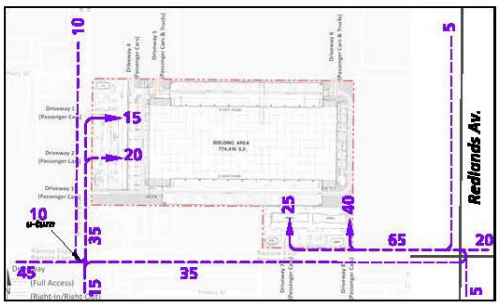


EXHIBIT 6: PROJECT (COMMERCIAL RETAIL) TRIP DISTRIBUTION







Based on the distributions, the following table summarizes the AM peak hour trip contributions at off-site study area intersections (higher than the PM peak hour) and we have verified that the trips leaving the study area fall below the 50 peak hour trip criteria.

#	Intersection	Total Trips
1	I-215 SB Ramps & Ramona Exwy.	204
2	I-215 NB Ramps & Ramona Exwy.	362
3	Webster Av. & Ramona Exwy.	362
4	Indian Av. & Harley Knox Bl.	65
5	Indian Av. & Ramona Exwy.	460
6	Perris Bl. & Harley Knox Bl.	102
7	Perris Bl. & Markham St.	102
8	Perris Bl. & Perry St.	114
12	Perris Bl. & Ramona Exwy.	706
13	Perris Bl. & Dawes St.	153
14	Perris Bl. & Morgan St.	106
15	Perris Bl. & Rider St.	102
16	Perris Bl. & Placentia Av.	55
22	Redlands Av. & Markham St.	65
23	Redlands Av. & Perry St.	73
24	Redlands Av. & Ramona Exwy.	309
25	Evans Rd. & Ramona Exwy.	204
26	Ramona Exwy. & Bradley Rd.	102

EXISTING COUNT DATA

Traffic counts (classified by vehicle type) will be conducted during a typical Tuesday, Wednesday, or Thursday when local schools are in session and operating on a typical bell schedule. Time periods to be counted will be from 7:00-9:00 AM and 4:00-6:00 PM and will include pedestrian and bicycle counts at each analysis location. No adjustments are proposed to the new traffic counts for the baseline traffic condition as traffic counts will be conducted while local schools are in session.

AMBIENT GROWTH RATE

Consistent with other City of Perris traffic studies performed by Urban Crossroads, an ambient growth rate of 3 percent per year, compounded annually, will be used for this analysis (3% per year over 2 years or 6.09% for 2024 conditions).

SPECIAL ISSUES

The following special issues will be addressed as part of the TA:

- A truck turning template will be overlaid on the site plan for Driveway 3 and Driveway 4 on Perry Street which are anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turn maneuvers.
- Full access driveway locations meet the design criteria (spacing) per the PVCC SP requirements.
- Traffic signal warrant analyses will be conducted for all unsignalized study area intersections for all applicable analysis scenarios.
- Evaluate the peak hour queuing at the Project driveways located along the Project frontages of Perris Boulevard and Perry Street.

CUMULATIVE DEVELOPMENT PROJECTS

A list of cumulative development projects and their proposed land uses are shown in Table 4. Exhibit 7 illustrates the locations of these cumulative development projects. Please provide any updated projects for inclusion on the list. We will also reach out to the City of Moreno Valley to obtain cumulative projects.

EXHIBIT 7: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP

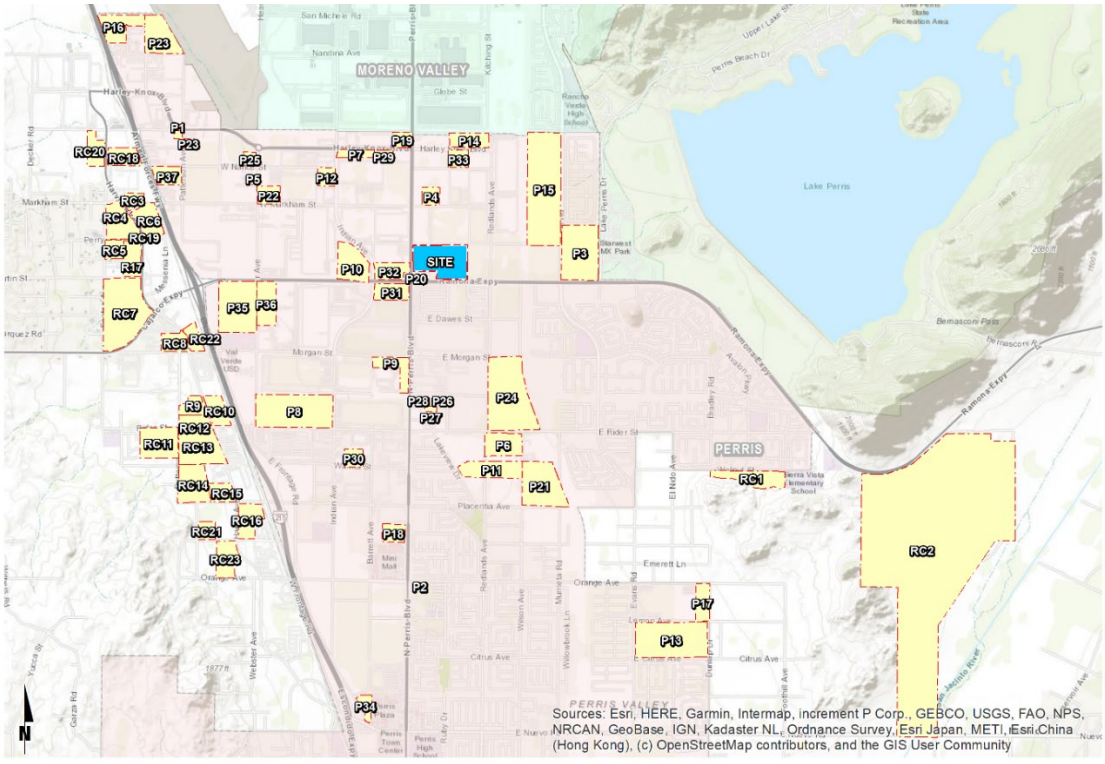


TABLE 4: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]	Location
P1	Canyon Steel (CS)	Perris	Industrial	25.000	TSF	NWC OF PATTERSON AVE. & CALFORNIA AVE.
P2	Tract 32497	Perris	Single Family Detached	131	DU	SWC OF MEDICAL CENTER DR. & ORANGE AVE.
P3	Stratford Ranch East / TTM 38071	Perris	Single Family Detached	197	DU	NEC OF EVANS RD. & RAMONA EXWY.
	APN 302200005	Perris	Single Family Detached	19	DU	NEC OF EVANS RD. & RAMONA EXWY.
P4	Perris Truck Yard	Perris	Truck Yard	9.5	AC	NORTH OF MARKHAM ST. & EAST OF PERRIS BL.
P5	Marijuana Manufacturing (MM)	Perris	Industrial	1.000	TSF	NWC OF WEBSTER AVE. & WASHINGTON ST.
	Holistic Inc.	Perris	Cultivation	5.000	TSF	872 WASHINGTON AVE.
P6	First Indus (Goodwin)	Perris	High-Cube Warehouse	338.000	TSF	SEC OF REDLANDS AVE. & RIDER ST.
P7	Kwasizur Industrial	Perris	Warehousing	138.000	TSF	SEC OF INDIAN AVE. & HARLEY KNOX BL.
P8	Rados / DPR 07-0119	Perris	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P9	Patriot Industrial	Perris	Warehousing	286.000	TSF	SWC OF PERRIS BL. & MORGAN ST.
P10	Indian/Ramona Warehouse / DPR 18-00002	Perris	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY. WEST OF INDIAN AVE.
P11	Lakecreek East and West	Perris	High-Cube Warehouse	556.000	TSF	SOUTH OF RIDER ST. & EITHER SIDE OF REDLANDS AVE.
P12	Westcoast Textile / DPR 16-00001	Perris	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P13	Tract 31659	Perris	Single Family Detached	161	DU	NEC OF EVANS RD. & CITRUS AVE.
	Tract 32041	Perris	Single Family Detached	122	DU	NWC OF DUNLAP RD. & CITRUS AVE.
P14	Harley Knox Commerce Park / DPR 16-004	Perris	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P15	Stratford Ranch West / TTM 36648	Perris	Single Family Detached	90	DU	WEST OF EVANS RD. AT MARKHAM ST.
P16	First March Logistics	Perris	Warehousing	589.971	TSF	NWC OF NATWAR LN & NANDINA AVE.
P17	Citrus Court / TTM 37038	Perris	Single Family Detached	111	DU	SWC OF DUNLAP RD. & ORANGE AVE.
P18	Weinerschnitzel / CUP 17-05083	Perris	Fast-Food Restaurant	2.000	TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P19	March Plaza / CUP16-05165	Perris	Commercial Retail	47.253	TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P20	Cali Express Carwash / CUP 16-05258	Perris	Automated Car Wash	5.600	TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P21	Wilson Industrial / DPR 19-00007	Perris	High-Cube Warehouse	303.000	TSF	SEC OF WILSON AVE. AND RIDER ST.
P22	Integra Expansion / MMOD 17-05075	Perris	High-Cube Warehouse	273.000	TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P23	Duke - Patterson at Nance	Perris	High-Cube Warehouse	580.000	TSF	NEC OF PATTERSON AVE. & NANCE ST.
P24	Rider 2/4	Perris	High-Cube Warehouse	1,373.449	TSF	NEC OF REDLANDS AVE. AND RIDER ST.
P25	AAA	Perris	Industrial	2.000	TSF	SEC OF HARLEY KNOX BL. & WEBSTER AVE.
P26	Pulliam Indus	Perris	Industrial	16.000	TSF	LOTS 10 & 12 ON COMMERCE DR., E OF PERRIS
P27	Burge Indus 1	Perris	Industrial	18.000	TSF	E OF PERRIS BL. & N OF COMMERCE DR.
P28	Burge Indus 2	Perris	Industrial	19.000	TSF	E OF PERRIS BL. & S OF COMMERCE DR.
P29	Nance Industrial	Perris	Warehousing	156.000	TSF	BETWEEN HARLEY KNOX BL. & NANCE ST.
P30	Dedeaux Walnut Warehouse	Perris	Industrial	205.830	TSF	N SIDE OF WALNUT AVE. BTW INDIAN AVE. & BARRETT AVE.
P31	Perris and Ramona Warehouse	Perris	Industrial	347.938	TSF	S SIDE OF RAMONA EXWY. BTW INDIAN AVE. & PERRIS BLVD.
P32	JM Realty Perris and Indian	Perris	Warehouse	232.575	TSF	N SIDE OF RAMONA EXWY. BTW INDIAN AVE. & PERRIS BLVD.
			Hotel	125	Room	
P33	Harley Knox Commerce Center	Perris	Warehousing	156.780	TSF	S SIDE OF HARLEY KNOX BL. AND W OF REDLANDS AVE.
P34	Perris Plaza (Buildout)	Perris	Shopping Center	173.000	TSF	NEC OF NEEVO RD. & FRONTAGE RD.
P35	Ramona Gateway Commerce Center	Perris	High-Cube Fulfillment	902.713	TSF	SWC OF WEBSTER AVE. & RAMONA EXWY.
			High-Cube Cold Storage	47.511	TSF	
			Fast-Food Restaurant w/ DT	16.500	TSF	
			Fast-Food Restaurant w/o DT	10.200	TSF	
			Coffee Shop w/ DT	2.400	TSF	
			Automated Car Wash	1	Tunnel	
			Gas Station w/ Market	16	VFP	
P36	Ramona & Brennan	Perris	Warehousing	162.871	TSF	SWC OF BRENNAN AVE. & RAMONA EXWY.
P37	Patterson Commerce Center	Perris	High-Cube Fulfillment	224.247	TSF	SWC OF PATTERSON AVE. & NANCE ST.
			High-Cube Cold Storage	39.573	TSF	

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]	Location
RC1	McCanna Hills / TTM 33978	Riv. Co.	Single Family Detached	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	Stoneridge	Riv. Co.	High-Cube Cold Storage	1695.355	TSF	NORTH OF NUEVO RD., SOUTH OF RAMONA EXWY., EAST OF
			High-Cube Fulfillment	2966.872	TSF	
			High-Cube Warehouse	2966.872	TSF	
			Manufacturing	847.678	TSF	
			Warehouse	427.759	TSF	
			Industrial Park	641.639	TSF	
			Free-Standing Discount Superst(	100.000	TSF	
			Commercial Retail	21.968	TSF	
RC3	Majestic Freeway Business Center - Building 12	Riv. Co.	Warehousing	154.751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC4	Majestic Freeway Business Center - Building 15	Riv. Co.	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC5	PPT180025: Seaton Commerce Center	Riv. Co.	High-Cube Warehouse	210.800	TSF	SEC OF SEATON AVE. & PERRY ST.
RC6	Majestic Freeway Business Center - Building 11	Riv. Co.	High-Cube Warehouse	391.045	TSF	NEC OF HARVILL AVE. & PERRY ST.
RC7	Majestic Freeway Business Center - Buildings 1, 3 &	Riv. Co.	Warehousing	48.930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
			High-Cube Warehouse	1195.740	TSF	
RC8	Val Verde Logistics Center	Riv. Co.	High-Cube Warehouse	280.308	TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC9	Dedeaux Truck Terminal	Riv. Co.	Truck Terminal	55.700	TSF	NORTH OF RIDER ST., WEST OF HARVILL AVE.
RC10	Harvill & Rider Warehouse	Riv. Co.	High-Cube Warehouse	284.746	TSF	NORTH OF RIDER ST., EAST OF HARVILL AVE.
			General Light Industrial	50.249	TSF	
RC11	PP26293	Riv. Co.	High-Cube Warehouse	612.481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC12	PPT180023: Rider Commerce Center	Riv. Co.	Warehousing	204.330	TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC13	PP26173	Riv. Co.	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC14	Barker Logistics	Riv. Co.	High-Cube Warehouse	699.630	TSF	SWC OF PATTERSON AVE. & PLACENTIA ST.
RC15	Placentia Truck Trailer Parking Lot	Riv. Co.	High-Cube Warehouse	335	Space	NWC OF HARVILL AVE. & PLACENTIA AVE.
RC16	PP26241	Riv. Co.	Warehousing	23.600	TSF	SEC OF HARVILL AVE. & PLACENTIA ST.
RC17	Majestic Freeway Business Center - Building 13	Riv. Co.	High-Cube Warehouse	322.997	TSF	SWC OF HARVILL AVE. & PERRY ST.
RC18	Majestic Freeway Business Center - Building 14A/B	Riv. Co.	Warehousing	354.583	TSF	SWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC19	Majestic Freeway Business Center - Building 17	Riv. Co.	High-Cube Warehouse	268.955	TSF	NEC OF HARVILL AVE. & AMERICA'S TIRE DR.
RC20	Majestic Freeway Business Center - Building 18	Riv. Co.	High-Cube Warehouse	317.760	TSF	SWC OF HARVILL AVE. & PEREGRINE WY.
RC21	Thrifty Oil	Riv. Co.	Warehousing	171.270	TSF	NEC OF TOBACCO RD. & WATER AV.
RC22	Harvill & Cajalco	Riv. Co.	General Light Industrial	99.770	TSF	NEC OF HARVILL AV. & CAJALCO RD.
			Trailer Yard/Storage	133	Spaces	
RC23	Harvill & Water	Riv. Co.	High-Cube Fulfillment	434.823	TSF	SWC OF HARVILL AV. & WATER AV.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	OLC3	**Organization:**	Urban Crossroads, Inc.
Project Location:	Perris	**Performed By:**	CS
Scenario Description:		**Date:**	6/29/2022
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

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

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				73	44	29
Restaurant				1,538	858	680
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				1,611	902	709

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

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

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

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		4	0	0	0
Restaurant	0	4		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,611	902	709
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips[5]	1,595	894	701
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

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

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	14%
Restaurant	0%	1%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

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

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	OLC3	**Organization:**	Urban Crossroads, Inc.
Project Location:	Perris	**Performed By:**	CS
Scenario Description:		**Date:**	6/29/2022
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

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

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				203	102	101
Restaurant				1,180	602	578
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
				1,383	704	679

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

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

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

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		29	0	0	0
Restaurant	0	51		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,383	704	679
Internal Capture Percentage	12%	11%	12%
External Vehicle-Trips[5]	1,223	624	599
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

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

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	50%	29%
Restaurant	5%	9%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

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

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

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

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 8: Perris Bl. & Perry St.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	6	36	40	36	165	231	205	184	42	123	152	132
Average Queue (ft)	0	13	8	8	105	54	56	67	11	51	61	54
95th Queue (ft)	4	38	30	30	166	172	147	156	35	102	117	105
Link Distance (ft)		1228		269		297	297	297		1279	1279	1279
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110		200		105				135			
Storage Blk Time (%)					14	1				0		
Queuing Penalty (veh)					63	2				0		

Intersection: 9: Perris Bl. & Driveway 1

Movement	WB
Directions Served	R
Maximum Queue (ft)	100
Average Queue (ft)	48
95th Queue (ft)	80
Link Distance (ft)	456
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Perris Bl. & Driveway 2

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	91	6
Average Queue (ft)	42	0
95th Queue (ft)	69	4
Link Distance (ft)	572	184
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Perris Bl. & Driveway 3

Movement	WB	NB	SB
Directions Served	R	TR	T
Maximum Queue (ft)	74	4	65
Average Queue (ft)	32	0	7
95th Queue (ft)	60	3	40
Link Distance (ft)	574	405	184
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Perris Bl. & Ramona Exwy.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	TR	L
Maximum Queue (ft)	386	433	502	451	262	110	114	400	1486	1498	1504	317
Average Queue (ft)	282	325	247	224	168	43	51	331	1413	1421	1421	230
95th Queue (ft)	404	445	433	385	241	83	98	560	1724	1713	1712	402
Link Distance (ft)			1225	1225	1225				1462	1462	1462	
Upstream Blk Time (%)									16	19	22	
Queuing Penalty (veh)									159	186	210	
Storage Bay Dist (ft)	330	330				245	300	300				350
Storage Blk Time (%)	3	15	0		0				76			8
Queuing Penalty (veh)	12	61	1		1				147			48

Intersection: 12: Perris Bl. & Ramona Exwy.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	440	1223	1223	240	284	413	226	207	195
Average Queue (ft)	417	1039	1028	139	233	284	140	131	77
95th Queue (ft)	530	1515	1506	314	319	423	199	194	144
Link Distance (ft)		1208	1208			405	405	405	
Upstream Blk Time (%)		36	29			3			
Queuing Penalty (veh)		0	0			8			
Storage Bay Dist (ft)	350			150	200				150
Storage Blk Time (%)	16	56	68		40	59		3	1
Queuing Penalty (veh)	92	192	62		70	102		8	2

Intersection: 17: Driveway 4 & Perry St.

Movement	WB	NB
Directions Served	LT	R
Maximum Queue (ft)	18	25
Average Queue (ft)	1	2
95th Queue (ft)	7	16
Link Distance (ft)	131	264
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Driveway 5 & Perry St.

Movement	WB	NB
Directions Served	LT	R
Maximum Queue (ft)	18	31
Average Queue (ft)	1	9
95th Queue (ft)	8	32
Link Distance (ft)	1059	411
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Driveway 6 & Perry St.

Movement	WB	NB
Directions Served	LT	R
Maximum Queue (ft)	31	31
Average Queue (ft)	1	7
95th Queue (ft)	10	29
Link Distance (ft)	121	405
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Ramona Exwy. & Driveway 7

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	309	335	322	364
Average Queue (ft)	252	256	259	299
95th Queue (ft)	411	418	422	474
Link Distance (ft)	293	293	293	348
Upstream Blk Time (%)	6	7	10	74
Queuing Penalty (veh)	59	73	101	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Ramona Exwy. & Driveway 8

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	146	212	226	232	865	865	865	173	141
Average Queue (ft)	72	113	125	131	758	760	766	113	73
95th Queue (ft)	120	197	207	214	1064	1082	1080	168	131
Link Distance (ft)		293	293	293	850	850	850	388	388
Upstream Blk Time (%)					25	35	48		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	100								
Storage Blk Time (%)	4	7							
Queuing Penalty (veh)	26	6							

Intersection: 27: Driveway 9 & Perry St.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	6	31
Average Queue (ft)	0	5
95th Queue (ft)	6	24
Link Distance (ft)	918	317
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1689

Intersection: 8: Perris Bl. & Perry St.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	34	58	66	32	170	315	295	191	31	209	231	230
Average Queue (ft)	3	20	25	9	164	267	105	69	6	98	113	97
95th Queue (ft)	19	50	56	32	197	414	274	154	25	177	191	181
Link Distance (ft)		1228		269		297	297	297		1279	1279	1279
Upstream Blk Time (%)						48	0					
Queuing Penalty (veh)						209	1					
Storage Bay Dist (ft)	110		200		105				135			
Storage Blk Time (%)					84	0				3		
Queuing Penalty (veh)					284	0				0		

Intersection: 9: Perris Bl. & Driveway 1

Movement	WB	NB	NB	NB
Directions Served	R	T	T	TR
Maximum Queue (ft)	451	204	193	40
Average Queue (ft)	239	97	36	1
95th Queue (ft)	538	229	149	28
Link Distance (ft)	456	205	205	205
Upstream Blk Time (%)	32	6	0	0
Queuing Penalty (veh)	0	24	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Perris Bl. & Driveway 2

Movement	WB	NB	NB	NB
Directions Served	R	T	T	TR
Maximum Queue (ft)	83	75	49	17
Average Queue (ft)	39	11	3	1
95th Queue (ft)	64	57	25	7
Link Distance (ft)	572	184	184	184
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Perris Bl. & Driveway 3

Movement	WB	SB	SB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	83	30	6	14
Average Queue (ft)	37	2	0	0
95th Queue (ft)	67	22	4	10
Link Distance (ft)	574	184	184	184
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Perris Bl. & Ramona Exwy.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	TR	L
Maximum Queue (ft)	379	470	973	924	848	325	136	400	1494	1504	1500	261
Average Queue (ft)	198	379	605	566	508	254	54	350	1462	1464	1464	167
95th Queue (ft)	322	573	1060	991	899	434	111	550	1575	1582	1581	237
Link Distance (ft)			1225	1225	1225				1462	1462	1462	
Upstream Blk Time (%)			2	0	1				36	40	43	
Queuing Penalty (veh)			0	0	0				259	282	309	
Storage Bay Dist (ft)	330	330				245	300	300				350
Storage Blk Time (%)	1	4	40		43	3			78			
Queuing Penalty (veh)	7	19	197		141	16			160			

Intersection: 12: Perris Bl. & Ramona Exwy.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	293	274	289	238	273	354	344	366	250
Average Queue (ft)	202	173	181	58	196	227	220	217	134
95th Queue (ft)	267	246	266	161	285	338	304	315	256
Link Distance (ft)		1208	1208			405	405	405	
Upstream Blk Time (%)						1	0	0	
Queuing Penalty (veh)						4	0	0	
Storage Bay Dist (ft)	350			150	200				150
Storage Blk Time (%)			16	0	9	18		18	1
Queuing Penalty (veh)			22	0	22	42		63	4

Intersection: 17: Driveway 4 & Perry St.

Movement	NB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	264
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Driveway 5 & Perry St.

Movement	WB	NB
Directions Served	LT	R
Maximum Queue (ft)	25	31
Average Queue (ft)	1	9
95th Queue (ft)	10	31
Link Distance (ft)	1059	411
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Driveway 6 & Perry St.

Movement	WB	NB
Directions Served	LT	R
Maximum Queue (ft)	6	31
Average Queue (ft)	0	7
95th Queue (ft)	4	27
Link Distance (ft)	121	405
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Ramona Exwy. & Driveway 7

Movement	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	128	144	133	318	334	333	364
Average Queue (ft)	17	24	24	282	284	282	314
95th Queue (ft)	73	92	87	388	401	401	455
Link Distance (ft)	1462	1462	1462	293	293	293	348
Upstream Blk Time (%)				22	25	28	81
Queuing Penalty (veh)				159	175	199	0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 21: Ramona Exwy. & Driveway 8

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	148	309	316	313	865	865	865	176	116
Average Queue (ft)	72	205	224	229	739	727	717	93	62
95th Queue (ft)	125	335	340	344	1140	1155	1160	155	106
Link Distance (ft)		293	293	293	850	850	850	388	388
Upstream Blk Time (%)		1	2	2	47	51	62		
Queuing Penalty (veh)		11	18	21	0	0	0		
Storage Bay Dist (ft)	100								
Storage Blk Time (%)	4	12							
Queuing Penalty (veh)	41	10							

Intersection: 27: Driveway 9 & Perry St.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	317
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 2700

APPENDIX 3.1: TRAFFIC COUNTS – JUNE & AUGUST 2022

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Volume Development - AM Peak Hour
Actual & PCE Volumes

1: I-215 SB Ramps & Ramona Exwy.

PHF: 0.974 7:15 Count Date: 6/8/2022

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	0	0	0	469	0	135	0	563	292	128	739	0	2,326
2022 PCE:	**0**	**0**	**0**	**635**	**0**	**188**	**0**	**663**	**325**	**146**	**812**	**0**	**2,768**
E+P (Actual):	0	0	0	566	0	135	0	594	292	187	759	0	2,533
E+P (PCE):	0	0	0	732	0	188	0	694	325	205	832	0	2,975
EAC 2024 (Actual):	0	0	0	956	0	338	0	692	371	220	1,034	0	3,611
EAC 2024 (PCE):	0	0	0	1,131	0	394	0	799	406	238	1,111	0	4,080
EAPC 2024 (Actual):	0	0	0	1,053	0	338	0	723	371	279	1,054	0	3,818
EAPC 2024 (PCE):	0	0	0	1,228	0	394	0	830	406	297	1,131	0	4,287
HY 2045 NP (Actual):	0	0	0	753	1	362	0	1,015	418	498	1,273	0	4,319
HY 2045 NP (PCE):	0	0	0	960	1	390	0	1,084	469	574	1,388	0	4,866
HY 2045 WP (Actual):	0	0	0	850	1	362	0	1,046	418	557	1,293	0	4,526
HY 2045 WP (PCE):	0	0	0	1,057	1	390	0	1,115	469	633	1,408	0	5,073

2: I-215 NB Ramps & Ramona Exwy.

PHF: 0.960 7:30 Count Date: 6/8/2022

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	263	6	422	0	0	0	125	907	0	0	604	526	2,853
2022 PCE:	**293**	**6**	**449**	**0**	**0**	**0**	**175**	**1123**	**0**	**0**	**665**	**638**	**3,347**
E+P (Actual):	263	6	516	0	0	0	125	1,036	0	0	682	586	3,214
E+P (PCE):	293	6	543	0	0	0	175	1,252	0	0	743	698	3,708
EAC 2024 (Actual):	470	6	519	0	0	0	191	1,458	0	0	784	753	4,181
EAC 2024 (PCE):	501	6	547	0	0	0	244	1,687	0	0	848	871	4,704
EAPC 2024 (Actual):	470	6	613	0	0	0	191	1,587	0	0	862	813	4,542
EAPC 2024 (PCE):	501	6	641	0	0	0	244	1,816	0	0	926	931	5,065
HY 2045 NP (Actual):	407	2	696	0	0	0	135	1,632	0	0	1,364	656	4,892
HY 2045 NP (PCE):	443	2	856	0	0	0	160	1,884	0	0	1,519	735	5,599
HY 2045 WP (Actual):	407	2	790	0	0	0	135	1,761	0	0	1,442	716	5,253
HY 2045 WP (PCE):	443	2	950	0	0	0	160	2,013	0	0	1,597	795	5,960

3: Webster Av. & Ramona Exwy.

PHF: 0.960 7:30 Count Date: 6/8/2022

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	51	43	12	33	22	68	188	938	71	19	1,033	44	2,522
2022 PCE:	**60**	**46**	**15**	**41**	**22**	**73**	**198**	**1139**	**78**	**20**	**1177**	**46**	**2,912**
E+P (Actual):	51	43	12	33	22	68	188	1,161	71	19	1,171	44	2,883
E+P (PCE):	60	46	15	41	22	73	198	1,362	78	20	1,315	46	3,273
EAC 2024 (Actual):	60	46	16	50	23	80	224	1,516	96	30	1,421	50	3,613
EAC 2024 (PCE):	70	49	18	58	23	85	235	1,729	104	31	1,573	51	4,026
EAPC 2024 (Actual):	60	46	16	50	23	80	224	1,739	96	30	1,559	50	3,974
EAPC 2024 (PCE):	70	49	18	58	23	85	235	1,952	104	31	1,711	51	4,387
HY 2045 NP (Actual):	66	89	17	323	89	606	745	1,668	106	33	1,563	284	5,589
HY 2045 NP (PCE):	77	89	20	323	89	606	745	1,902	114	34	1,730	284	6,013
HY 2045 WP (Actual):	66	89	17	323	89	606	745	1,891	106	33	1,701	284	5,950
HY 2045 WP (PCE):	77	89	20	323	89	606	745	2,125	114	34	1,868	284	6,374

4: Indian Av. & Harley Knox Bl.

PHF: 0.941 7:00 Count Date: 6/8/2022

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	57	177	12	18	66	101	247	201	42	13	543	59	1,536
2022 PCE:	**93**	**210**	**14**	**18**	**93**	**163**	**330**	**272**	**75**	**22**	**591**	**66**	**1,945**
E+P (Actual):	57	177	12	29	66	101	247	228	42	13	562	66	1,600
E+P (PCE):	93	210	14	29	93	163	330	311	75	22	622	73	2,033
EAC 2024 (Actual):	91	217	36	21	78	179	551	478	109	62	712	64	2,596
EAC 2024 (PCE):	129	252	38	21	106	244	639	716	143	72	810	71	3,240
EAPC 2024 (Actual):	91	217	36	32	78	179	551	505	109	62	731	71	2,660
EAPC 2024 (PCE):	129	252	38	32	106	244	639	755	143	72	841	78	3,328
HY 2045 NP (Actual):	100	239	39	138	86	196	606	526	120	68	783	560	3,461
HY 2045 NP (PCE):	142	277	41	138	117	268	703	788	158	79	892	560	4,163
HY 2045 WP (Actual):	100	239	39	149	86	196	606	553	120	68	802	567	3,525
HY 2045 WP (PCE):	142	277	41	149	117	268	703	827	158	79	923	567	4,251

Volume Development - AM Peak Hour
Actual & PCE Volumes

5: Indian Av. & Ramona Exwy.

	PHF:	0.953		7:30					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	50	49	15	6	50	33	79	724	55	31	1,105	40	2,237
2022 PCE:	**96**	**72**	**20**	**9**	**84**	**70**	**111**	**823**	**103**	**38**	**1177**	**43**	**2,642**
E+P (Actual):	50	49	46	34	50	33	79	947	55	51	1,243	59	2,696
E+P (PCE):	96	72	51	37	84	70	111	1,046	103	58	1,315	62	3,101
EAC 2024 (Actual):	68	58	16	29	71	138	244	1,189	73	33	1,402	99	3,421
EAC 2024 (PCE):	117	82	21	32	107	177	277	1,294	124	40	1,479	102	3,851
EAPC 2024 (Actual):	68	58	47	57	71	138	244	1,412	73	53	1,540	118	3,880
EAPC 2024 (PCE):	117	82	52	60	107	177	277	1,517	124	60	1,617	121	4,310
HY 2045 NP (Actual):	76	88	31	32	78	152	268	1,308	81	37	1,543	109	3,803
HY 2045 NP (PCE):	129	90	31	35	117	194	305	1,424	136	44	1,627	112	4,244
HY 2045 WP (Actual):	76	88	62	60	78	152	268	1,531	81	57	1,681	128	4,262
HY 2045 WP (PCE):	129	90	62	63	117	194	305	1,647	136	64	1,765	131	4,703

6: Perris Bl. & Harley Knox Bl.

	PHF:	0.970		7:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	121	783	11	62	468	206	148	42	23	3	299	177	2,343
2022 PCE:	**130**	**834**	**14**	**73**	**500**	**243**	**185**	**59**	**28**	**7**	**319**	**197**	**2,587**
E+P (Actual):	141	803	11	62	499	206	148	49	54	3	306	177	2,459
E+P (PCE):	150	854	14	73	531	243	185	78	59	7	338	197	2,727
EAC 2024 (Actual):	150	916	16	93	573	267	176	392	42	5	414	209	3,252
EAC 2024 (PCE):	159	970	19	105	607	306	214	573	47	10	483	229	3,722
EAPC 2024 (Actual):	170	936	16	93	604	267	176	399	73	5	421	209	3,368
EAPC 2024 (PCE):	179	990	19	105	638	306	214	592	78	10	502	229	3,862
HY 2045 NP (Actual):	216	1,007	22	103	630	294	193	431	46	10	850	287	4,089
HY 2045 NP (PCE):	216	1,067	22	116	667	337	236	630	51	11	850	287	4,490
HY 2045 WP (Actual):	236	1,027	22	103	661	294	193	438	77	10	857	287	4,205
HY 2045 WP (PCE):	236	1,087	22	116	698	337	236	649	82	11	869	287	4,630

7: Perris Bl. & Markham St.

	PHF:	0.887		7:00					Count Date:		8/30/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	42	1,012	56	34	542	51	15	21	26	9	46	8	1,862
2022 PCE:	**42**	**1058**	**65**	**36**	**571**	**61**	**17**	**26**	**33**	**9**	**53**	**13**	**1,982**
E+P (Actual):	42	1,051	56	34	605	51	15	21	26	9	46	8	1,964
E+P (PCE):	42	1,097	65	36	634	61	17	26	33	9	53	13	2,084
EAC 2024 (Actual):	46	1,142	66	41	683	54	16	22	31	17	49	13	2,180
EAC 2024 (PCE):	46	1,191	75	43	714	65	18	27	37	17	56	18	2,307
EAPC 2024 (Actual):	46	1,181	66	41	746	54	16	22	31	17	49	13	2,282
EAPC 2024 (PCE):	46	1,230	75	43	777	65	18	27	37	17	56	18	2,409
HY 2045 NP (Actual):	112	1,256	78	45	752	109	18	25	34	19	69	15	2,532
HY 2045 NP (PCE):	112	1,310	83	47	785	109	20	30	41	19	69	20	2,645
HY 2045 WP (Actual):	112	1,295	78	45	815	109	18	25	34	19	69	15	2,634
HY 2045 WP (PCE):	112	1,349	83	47	848	109	20	30	41	19	69	20	2,747

8: Perris Bl. & Perry St.

	PHF:	0.960		7:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	9	958	14	6	436	9	1	1	9	4	2	6	1,455
2022 PCE:	**9**	**1026**	**14**	**6**	**477**	**9**	**1**	**1**	**10**	**4**	**2**	**6**	**1,564**
E+P (Actual):	232	997	73	12	493	9	1	4	9	12	3	6	1,851
E+P (PCE):	232	1,065	73	12	534	9	1	4	10	12	3	6	1,960
EAC 2024 (Actual):	10	1,092	15	6	582	10	1	1	10	4	2	6	1,739
EAC 2024 (PCE):	10	1,164	15	6	625	10	1	1	10	4	2	6	1,854
EAPC 2024 (Actual):	233	1,131	74	12	639	10	1	4	10	12	3	6	2,135
EAPC 2024 (PCE):	233	1,203	74	12	682	10	1	4	10	12	3	6	2,250
HY 2045 NP (Actual):	11	1,202	16	7	640	11	1	1	11	5	2	7	1,914
HY 2045 NP (PCE):	11	1,280	16	7	687	11	1	1	11	5	2	7	2,039
HY 2045 WP (Actual):	234	1,241	75	13	697	11	1	4	11	13	3	7	2,310
HY 2045 WP (PCE):	234	1,319	75	13	744	11	1	4	11	13	3	7	2,435

Volume Development - AM Peak Hour
Actual & PCE Volumes

9: Perris Bl. & Driveway 1

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:		981			449								1,430
2022 PCE:	**0**	**1049**	**0**	**0**	**490**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,539**
E+P (Actual):	0	1,166	127	0	737	0	0	0	0	0	0	136	2,166
E+P (PCE):	0	1,234	127	0	778	0	0	0	0	0	0	136	2,275
EAC 2024 (Actual):	0	1,117	0	0	595	0	0	0	0	0	0	0	1,712
EAC 2024 (PCE):	0	1,188	0	0	639	0	0	0	0	0	0	0	1,827
EAPC 2024 (Actual):	0	1,302	127	0	883	0	0	0	0	0	0	136	2,448
EAPC 2024 (PCE):	0	1,373	127	0	927	0	0	0	0	0	0	136	2,563
HY 2045 NP (Actual):	0	1,229	0	0	656	0	0	0	0	0	0	0	1,885
HY 2045 NP (PCE):	0	1,307	0	0	703	0	0	0	0	0	0	0	2,010
HY 2045 WP (Actual):	0	1,414	127	0	944	0	0	0	0	0	0	136	2,621
HY 2045 WP (PCE):	0	1,492	127	0	991	0	0	0	0	0	0	136	2,746

10: Perris Bl. & Driveway 2

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:		981			449								1,430
2022 PCE:	**0**	**1049**	**0**	**0**	**490**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,539**
E+P (Actual):	0	1,176	193	0	737	0	0	0	0	0	0	117	2,223
E+P (PCE):	0	1,244	193	0	778	0	0	0	0	0	0	117	2,332
EAC 2024 (Actual):	0	1,117	0	0	595	0	0	0	0	0	0	0	1,712
EAC 2024 (PCE):	0	1,188	0	0	639	0	0	0	0	0	0	0	1,827
EAPC 2024 (Actual):	0	1,312	193	0	883	0	0	0	0	0	0	117	2,505
EAPC 2024 (PCE):	0	1,383	193	0	927	0	0	0	0	0	0	117	2,620
HY 2045 NP (Actual):	0	1,229	0	0	656	0	0	0	0	0	0	0	1,885
HY 2045 NP (PCE):	0	1,307	0	0	703	0	0	0	0	0	0	0	2,010
HY 2045 WP (Actual):	0	1,424	193	0	944	0	0	0	0	0	0	117	2,678
HY 2045 WP (PCE):	0	1,502	193	0	991	0	0	0	0	0	0	117	2,803

11: Perris Bl. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:		981			449								1,430
2022 PCE:	**0**	**1049**	**0**	**0**	**490**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,539**
E+P (Actual):	0	1,323	57	0	737	0	0	0	0	0	0	47	2,164
E+P (PCE):	0	1,391	57	0	778	0	0	0	0	0	0	47	2,273
EAC 2024 (Actual):	0	1,117	0	0	595	0	0	0	0	0	0	0	1,712
EAC 2024 (PCE):	0	1,188	0	0	639	0	0	0	0	0	0	0	1,827
EAPC 2024 (Actual):	0	1,459	57	0	883	0	0	0	0	0	0	47	2,446
EAPC 2024 (PCE):	0	1,530	57	0	927	0	0	0	0	0	0	47	2,561
HY 2045 NP (Actual):	0	1,229	0	0	656	0	0	0	0	0	0	0	1,885
HY 2045 NP (PCE):	0	1,307	0	0	703	0	0	0	0	0	0	0	2,010
HY 2045 WP (Actual):	0	1,571	57	0	944	0	0	0	0	0	0	47	2,619
HY 2045 WP (PCE):	0	1,649	57	0	991	0	0	0	0	0	0	47	2,744

12: Perris Bl. & Ramona Exwy.

	PHF:	0.947		7:00					Count Date:	4/6/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	216	845	66	98	327	119	288	544	88	109	864	170	3,734
2022 PCE:	**234**	**863**	**68**	**105**	**350**	**136**	**326**	**584**	**103**	**112**	**896**	**186**	**3,960**
E+P (Actual):	216	939	66	255	348	228	454	660	88	146	932	252	4,584
E+P (PCE):	234	957	68	262	371	245	492	700	103	149	964	268	4,810
EAC 2024 (Actual):	294	937	81	166	388	141	311	937	173	141	1,143	210	4,922
EAC 2024 (PCE):	313	956	83	173	412	159	350	980	189	143	1,177	227	5,162
EAPC 2024 (Actual):	294	1,031	81	323	409	250	477	1,053	173	178	1,211	292	5,772
EAPC 2024 (PCE):	313	1,050	83	330	433	268	516	1,096	189	180	1,245	309	6,012
HY 2045 NP (Actual):	324	1,079	89	183	430	155	342	1,031	191	155	1,257	231	5,467
HY 2045 NP (PCE):	344	1,079	91	190	454	175	385	1,078	208	158	1,294	250	5,706
HY 2045 WP (Actual):	324	1,173	89	340	451	264	508	1,147	191	192	1,325	313	6,317
HY 2045 WP (PCE):	344	1,173	91	347	475	284	551	1,194	208	195	1,362	332	6,556

Volume Development - AM Peak Hour
Actual & PCE Volumes

13: Perris Bl. & Dawes St.

	PHF:	0.965		7:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	2	826	9	11	395	0	0	1	0	23	0	22	1,289
2022 PCE:	**3**	**864**	**9**	**16**	**428**	**0**	**0**	**1**	**0**	**23**	**0**	**23**	**1,366**
E+P (Actual):	2	892	9	30	435	0	0	1	0	23	0	50	1,442
E+P (PCE):	3	930	9	35	468	0	0	1	0	23	0	51	1,519
EAC 2024 (Actual):	2	995	10	12	578	0	0	1	0	24	0	23	1,646
EAC 2024 (PCE):	3	1,035	10	17	613	0	0	1	0	24	0	24	1,727
EAPC 2024 (Actual):	2	1,061	10	31	618	0	0	1	0	24	0	51	1,799
EAPC 2024 (PCE):	3	1,101	10	36	653	0	0	1	0	24	0	52	1,880
HY 2045 NP (Actual):	2	1,095	11	13	636	0	0	1	0	71	0	89	1,918
HY 2045 NP (PCE):	3	1,139	11	19	674	0	0	1	0	71	0	89	2,007
HY 2045 WP (Actual):	2	1,161	11	32	676	0	0	1	0	71	0	117	2,071
HY 2045 WP (PCE):	3	1,205	11	38	714	0	0	1	0	71	0	117	2,160

14: Perris Bl. & Morgan St.

	PHF:	0.959		7:30					Count Date:		8/30/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	43	891	9	16	462	44	21	19	21	7	44	15	1,592
2022 PCE:	**45**	**916**	**9**	**21**	**495**	**44**	**22**	**25**	**22**	**9**	**56**	**28**	**1,691**
E+P (Actual):	43	957	9	16	502	44	21	19	21	7	44	15	1,698
E+P (PCE):	45	982	9	21	535	44	22	25	22	9	56	28	1,797
EAC 2024 (Actual):	46	1,057	10	42	624	47	22	92	22	7	67	23	2,059
EAC 2024 (PCE):	48	1,083	10	47	659	47	23	211	23	10	113	37	2,309
EAPC 2024 (Actual):	46	1,123	10	42	664	47	22	92	22	7	67	23	2,165
EAPC 2024 (PCE):	48	1,149	10	47	699	47	23	211	23	10	113	37	2,415
HY 2045 NP (Actual):	71	1,163	11	46	687	96	33	101	25	8	73	25	2,339
HY 2045 NP (PCE):	71	1,192	11	52	724	96	33	232	25	11	125	40	2,612
HY 2045 WP (Actual):	71	1,229	11	46	727	96	33	101	25	8	73	25	2,445
HY 2045 WP (PCE):	71	1,258	11	52	764	96	33	232	25	11	125	40	2,718

15: Perris Bl. & Rider St.

	PHF:	0.963		7:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	24	634	48	27	239	20	12	27	20	93	70	130	1,344
2022 PCE:	**24**	**654**	**51**	**39**	**252**	**24**	**17**	**32**	**21**	**94**	**73**	**146**	**1,426**
E+P (Actual):	24	668	48	47	260	20	12	27	20	93	70	161	1,450
E+P (PCE):	24	688	51	59	273	24	17	32	21	94	73	177	1,532
EAC 2024 (Actual):	30	707	118	109	303	26	15	33	23	128	84	215	1,790
EAC 2024 (PCE):	30	727	121	121	316	30	20	38	24	128	87	232	1,876
EAPC 2024 (Actual):	30	741	118	129	324	26	15	33	23	128	84	246	1,896
EAPC 2024 (PCE):	30	761	121	141	337	30	20	38	24	128	87	263	1,982
HY 2045 NP (Actual):	80	856	130	120	333	38	17	36	45	140	120	236	2,151
HY 2045 NP (PCE):	80	856	133	134	348	38	22	42	45	141	120	255	2,214
HY 2045 WP (Actual):	80	890	130	140	354	38	17	36	45	140	120	267	2,257
HY 2045 WP (PCE):	80	890	133	154	369	38	22	42	45	141	120	286	2,320

16: Perris Bl. & Placentia Av.

	PHF:	0.897		7:00					Count Date:		3/11/2020		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	35	773	27	31	505	30	14	62	11	32	117	124	1,761
2022 PCE:	**37**	**791**	**29**	**32**	**512**	**32**	**14**	**62**	**14**	**33**	**117**	**126**	**1,798**
E+P (Actual):	35	793	27	38	517	31	17	62	11	32	117	135	1,815
E+P (PCE):	37	811	29	39	524	33	17	62	14	33	117	137	1,852
EAC 2024 (Actual):	79	904	39	33	609	35	25	110	77	50	224	131	2,317
EAC 2024 (PCE):	80	923	41	34	617	37	26	110	79	51	224	134	2,355
EAPC 2024 (Actual):	79	924	39	40	621	36	28	110	77	50	224	142	2,371
EAPC 2024 (PCE):	80	943	41	41	629	38	29	110	79	51	224	145	2,409
HY 2045 NP (Actual):	86	1,106	43	36	670	46	49	121	85	55	246	144	2,687
HY 2045 NP (PCE):	88	1,106	45	37	679	46	49	121	87	56	246	147	2,707
HY 2045 WP (Actual):	86	1,126	43	43	682	47	52	121	85	55	246	155	2,741
HY 2045 WP (PCE):	88	1,126	45	44	691	47	52	121	87	56	246	158	2,761

Volume Development - AM Peak Hour
Actual & PCE Volumes

17: Driveway 4 & Perry St.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								21			12		33
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**12**	**0**	**33**
E+P (Actual):	0	0	2	0	0	0	0	74	15	0	21	0	112
E+P (PCE):	0	0	2	0	0	0	0	74	15	0	21	0	112
EAC 2024 (Actual):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAC 2024 (PCE):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAPC 2024 (Actual):	0	0	2	0	0	0	0	75	15	0	22	0	114
EAPC 2024 (PCE):	0	0	2	0	0	0	0	75	15	0	22	0	114
HY 2045 NP (Actual):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 NP (PCE):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 WP (Actual):	0	0	2	0	0	0	0	77	15	0	23	0	117
HY 2045 WP (PCE):	0	0	2	0	0	0	0	77	15	0	23	0	117

18: Driveway 5 & Perry St.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								21			12		33
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**12**	**0**	**33**
E+P (Actual):	5	0	4	0	0	0	0	75	0	10	17	0	111
E+P (PCE):	5	0	10	0	0	0	0	75	0	16	17	0	123
EAC 2024 (Actual):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAC 2024 (PCE):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAPC 2024 (Actual):	5	0	4	0	0	0	0	76	0	10	18	0	113
EAPC 2024 (PCE):	5	0	10	0	0	0	0	76	0	16	18	0	125
HY 2045 NP (Actual):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 NP (PCE):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 WP (Actual):	5	0	4	0	0	0	0	78	0	10	19	0	116
HY 2045 WP (PCE):	5	0	10	0	0	0	0	78	0	16	19	0	128

19: Driveway 6 & Perry St.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								21			12		33
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**12**	**0**	**33**
E+P (Actual):	0	0	4	0	0	0	0	79	0	4	27	0	114
E+P (PCE):	0	0	10	0	0	0	0	85	0	10	33	0	138
EAC 2024 (Actual):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAC 2024 (PCE):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAPC 2024 (Actual):	0	0	4	0	0	0	0	80	0	4	28	0	116
EAPC 2024 (PCE):	0	0	10	0	0	0	0	86	0	10	34	0	140
HY 2045 NP (Actual):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 NP (PCE):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 WP (Actual):	0	0	4	0	0	0	0	82	0	4	29	0	119
HY 2045 WP (PCE):	0	0	10	0	0	0	0	88	0	10	35	0	143

20: Driveway 7 & Ramona Exwy.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								626			1,048		1,674
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**670**	**0**	**0**	**1083**	**0**	**1,753**
E+P (Actual):	0	0	0	0	0	153	0	843	0	0	1,082	183	2,261
E+P (PCE):	0	0	0	0	0	153	0	887	0	0	1,117	183	2,340
EAC 2024 (Actual):	0	0	0	0	0	0	0	664	0	0	1,112	0	1,776
EAC 2024 (PCE):	0	0	0	0	0	0	0	711	0	0	1,148	0	1,859
EAPC 2024 (Actual):	0	0	0	0	0	153	0	881	0	0	1,146	183	2,363
EAPC 2024 (PCE):	0	0	0	0	0	153	0	928	0	0	1,182	183	2,446
HY 2045 NP (Actual):	0	0	0	0	0	0	0	1,744	0	0	2,721	0	4,465
HY 2045 NP (PCE):	0	0	0	0	0	0	0	1,756	0	0	2,727	0	4,483
HY 2045 WP (Actual):	0	0	0	0	0	153	0	1,961	0	0	2,755	183	5,052
HY 2045 WP (PCE):	0	0	0	0	0	153	0	1,973	0	0	2,761	183	5,070

Volume Development - AM Peak Hour
Actual & PCE Volumes

21: Driveway 8 & Ramona Exwy.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								626			1,048		1,674
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**670**	**0**	**0**	**1083**	**0**	**1,753**
E+P (Actual):	0	0	0	138	0	116	82	761	0	0	1,149	268	2,514
E+P (PCE):	0	0	0	138	0	116	82	805	0	0	1,184	268	2,593
EAC 2024 (Actual):	0	0	0	0	0	0	0	1,186	0	0	1,521	0	2,707
EAC 2024 (PCE):	0	0	0	0	0	0	0	1,233	0	0	1,557	0	2,790
EAPC 2024 (Actual):	0	0	0	138	0	116	82	1,321	0	0	1,622	268	3,547
EAPC 2024 (PCE):	0	0	0	138	0	116	82	1,368	0	0	1,658	268	3,630
HY 2045 NP (Actual):	0	0	0	0	0	0	0	1,744	0	0	2,721	0	4,465
HY 2045 NP (PCE):	0	0	0	0	0	0	0	1,756	0	0	2,727	0	4,483
HY 2045 WP (Actual):	0	0	0	138	0	116	82	1,879	0	0	2,822	268	5,305
HY 2045 WP (PCE):	0	0	0	138	0	116	82	1,891	0	0	2,828	268	5,323

22: Redlands Av. & Markham St.

	PHF:	0.952		7:00					Count Date:		8/30/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	61	549	0	0	84	6	5	0	22	0	0	0	727
2022 PCE:	**62**	**561**	**0**	**0**	**117**	**10**	**6**	**0**	**25**	**0**	**0**	**0**	**781**
E+P (Actual):	72	563	0	0	102	6	5	0	39	0	0	0	787
E+P (PCE):	73	587	0	0	147	10	6	0	42	0	0	0	865
EAC 2024 (Actual):	119	635	0	0	273	78	22	0	33	0	0	0	1,161
EAC 2024 (PCE):	120	695	0	0	466	83	23	0	36	0	0	0	1,423
EAPC 2024 (Actual):	130	649	0	0	291	78	22	0	50	0	0	0	1,221
EAPC 2024 (PCE):	131	721	0	0	496	83	23	0	53	0	0	0	1,507
HY 2045 NP (Actual):	131	1,252	0	0	300	86	25	0	37	0	0	0	1,831
HY 2045 NP (PCE):	132	1,252	0	0	513	91	26	0	40	0	0	0	2,054
HY 2045 WP (Actual):	142	1,266	0	0	318	86	25	0	54	0	0	0	1,891
HY 2045 WP (PCE):	143	1,278	0	0	543	91	26	0	57	0	0	0	2,138

23: Redlands Av. & Perry St.

	PHF:	0.912		7:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	13	541	0	0	100	5	3	0	9	0	0	0	671
2022 PCE:	**14**	**565**	**0**	**0**	**122**	**5**	**4**	**0**	**11**	**0**	**0**	**0**	**721**
E+P (Actual):	28	541	0	0	128	12	29	0	32	0	0	0	770
E+P (PCE):	29	565	0	0	150	24	42	0	34	0	0	0	844
EAC 2024 (Actual):	14	704	0	0	357	5	3	0	10	0	0	0	1,093
EAC 2024 (PCE):	14	776	0	0	538	5	4	0	12	0	0	0	1,350
EAPC 2024 (Actual):	29	704	0	0	385	12	29	0	33	0	0	0	1,192
EAPC 2024 (PCE):	29	776	0	0	566	24	42	0	35	0	0	0	1,473
HY 2045 NP (Actual):	36	1,369	0	0	459	6	4	0	11	0	0	0	1,885
HY 2045 NP (PCE):	36	1,426	0	0	639	6	5	0	13	0	0	0	2,125
HY 2045 WP (Actual):	51	1,369	0	0	487	13	30	0	34	0	0	0	1,984
HY 2045 WP (PCE):	51	1,426	0	0	667	25	43	0	36	0	0	0	2,248

24: Redlands Av. & Ramona Exwy.

	PHF:	0.979		7:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	25	146	80	73	27	9	16	581	29	55	1,014	392	2,447
2022 PCE:	**29**	**160**	**83**	**86**	**33**	**14**	**23**	**609**	**39**	**57**	**1040**	**396**	**2,568**
E+P (Actual):	53	149	80	77	47	37	214	656	29	55	1,127	404	2,928
E+P (PCE):	57	163	83	90	53	42	221	684	39	57	1,153	408	3,049
EAC 2024 (Actual):	54	180	170	201	116	50	64	1,054	68	108	1,418	474	3,956
EAC 2024 (PCE):	58	195	281	373	122	55	71	1,084	78	143	1,445	525	4,430
EAPC 2024 (Actual):	82	183	170	205	136	78	262	1,129	68	108	1,531	486	4,437
EAPC 2024 (PCE):	86	198	281	377	142	83	269	1,159	78	143	1,558	537	4,911
HY 2045 NP (Actual):	59	598	187	233	171	66	186	1,483	75	119	2,596	621	6,394
HY 2045 NP (PCE):	64	597	309	413	172	67	187	1,483	86	158	2,596	678	6,810
HY 2045 WP (Actual):	87	601	187	237	191	94	384	1,558	75	119	2,709	633	6,875
HY 2045 WP (PCE):	92	600	309	417	192	95	385	1,558	86	158	2,709	690	7,291

Volume Development - AM Peak Hour
Actual & PCE Volumes

25: Evans Rd. & Ramona Exwy.

	PHF:	0.966		7:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	301	382	18	128	153	300	315	332	46	6	843	202	3,026
2022 PCE:	**305**	**385**	**18**	**128**	**154**	**306**	**325**	**366**	**48**	**6**	**864**	**206**	**3,109**
E+P (Actual):	332	382	18	128	153	331	335	371	66	6	906	202	3,230
E+P (PCE):	336	385	18	128	154	337	345	405	68	6	927	206	3,313
EAC 2024 (Actual):	319	405	19	214	162	318	334	999	49	6	1,344	237	4,408
EAC 2024 (PCE):	323	408	19	214	163	324	345	1,301	50	6	1,447	242	4,842
EAPC 2024 (Actual):	350	405	19	214	162	349	354	1,038	69	6	1,407	237	4,612
EAPC 2024 (PCE):	354	408	19	214	163	355	365	1,340	70	6	1,510	242	5,046
HY 2045 NP (Actual):	351	457	21	235	179	462	544	1,099	54	7	1,479	280	5,168
HY 2045 NP (PCE):	355	457	21	235	180	462	544	1,431	55	7	1,591	280	5,618
HY 2045 WP (Actual):	382	457	21	235	179	493	564	1,138	74	7	1,542	280	5,372
HY 2045 WP (PCE):	386	457	21	235	180	493	564	1,470	75	7	1,654	280	5,822

26: Bradley Rd. & Ramona Exwy.

	PHF:	0.934		7:15					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	137	0	17	0	0	0	0	447	48	11	718	0	1,378
2022 PCE:	**140**	**0**	**17**	**0**	**0**	**0**	**0**	**487**	**49**	**11**	**744**	**0**	**1,447**
E+P (Actual):	168	0	17	0	0	0	0	467	68	11	749	0	1,480
E+P (PCE):	171	0	17	0	0	0	0	507	69	11	775	0	1,549
EAC 2024 (Actual):	145	0	18	0	0	0	0	1,085	51	12	942	0	2,253
EAC 2024 (PCE):	148	0	18	0	0	0	0	1,394	51	12	1,049	0	2,672
EAPC 2024 (Actual):	176	0	18	0	0	0	0	1,105	71	12	973	0	2,355
EAPC 2024 (PCE):	179	0	18	0	0	0	0	1,414	71	12	1,080	0	2,774
HY 2045 NP (Actual):	160	0	20	0	0	0	0	1,194	123	13	1,296	0	2,806
HY 2045 NP (PCE):	163	0	20	0	0	0	0	1,533	123	13	1,296	0	3,148
HY 2045 WP (Actual):	191	0	20	0	0	0	0	1,214	143	13	1,327	0	2,908
HY 2045 WP (PCE):	194	0	20	0	0	0	0	1,553	143	13	1,327	0	3,250

27: Driveway 9 & Perry St.

	PHF:	0.920							Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								21			12		33
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**12**	**0**	**33**
E+P (Actual):	5	0	2	0	0	0	0	68	15	9	26	0	125
E+P (PCE):	5	0	2	0	0	0	0	80	15	9	38	0	149
EAC 2024 (Actual):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAC 2024 (PCE):	0	0	0	0	0	0	0	22	0	0	13	0	35
EAPC 2024 (Actual):	5	0	2	0	0	0	0	69	15	9	27	0	127
EAPC 2024 (PCE):	5	0	2	0	0	0	0	81	15	9	39	0	151
HY 2045 NP (Actual):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 NP (PCE):	0	0	0	0	0	0	0	24	0	0	14	0	38
HY 2045 WP (Actual):	5	0	2	0	0	0	0	71	15	9	28	0	130
HY 2045 WP (PCE):	5	0	2	0	0	0	0	83	15	9	40	0	154

Volume Development - PM Peak Hour
Actual & PCE Volumes

1: I-215 SB Ramps & Ramona Exwy.

	PHF:	0.969		4:15					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	0	0	0	732	2	122	0	719	322	334	805	0	3,036
2022 PCE:	**0**	**0**	**0**	**825**	**2**	**165**	**0**	**782**	**329**	**353**	**856**	**0**	**3,311**
E+P (Actual):	0	0	0	785	2	122	0	736	322	389	823	0	3,179
E+P (PCE):	0	0	0	878	2	165	0	799	329	408	874	0	3,454
EAC 2024 (Actual):	0	0	0	1,119	2	203	0	1,028	544	534	1,009	0	4,439
EAC 2024 (PCE):	0	0	0	1,217	2	249	0	1,096	551	554	1,063	0	4,731
EAPC 2024 (Actual):	0	0	0	1,172	2	203	0	1,045	544	589	1,027	0	4,582
EAPC 2024 (PCE):	0	0	0	1,270	2	249	0	1,113	551	609	1,081	0	4,874
HY 2045 NP (Actual):	0	0	0	930	2	393	0	985	429	836	1,244	0	4,819
HY 2045 NP (PCE):	0	0	0	1,001	4	438	0	1,025	440	970	1,339	0	5,217
HY 2045 WP (Actual):	0	0	0	983	2	393	0	1,002	429	891	1,262	0	4,962
HY 2045 WP (PCE):	0	0	0	1,054	4	438	0	1,042	440	1,025	1,357	0	5,360

2: I-215 NB Ramps & Ramona Exwy.

	PHF:	0.953		4:15					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	324	2	360	0	0	0	136	1,315	0	0	815	505	3,457
2022 PCE:	**342**	**3**	**386**	**0**	**0**	**0**	**163**	**1444**	**0**	**0**	**867**	**574**	**3,777**
E+P (Actual):	324	2	411	0	0	0	136	1,385	0	0	888	564	3,710
E+P (PCE):	342	3	437	0	0	0	163	1,514	0	0	940	633	4,030
EAC 2024 (Actual):	424	2	449	0	0	0	339	1,810	0	0	1,070	1,019	5,113
EAC 2024 (PCE):	442	3	476	0	0	0	367	1,947	0	0	1,125	1,091	5,451
EAPC 2024 (Actual):	424	2	500	0	0	0	339	1,880	0	0	1,143	1,078	5,366
EAPC 2024 (PCE):	442	3	527	0	0	0	367	2,017	0	0	1,198	1,150	5,704
HY 2045 NP (Actual):	346	2	495	0	0	0	338	1,578	0	0	1,734	765	5,256
HY 2045 NP (PCE):	376	2	559	0	0	0	348	1,677	0	0	1,933	861	5,756
HY 2045 WP (Actual):	346	2	546	0	0	0	338	1,648	0	0	1,807	824	5,509
HY 2045 WP (PCE):	376	2	610	0	0	0	348	1,747	0	0	2,006	920	6,009

3: Webster Av. & Ramona Exwy.

	PHF:	0.954		4:15					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	125	27	14	73	45	133	154	1,204	33	11	1,106	44	2,969
2022 PCE:	**135**	**28**	**18**	**75**	**47**	**139**	**161**	**1325**	**37**	**12**	**1210**	**47**	**3,230**
E+P (Actual):	125	27	14	73	45	133	154	1,325	33	11	1,238	44	3,222
E+P (PCE):	135	28	18	75	47	139	161	1,446	37	12	1,342	47	3,483
EAC 2024 (Actual):	185	29	15	83	48	141	163	1,571	102	12	1,942	60	4,350
EAC 2024 (PCE):	195	30	19	85	49	147	171	1,699	106	13	2,052	62	4,627
EAPC 2024 (Actual):	185	29	15	83	48	141	163	1,692	102	12	2,074	60	4,603
EAPC 2024 (PCE):	195	30	19	85	49	147	171	1,820	106	13	2,184	62	4,880
HY 2045 NP (Actual):	203	53	16	349	91	1,052	505	1,728	112	13	2,137	90	6,349
HY 2045 NP (PCE):	214	53	20	349	91	1,052	505	1,869	116	14	2,257	90	6,630
HY 2045 WP (Actual):	203	53	16	349	91	1,052	505	1,849	112	13	2,269	90	6,602
HY 2045 WP (PCE):	214	53	20	349	91	1,052	505	1,990	116	14	2,389	90	6,883

4: Indian Av. & Harley Knox Bl.

	PHF:	0.793		4:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	53	183	14	78	224	329	206	278	28	12	336	33	1,774
2022 PCE:	**85**	**222**	**18**	**80**	**246**	**413**	**271**	**315**	**56**	**12**	**382**	**36**	**2,134**
E+P (Actual):	53	183	14	84	224	329	206	297	28	12	358	39	1,827
E+P (PCE):	85	222	18	86	246	413	271	345	56	12	416	42	2,210
EAC 2024 (Actual):	121	199	68	85	269	663	307	464	69	41	628	38	2,952
EAC 2024 (PCE):	155	239	72	88	293	752	375	559	99	41	826	41	3,539
EAPC 2024 (Actual):	121	199	68	91	269	663	307	483	69	41	650	44	3,005
EAPC 2024 (PCE):	155	239	72	94	293	752	375	589	99	41	860	47	3,615
HY 2045 NP (Actual):	133	219	75	511	296	729	338	510	76	45	691	141	3,764
HY 2045 NP (PCE):	170	263	80	511	322	827	413	614	109	45	908	141	4,403
HY 2045 WP (Actual):	133	219	75	517	296	729	338	529	76	45	713	147	3,817
HY 2045 WP (PCE):	170	263	80	517	322	827	413	644	109	45	942	147	4,479

Volume Development - PM Peak Hour
Actual & PCE Volumes

5: Indian Av. & Ramona Exwy.

	PHF:	0.888		4:30					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	96	83	55	42	123	47	64	1,239	58	53	921	42	2,823
2022 PCE:	**123**	**113**	**55**	**43**	**155**	**59**	**84**	**1287**	**86**	**60**	**973**	**45**	**3,081**
E+P (Actual):	96	83	72	58	123	47	64	1,360	58	71	1,053	56	3,141
E+P (PCE):	123	113	72	59	155	59	84	1,408	86	78	1,105	59	3,399
EAC 2024 (Actual):	142	210	58	161	137	178	376	1,664	74	56	1,462	172	4,689
EAC 2024 (PCE):	170	242	58	162	171	190	397	1,714	103	64	1,517	174	4,963
EAPC 2024 (Actual):	142	210	75	177	137	178	376	1,785	74	74	1,594	186	5,007
EAPC 2024 (PCE):	170	242	75	178	171	190	397	1,835	103	82	1,649	188	5,281
HY 2045 NP (Actual):	156	231	85	177	151	196	413	1,830	81	166	1,608	189	5,283
HY 2045 NP (PCE):	188	266	85	178	188	209	437	1,886	114	166	1,669	192	5,578
HY 2045 WP (Actual):	156	231	102	193	151	196	413	1,951	81	184	1,740	203	5,601
HY 2045 WP (PCE):	188	266	102	194	188	209	437	2,007	114	184	1,801	206	5,896

6: Perris Bl. & Harley Knox Bl.

	PHF:	0.840		4:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	39	669	4	168	896	236	185	139	56	11	77	95	2,575
2022 PCE:	**50**	**694**	**4**	**171**	**942**	**262**	**202**	**159**	**63**	**15**	**93**	**100**	**2,752**
E+P (Actual):	57	687	4	168	913	236	185	147	73	11	86	95	2,662
E+P (PCE):	68	712	4	171	959	262	202	178	80	15	114	100	2,862
EAC 2024 (Actual):	62	826	7	212	1,076	270	248	271	85	16	359	142	3,574
EAC 2024 (PCE):	73	852	7	216	1,124	298	265	349	92	21	525	147	3,966
EAPC 2024 (Actual):	80	844	7	212	1,093	270	248	279	102	16	368	142	3,661
EAPC 2024 (PCE):	91	870	7	216	1,141	298	265	368	109	21	546	147	4,076
HY 2045 NP (Actual):	78	926	24	358	1,184	298	273	598	120	22	395	156	4,432
HY 2045 NP (PCE):	80	937	24	358	1,237	327	292	598	120	23	577	161	4,734
HY 2045 WP (Actual):	96	944	24	358	1,201	298	273	606	137	22	404	156	4,519
HY 2045 WP (PCE):	98	955	24	358	1,254	327	292	617	137	23	598	161	4,844

7: Perris Bl. & Markham St.

	PHF:	0.880		4:15					Count Date:		8/30/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	24	625	19	17	827	33	53	46	61	17	42	25	1,789
2022 PCE:	**25**	**654**	**24**	**26**	**849**	**41**	**55**	**58**	**64**	**27**	**55**	**30**	**1,905**
E+P (Actual):	24	662	19	17	861	33	53	46	61	17	42	25	1,860
E+P (PCE):	25	691	24	26	883	41	55	58	64	27	55	30	1,976
EAC 2024 (Actual):	28	804	30	23	969	35	56	49	67	26	45	32	2,164
EAC 2024 (PCE):	30	834	35	32	992	43	58	61	70	37	58	37	2,287
EAPC 2024 (Actual):	28	841	30	23	1,003	35	56	49	67	26	45	32	2,235
EAPC 2024 (PCE):	30	871	35	32	1,026	43	58	61	70	37	58	37	2,358
HY 2045 NP (Actual):	31	885	37	30	1,066	39	70	83	73	29	66	48	2,457
HY 2045 NP (PCE):	32	918	39	35	1,091	47	70	83	77	41	66	48	2,547
HY 2045 WP (Actual):	31	922	37	30	1,100	39	70	83	73	29	66	48	2,528
HY 2045 WP (PCE):	32	955	39	35	1,125	47	70	83	77	41	66	48	2,618

8: Perris Bl. & Perry St.

	PHF:	0.822		4:00					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	8	655	3	3	940	7	4	1	21	7	2	7	1,658
2022 PCE:	**8**	**697**	**3**	**3**	**983**	**11**	**4**	**1**	**22**	**8**	**4**	**7**	**1,750**
E+P (Actual):	221	692	42	6	971	7	4	3	21	43	6	7	2,023
E+P (PCE):	221	734	42	6	1,014	11	4	3	22	44	8	7	2,115
EAC 2024 (Actual):	8	849	3	3	1,099	7	4	1	22	7	2	7	2,015
EAC 2024 (PCE):	8	893	3	3	1,144	11	4	1	23	8	4	7	2,112
EAPC 2024 (Actual):	221	886	42	6	1,130	7	4	3	22	43	6	7	2,380
EAPC 2024 (PCE):	221	930	42	6	1,175	11	4	3	23	44	8	7	2,477
HY 2045 NP (Actual):	9	934	4	4	1,209	8	5	1	25	8	2	8	2,217
HY 2045 NP (PCE):	9	982	4	4	1,259	12	5	1	26	9	5	8	2,324
HY 2045 WP (Actual):	222	971	43	7	1,240	8	5	3	25	44	6	8	2,582
HY 2045 WP (PCE):	222	1,019	43	7	1,290	12	5	3	26	45	9	8	2,689

Volume Development - PM Peak Hour
Actual & PCE Volumes

9: Perris Bl. & Driveway 1

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:		666			968								1,634
2022 PCE:	**0**	**708**	**0**	**0**	**1013**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,720**
E+P (Actual):	0	839	90	0	1,248	0	0	0	0	0	0	114	2,291
E+P (PCE):	0	881	90	0	1,293	0	0	0	0	0	0	114	2,377
EAC 2024 (Actual):	0	861	0	0	1,129	0	0	0	0	0	0	0	1,990
EAC 2024 (PCE):	0	905	0	0	1,176	0	0	0	0	0	0	0	2,081
EAPC 2024 (Actual):	0	1,034	90	0	1,409	0	0	0	0	0	0	114	2,647
EAPC 2024 (PCE):	0	1,078	90	0	1,456	0	0	0	0	0	0	114	2,738
HY 2045 NP (Actual):	0	947	0	0	1,242	0	0	0	0	0	0	0	2,189
HY 2045 NP (PCE):	0	995	0	0	1,294	0	0	0	0	0	0	0	2,289
HY 2045 WP (Actual):	0	1,120	90	0	1,522	0	0	0	0	0	0	114	2,846
HY 2045 WP (PCE):	0	1,168	90	0	1,574	0	0	0	0	0	0	114	2,946

10: Perris Bl. & Driveway 2

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:		666			968								1,634
2022 PCE:	**0**	**708**	**0**	**0**	**1013**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,720**
E+P (Actual):	0	829	133	0	1,248	0	0	0	0	0	0	100	2,310
E+P (PCE):	0	871	133	0	1,293	0	0	0	0	0	0	100	2,396
EAC 2024 (Actual):	0	861	0	0	1,129	0	0	0	0	0	0	0	1,990
EAC 2024 (PCE):	0	905	0	0	1,176	0	0	0	0	0	0	0	2,081
EAPC 2024 (Actual):	0	1,024	133	0	1,409	0	0	0	0	0	0	100	2,666
EAPC 2024 (PCE):	0	1,068	133	0	1,456	0	0	0	0	0	0	100	2,757
HY 2045 NP (Actual):	0	947	0	0	1,242	0	0	0	0	0	0	0	2,189
HY 2045 NP (PCE):	0	995	0	0	1,294	0	0	0	0	0	0	0	2,289
HY 2045 WP (Actual):	0	1,110	133	0	1,522	0	0	0	0	0	0	100	2,865
HY 2045 WP (PCE):	0	1,158	133	0	1,574	0	0	0	0	0	0	100	2,965

11: Perris Bl. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:		666			968								1,634
2022 PCE:	**0**	**708**	**0**	**0**	**1013**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,720**
E+P (Actual):	0	899	51	0	1,248	0	0	0	0	0	0	63	2,261
E+P (PCE):	0	941	51	0	1,293	0	0	0	0	0	0	63	2,347
EAC 2024 (Actual):	0	861	0	0	1,129	0	0	0	0	0	0	0	1,990
EAC 2024 (PCE):	0	905	0	0	1,176	0	0	0	0	0	0	0	2,081
EAPC 2024 (Actual):	0	1,094	51	0	1,409	0	0	0	0	0	0	63	2,617
EAPC 2024 (PCE):	0	1,138	51	0	1,456	0	0	0	0	0	0	63	2,708
HY 2045 NP (Actual):	0	947	0	0	1,242	0	0	0	0	0	0	0	2,189
HY 2045 NP (PCE):	0	995	0	0	1,294	0	0	0	0	0	0	0	2,289
HY 2045 WP (Actual):	0	1,180	51	0	1,522	0	0	0	0	0	0	63	2,816
HY 2045 WP (PCE):	0	1,228	51	0	1,574	0	0	0	0	0	0	63	2,916

12: Perris Bl. & Ramona Exwy.

	PHF:	0.966		4:00					Count Date:		4/6/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	193	403	93	258	596	163	272	965	182	134	686	113	4,058
2022 PCE:	**220**	**406**	**94**	**259**	**601**	**180**	**300**	**993**	**203**	**137**	**713**	**117**	**4,219**
E+P (Actual):	193	454	93	382	622	292	396	995	182	163	721	192	4,685
E+P (PCE):	220	457	94	383	627	309	424	1,023	203	166	748	196	4,846
EAC 2024 (Actual):	319	489	124	317	682	180	307	1,386	278	157	1,234	195	5,667
EAC 2024 (PCE):	347	492	124	317	687	197	336	1,416	300	160	1,262	199	5,837
EAPC 2024 (Actual):	319	540	124	441	708	309	431	1,416	278	186	1,269	274	6,294
EAPC 2024 (PCE):	347	543	124	441	713	326	460	1,446	300	189	1,297	278	6,464
HY 2045 NP (Actual):	351	646	136	348	751	198	337	1,525	306	173	1,357	214	6,342
HY 2045 NP (PCE):	382	646	137	349	756	217	369	1,558	330	176	1,389	218	6,527
HY 2045 WP (Actual):	351	697	136	472	777	327	461	1,555	306	202	1,392	293	6,969
HY 2045 WP (PCE):	382	697	137	473	782	346	493	1,588	330	205	1,424	297	7,154

Volume Development - PM Peak Hour
Actual & PCE Volumes

13: Perris Bl. & Dawes St.

	PHF:	0.983		4:00						Count Date:	6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	2	629	30	22	819	0	0	0	0	36	0	19	1,557
2022 PCE:	**2**	**655**	**31**	**22**	**835**	**0**	**0**	**0**	**0**	**36**	**0**	**19**	**1,599**
E+P (Actual):	2	665	30	36	860	0	0	0	0	36	0	35	1,664
E+P (PCE):	2	691	31	36	876	0	0	0	0	36	0	35	1,706
EAC 2024 (Actual):	2	906	32	23	1,046	0	0	0	0	38	0	20	2,068
EAC 2024 (PCE):	2	933	32	23	1,062	0	0	0	0	38	0	20	2,112
EAPC 2024 (Actual):	2	942	32	37	1,087	0	0	0	0	38	0	36	2,175
EAPC 2024 (PCE):	2	969	32	37	1,103	0	0	0	0	38	0	36	2,219
HY 2045 NP (Actual):	2	997	48	26	1,150	0	0	0	0	50	0	22	2,295
HY 2045 NP (PCE):	2	1,027	48	26	1,169	0	0	0	0	50	0	22	2,344
HY 2045 WP (Actual):	2	1,033	48	40	1,191	0	0	0	0	50	0	38	2,402
HY 2045 WP (PCE):	2	1,063	48	40	1,210	0	0	0	0	50	0	38	2,451

14: Perris Bl. & Morgan St.

	PHF:	0.904		4:00						Count Date:	8/30/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	22	605	13	14	737	11	18	28	21	12	18	23	1,522
2022 PCE:	**23**	**621**	**13**	**15**	**757**	**17**	**20**	**31**	**24**	**13**	**31**	**29**	**1,592**
E+P (Actual):	22	641	13	14	778	11	18	28	21	12	18	23	1,599
E+P (PCE):	23	657	13	15	798	17	20	31	24	13	31	29	1,669
EAC 2024 (Actual):	23	849	14	28	946	12	19	55	22	13	86	56	2,123
EAC 2024 (PCE):	24	865	14	29	967	18	21	96	25	14	203	63	2,338
EAPC 2024 (Actual):	23	885	14	28	987	12	19	55	22	13	86	56	2,200
EAPC 2024 (PCE):	24	901	14	29	1,008	18	21	96	25	14	203	63	2,415
HY 2045 NP (Actual):	26	934	15	31	1,040	17	54	60	36	14	95	62	2,384
HY 2045 NP (PCE):	26	952	15	32	1,063	20	54	106	36	15	223	69	2,611
HY 2045 WP (Actual):	26	970	15	31	1,081	17	54	60	36	14	95	62	2,461
HY 2045 WP (PCE):	26	988	15	32	1,104	20	54	106	36	15	223	69	2,688

15: Perris Bl. & Rider St.

	PHF:	0.924		4:15						Count Date:	6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	17	488	150	73	682	15	41	167	65	116	77	91	1,982
2022 PCE:	**17**	**496**	**151**	**85**	**688**	**15**	**43**	**178**	**66**	**116**	**81**	**97**	**2,032**
E+P (Actual):	17	507	150	91	704	15	41	167	65	116	77	108	2,058
E+P (PCE):	17	515	151	103	710	15	43	178	66	116	81	114	2,108
EAC 2024 (Actual):	21	600	215	173	789	19	50	189	76	211	88	215	2,646
EAC 2024 (PCE):	21	608	216	186	795	19	53	200	77	211	92	220	2,698
EAPC 2024 (Actual):	21	619	215	191	811	19	50	189	76	211	88	232	2,722
EAPC 2024 (PCE):	21	627	216	204	817	19	53	200	77	211	92	237	2,774
HY 2045 NP (Actual):	47	738	237	191	867	21	67	208	209	232	96	236	3,149
HY 2045 NP (PCE):	47	738	238	204	874	21	67	220	209	232	101	242	3,193
HY 2045 WP (Actual):	47	757	237	209	889	21	67	208	209	232	96	253	3,225
HY 2045 WP (PCE):	47	757	238	222	896	21	67	220	209	232	101	259	3,269

16: Perris Bl. & Placentia Av.

	PHF:	0.925		4:30						Count Date:	3/11/2020		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	8	695	73	140	979	8	22	59	23	48	26	104	2,186
2022 PCE:	**8**	**699**	**74**	**141**	**994**	**8**	**22**	**59**	**23**	**48**	**26**	**105**	**2,207**
E+P (Actual):	8	706	73	146	992	12	24	59	23	48	26	110	2,228
E+P (PCE):	8	710	74	147	1,007	12	24	59	23	48	26	111	2,249
EAC 2024 (Actual):	154	867	113	149	1,172	23	28	177	153	83	107	110	3,136
EAC 2024 (PCE):	154	871	114	150	1,187	23	28	177	154	83	107	111	3,159
EAPC 2024 (Actual):	154	878	113	155	1,185	27	30	177	153	83	107	116	3,178
EAPC 2024 (PCE):	154	882	114	156	1,200	27	30	177	154	83	107	117	3,201
HY 2045 NP (Actual):	169	1,064	125	164	1,363	38	46	195	169	91	117	121	3,662
HY 2045 NP (PCE):	169	1,064	126	165	1,363	38	46	195	169	91	117	123	3,666
HY 2045 WP (Actual):	169	1,075	125	170	1,376	42	48	195	169	91	117	127	3,704
HY 2045 WP (PCE):	169	1,075	126	171	1,376	42	48	195	169	91	117	129	3,708

Volume Development - PM Peak Hour
Actual & PCE Volumes

17: Driveway 4 & Perry St.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								7			16		23
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**19**	**0**	**26**
E+P (Actual):	0	0	8	0	0	0	0	43	8	0	56	0	115
E+P (PCE):	0	0	8	0	0	0	0	43	8	0	59	0	118
EAC 2024 (Actual):	0	0	0	0	0	0	0	7	0	0	17	0	24
EAC 2024 (PCE):	0	0	0	0	0	0	0	7	0	0	20	0	28
EAPC 2024 (Actual):	0	0	8	0	0	0	0	43	8	0	57	0	116
EAPC 2024 (PCE):	0	0	8	0	0	0	0	43	8	0	60	0	120
HY 2045 NP (Actual):	0	0	0	0	0	0	0	9	0	0	18	0	27
HY 2045 NP (PCE):	0	0	0	0	0	0	0	9	0	0	22	0	31
HY 2045 WP (Actual):	0	0	8	0	0	0	0	45	8	0	58	0	119
HY 2045 WP (PCE):	0	0	8	0	0	0	0	45	8	0	62	0	123

18: Driveway 5 & Perry St.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								7			16		23
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**19**	**0**	**26**
E+P (Actual):	20	0	5	0	0	0	0	51	0	7	36	0	119
E+P (PCE):	20	0	11	0	0	0	0	51	0	13	39	0	134
EAC 2024 (Actual):	0	0	0	0	0	0	0	7	0	0	17	0	24
EAC 2024 (PCE):	0	0	0	0	0	0	0	7	0	0	20	0	28
EAPC 2024 (Actual):	20	0	5	0	0	0	0	51	0	7	37	0	120
EAPC 2024 (PCE):	20	0	11	0	0	0	0	51	0	13	40	0	136
HY 2045 NP (Actual):	0	0	0	0	0	0	0	8	0	0	19	0	27
HY 2045 NP (PCE):	0	0	0	0	0	0	0	8	0	0	22	0	30
HY 2045 WP (Actual):	20	0	5	0	0	0	0	52	0	7	39	0	123
HY 2045 WP (PCE):	20	0	11	0	0	0	0	52	0	13	42	0	138

19: Driveway 6 & Perry St.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								7			16		23
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**19**	**0**	**26**
E+P (Actual):	0	0	5	0	0	0	0	56	0	4	43	0	108
E+P (PCE):	0	0	11	0	0	0	0	62	0	10	52	0	135
EAC 2024 (Actual):	0	0	0	0	0	0	0	7	0	0	17	0	24
EAC 2024 (PCE):	0	0	0	0	0	0	0	7	0	0	20	0	28
EAPC 2024 (Actual):	0	0	5	0	0	0	0	56	0	4	44	0	109
EAPC 2024 (PCE):	0	0	11	0	0	0	0	62	0	10	53	0	137
HY 2045 NP (Actual):	0	0	0	0	0	0	0	8	0	0	19	0	27
HY 2045 NP (PCE):	0	0	0	0	0	0	0	8	0	0	22	0	30
HY 2045 WP (Actual):	0	0	5	0	0	0	0	57	0	4	46	0	112
HY 2045 WP (PCE):	0	0	11	0	0	0	0	63	0	10	55	0	139

20: Driveway 7 & Ramona Exwy.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								1,402			910		2,312
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1431**	**0**	**0**	**937**	**0**	**2,368**
E+P (Actual):	0	0	0	0	0	125	0	1,525	0	0	928	117	2,695
E+P (PCE):	0	0	0	0	0	125	0	1,554	0	0	955	117	2,751
EAC 2024 (Actual):	0	0	0	0	0	0	0	1,487	0	0	965	0	2,453
EAC 2024 (PCE):	0	0	0	0	0	0	0	1,518	0	0	994	0	2,512
EAPC 2024 (Actual):	0	0	0	0	0	125	0	1,610	0	0	983	117	2,836
EAPC 2024 (PCE):	0	0	0	0	0	125	0	1,641	0	0	1,012	117	2,895
HY 2045 NP (Actual):	0	0	0	0	0	0	0	2,830	0	0	1,985	0	4,815
HY 2045 NP (PCE):	0	0	0	0	0	0	0	2,834	0	0	1,988	0	4,822
HY 2045 WP (Actual):	0	0	0	0	0	125	0	2,953	0	0	2,003	117	5,198
HY 2045 WP (PCE):	0	0	0	0	0	125	0	2,957	0	0	2,006	117	5,205

Volume Development - PM Peak Hour
Actual & PCE Volumes

21: Driveway 8 & Ramona Exwy.

	PHF:							Count Date:					
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								1,402			910		2,312
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1431**	**0**	**0**	**937**	**0**	**2,368**
E+P (Actual):	0	0	0	122	0	96	79	1,446	0	0	949	163	2,855
E+P (PCE):	0	0	0	122	0	96	79	1,475	0	0	976	163	2,911
EAC 2024 (Actual):	0	0	0	0	0	0	0	2,055	0	0	1,626	0	3,682
EAC 2024 (PCE):	0	0	0	0	0	0	0	2,086	0	0	1,655	0	3,741
EAPC 2024 (Actual):	0	0	0	122	0	96	79	2,099	0	0	1,665	163	4,225
EAPC 2024 (PCE):	0	0	0	122	0	96	79	2,130	0	0	1,694	163	4,284
HY 2045 NP (Actual):	0	0	0	0	0	0	0	2,830	0	0	1,985	0	4,815
HY 2045 NP (PCE):	0	0	0	0	0	0	0	2,834	0	0	1,988	0	4,822
HY 2045 WP (Actual):	0	0	0	122	0	96	79	2,874	0	0	2,024	163	5,358
HY 2045 WP (PCE):	0	0	0	122	0	96	79	2,878	0	0	2,027	163	5,365

22: Redlands Av. & Markham St.

	PHF:	0.751		4:00				Count Date:		8/30/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	37	169	0	0	337	8	5	0	51	0	0	0	607
2022 PCE:	**40**	**182**	**0**	**0**	**357**	**11**	**9**	**0**	**52**	**0**	**0**	**0**	**650**
E+P (Actual):	46	184	0	0	351	8	5	0	60	0	0	0	654
E+P (PCE):	49	209	0	0	382	11	9	0	61	0	0	0	720
EAC 2024 (Actual):	52	345	0	0	428	28	84	0	104	0	0	0	1,042
EAC 2024 (PCE):	55	502	0	0	504	32	88	0	105	0	0	0	1,286
EAPC 2024 (Actual):	61	360	0	0	442	28	84	0	113	0	0	0	1,089
EAPC 2024 (PCE):	64	529	0	0	529	32	88	0	114	0	0	0	1,356
HY 2045 NP (Actual):	57	380	0	0	1,033	31	93	0	133	0	0	0	1,727
HY 2045 NP (PCE):	61	552	0	0	1,033	35	97	0	133	0	0	0	1,911
HY 2045 WP (Actual):	66	395	0	0	1,047	31	93	0	142	0	0	0	1,774
HY 2045 WP (PCE):	70	579	0	0	1,058	35	97	0	142	0	0	0	1,981

23: Redlands Av. & Perry St.

	PHF:	0.754		4:00				Count Date:		6/8/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	3	180	0	0	396	4	2	0	12	0	0	0	597
2022 PCE:	**5**	**195**	**0**	**0**	**409**	**7**	**4**	**0**	**15**	**0**	**0**	**0**	**634**
E+P (Actual):	11	180	0	0	412	12	25	0	46	0	0	0	686
E+P (PCE):	13	195	0	0	425	26	39	0	49	0	0	0	746
EAC 2024 (Actual):	3	435	0	0	582	4	2	0	13	0	0	0	1,039
EAC 2024 (PCE):	5	593	0	0	651	7	4	0	15	0	0	0	1,276
EAPC 2024 (Actual):	11	435	0	0	598	12	25	0	47	0	0	0	1,128
EAPC 2024 (PCE):	13	593	0	0	667	26	39	0	49	0	0	0	1,388
HY 2045 NP (Actual):	4	478	0	0	1,179	6	2	0	14	0	0	0	1,683
HY 2045 NP (PCE):	5	653	0	0	1,179	8	5	0	17	0	0	0	1,867
HY 2045 WP (Actual):	12	478	0	0	1,195	14	25	0	48	0	0	0	1,772
HY 2045 WP (PCE):	13	653	0	0	1,195	27	40	0	51	0	0	0	1,979

24: Redlands Av. & Ramona Exwy.

	PHF:	0.941		4:15				Count Date:		6/8/2022			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	33	33	67	306	82	20	17	1,326	59	77	857	133	3,010
2022 PCE:	**34**	**33**	**67**	**312**	**88**	**24**	**19**	**1352**	**60**	**82**	**879**	**147**	**3,096**
E+P (Actual):	49	35	67	322	100	36	126	1,383	59	77	919	139	3,312
E+P (PCE):	50	35	67	328	106	40	128	1,409	60	82	941	153	3,398
EAC 2024 (Actual):	92	113	132	396	119	80	64	1,899	93	165	1,454	261	4,867
EAC 2024 (PCE):	93	113	170	456	125	84	66	1,926	94	268	1,478	419	5,293
EAPC 2024 (Actual):	108	115	132	412	137	96	173	1,956	93	165	1,516	267	5,169
EAPC 2024 (PCE):	109	115	170	472	143	100	175	1,983	94	268	1,540	425	5,595
HY 2045 NP (Actual):	101	125	145	526	437	230	70	2,658	102	181	1,654	287	6,516
HY 2045 NP (PCE):	102	124	187	526	438	232	73	2,658	103	295	1,654	461	6,853
HY 2045 WP (Actual):	117	127	145	542	455	246	179	2,715	102	181	1,716	293	6,818
HY 2045 WP (PCE):	118	126	187	542	456	248	182	2,715	103	295	1,716	467	7,155

Volume Development - PM Peak Hour
Actual & PCE Volumes

25: Evans Rd. & Ramona Exwy.

	PHF:	0.970		4:15					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	202	255	14	236	432	325	368	972	174	21	553	123	3,675
2022 PCE:	**204**	**256**	**14**	**237**	**436**	**330**	**374**	**993**	**176**	**22**	**580**	**123**	**3,743**
E+P (Actual):	219	255	14	236	432	342	386	1,009	192	21	587	123	3,816
E+P (PCE):	221	256	14	237	436	347	392	1,030	194	22	614	123	3,884
EAC 2024 (Actual):	214	271	15	293	458	345	390	1,654	185	22	1,335	224	5,407
EAC 2024 (PCE):	216	271	15	294	462	350	397	1,769	186	23	1,605	224	5,814
EAPC 2024 (Actual):	231	271	15	293	458	362	408	1,691	203	22	1,369	224	5,548
EAPC 2024 (PCE):	233	271	15	294	462	367	415	1,806	204	23	1,639	224	5,955
HY 2045 NP (Actual):	264	298	16	323	504	790	672	1,820	203	25	1,468	247	6,630
HY 2045 NP (PCE):	264	298	16	324	508	790	672	1,946	205	25	1,766	247	7,061
HY 2045 WP (Actual):	281	298	16	323	504	807	690	1,857	221	25	1,502	247	6,771
HY 2045 WP (PCE):	281	298	16	324	508	807	690	1,983	223	25	1,800	247	7,202

26: Bradley Rd. & Ramona Exwy.

	PHF:	0.934		4:45					Count Date:		6/8/2022		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:	87	0	19	0	0	0	0	810	169	26	514	0	1,625
2022 PCE:	**89**	**0**	**19**	**0**	**0**	**0**	**0**	**833**	**173**	**26**	**540**	**0**	**1,679**
E+P (Actual):	104	0	19	0	0	0	0	828	187	26	531	0	1,695
E+P (PCE):	106	0	19	0	0	0	0	851	191	26	557	0	1,749
EAC 2024 (Actual):	92	0	20	0	0	0	0	1,159	179	28	1,231	0	2,710
EAC 2024 (PCE):	94	0	20	0	0	0	0	1,277	183	28	1,500	0	3,102
EAPC 2024 (Actual):	109	0	20	0	0	0	0	1,177	197	28	1,248	0	2,780
EAPC 2024 (PCE):	111	0	20	0	0	0	0	1,295	201	28	1,517	0	3,172
HY 2045 NP (Actual):	102	0	22	0	0	0	0	1,275	197	30	1,354	0	2,980
HY 2045 NP (PCE):	103	0	22	0	0	0	0	1,404	201	30	1,650	0	3,410
HY 2045 WP (Actual):	119	0	22	0	0	0	0	1,293	215	30	1,371	0	3,050
HY 2045 WP (PCE):	120	0	22	0	0	0	0	1,422	219	30	1,667	0	3,480

27: Driveway 9 & Perry St.

	PHF:	0.920							Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2022:								7			16		23
2022 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**19**	**0**	**26**
E+P (Actual):	20	0	12	0	0	0	0	53	8	5	27	0	125
E+P (PCE):	20	0	12	0	0	0	0	65	8	4	42	0	151
EAC 2024 (Actual):	0	0	0	0	0	0	0	7	0	0	17	0	24
EAC 2024 (PCE):	0	0	0	0	0	0	0	7	0	0	20	0	28
EAPC 2024 (Actual):	20	0	12	0	0	0	0	53	8	5	28	0	126
EAPC 2024 (PCE):	20	0	12	0	0	0	0	65	8	4	43	0	153
HY 2045 NP (Actual):	0	0	0	0	0	0	0	8	0	0	19	0	27
HY 2045 NP (PCE):	0	0	0	0	0	0	0	8	0	0	22	0	30
HY 2045 WP (Actual):	20	0	12	0	0	0	0	54	8	5	30	0	129
HY 2045 WP (PCE):	20	0	12	0	0	0	0	66	8	4	45	0	155

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	110	0	45	19	155	30	174	0	0	204	0	0	0	0	0	0	93	85	20	178	39	537	576
07:15 AM	101	0	41	12	142	19	158	0	0	177	0	0	0	0	0	0	155	80	11	235	23	554	577
07:30 AM	121	0	35	14	156	19	163	0	0	182	0	0	0	0	0	0	145	77	20	222	34	560	594
07:45 AM	123	0	32	11	155	42	186	0	0	228	0	0	0	0	0	0	140	62	19	202	30	585	615
Total	455	0	153	56	608	110	681	0	0	791	0	0	0	0	0	0	533	304	70	837	126	2236	2362
08:00 AM	124	0	27	11	151	43	190	0	0	233	0	0	0	0	0	0	123	73	23	196	34	580	614
08:15 AM	113	0	37	10	150	28	174	0	0	202	0	0	0	0	0	0	107	41	16	148	26	500	526
08:30 AM	116	1	39	10	156	24	187	0	0	211	0	0	0	0	0	0	126	66	16	192	26	559	585
08:45 AM	98	0	41	19	139	29	143	0	0	172	0	0	0	0	0	0	128	62	17	190	36	501	537
Total	451	1	144	50	596	124	694	0	0	818	0	0	0	0	0	0	484	242	72	726	122	2140	2262
Grand Total	906	1	297	106	1204	234	1375	0	0	1609	0	0	0	0	0	0	1017	546	142	1563	248	4376	4624
Apprch %	75.2	0.1	24.7			14.5	85.5	0			0	0	0			0	65.1	34.9					
Total %	20.7	0	6.8		27.5	5.3	31.4	0		36.8	0	0	0		0	0	23.2	12.5		35.7	5.4	94.6	
Passenger Vehicles	724	1	226		1038	198	1267	0		1465	0	0	0		0	0	886	472		1481	0	0	3984
% Passenger Vehicles	79.9	100	76.1	82.1	79.2	84.6	92.1	0	0	91.1	0	0	0	0	0	0	87.1	86.4	86.6	86.9	0	0	86.2
Large 2 Axle Vehicles	36	0	20		65	19	49	0		68	0	0	0		0	0	46	40		100	0	0	233
% Large 2 Axle Vehicles	4	0	6.7	8.5	5	8.1	3.6	0	0	4.2	0	0	0	0	0	0	4.5	7.3	9.9	5.9	0	0	5
3 Axle Vehicles	32	0	6		40	7	10	0		17	0	0	0		0	0	17	11		30	0	0	87
% 3 Axle Vehicles	3.5	0	2	1.9	3.1	3	0.7	0	0	1.1	0	0	0	0	0	0	1.7	2	1.4	1.8	0	0	1.9
4+ Axle Trucks	114	0	45		167	10	49	0		59	0	0	0		0	0	68	23		94	0	0	320
% 4+ Axle Trucks	12.6	0	15.2	7.5	12.7	4.3	3.6	0	0	3.7	0	0	0	0	0	0	6.7	4.2	2.1	5.5	0	0	6.9

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	101	0	**41**	142	19	158	0	177	0	0	0	0	0	**155**	**80**	**235**	554
07:30 AM	121	0	35	**156**	19	163	0	182	0	0	0	0	0	145	77	222	560
07:45 AM	123	0	32	155	42	186	0	228	0	0	0	0	0	140	62	202	**585**
08:00 AM	**124**	0	27	151	**43**	**190**	0	**233**	0	0	0	0	0	123	73	196	580
Total Volume	469	0	135	604	123	697	0	820	0	0	0	0	0	563	292	855	2279
% App. Total	77.6	0	22.4		15	85	0		0	0	0		0	65.8	34.2		
PHF	.946	.000	.823	.968	.715	.917	.000	.880	.000	.000	.000	.000	.000	.908	.913	.910	.974

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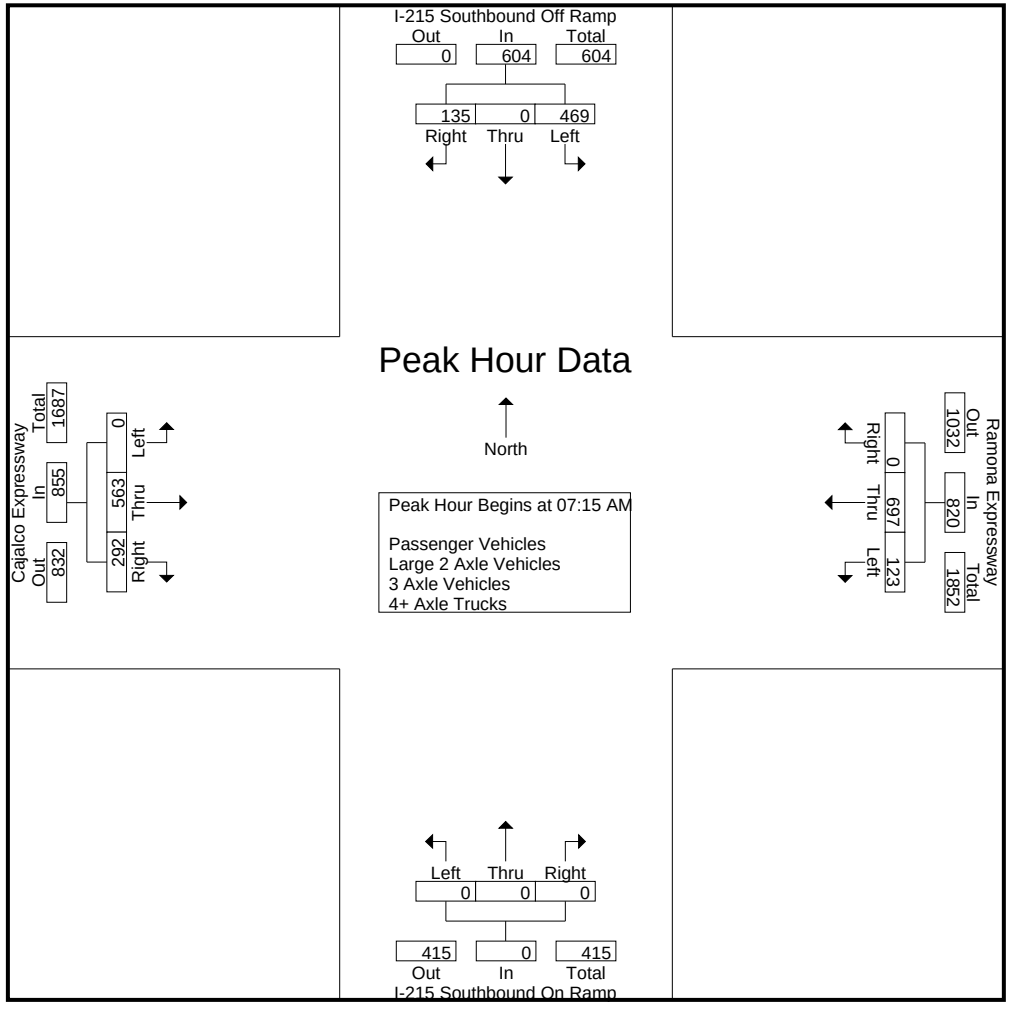
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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Corona, CA 92878
(951)268-6268

City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:30 AM				07:45 AM				07:00 AM				07:15 AM				
+0 mins.	121	0	35	**156**	42	186	0	228	0	0	0	0	0	**155**	**80**	**235**	
+15 mins.	123	0	32	155	**43**	**190**	0	**233**	0	0	0	0	0	145	77	222	
+30 mins.	**124**	0	27	151	28	174	0	202	0	0	0	0	0	140	62	202	
+45 mins.	113	0	**37**	150	24	187	0	211	0	0	0	0	0	123	73	196	
Total Volume	481	0	131	612	137	737	0	874	0	0	0	0	0	563	292	855	
% App. Total	78.6	0	21.4		15.7	84.3	0		0	0	0		0	65.8	34.2		
PHF	.970	.000	.885	.981	.797	.970	.000	.938	.000	.000	.000	.000	.000	.908	.913	.910	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Passenger Vehicles

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	92	0	35	17	127	25	161	0	0	186	0	0	0	0	0	0	84	63	11	147	28	460	488
07:15 AM	82	0	29	11	111	12	143	0	0	155	0	0	0	0	0	0	143	72	11	215	22	481	503
07:30 AM	90	0	28	13	118	16	149	0	0	165	0	0	0	0	0	0	127	68	17	195	30	478	508
07:45 AM	102	0	22	7	124	37	169	0	0	206	0	0	0	0	0	0	120	58	18	178	25	508	533
Total	366	0	114	48	480	90	622	0	0	712	0	0	0	0	0	0	474	261	57	735	105	1927	2032
08:00 AM	101	0	19	7	120	41	181	0	0	222	0	0	0	0	0	0	105	63	21	168	28	510	538
08:15 AM	85	0	27	8	112	22	158	0	0	180	0	0	0	0	0	0	89	37	15	126	23	418	441
08:30 AM	91	1	29	6	121	22	179	0	0	201	0	0	0	0	0	0	108	59	14	167	20	489	509
08:45 AM	81	0	37	18	118	23	127	0	0	150	0	0	0	0	0	0	110	52	16	162	34	430	464
Total	358	1	112	39	471	108	645	0	0	753	0	0	0	0	0	0	412	211	66	623	105	1847	1952
Grand Total	724	1	226	87	951	198	1267	0	0	1465	0	0	0	0	0	0	886	472	123	1358	210	3774	3984
Apprch %	76.1	0.1	23.8			13.5	86.5	0			0	0	0			0	65.2	34.8					
Total %	19.2	0	6		25.2	5.2	33.6	0		38.8	0	0	0		0	0	23.5	12.5		36	5.3	94.7	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	82	0	**29**	111	12	143	0	155	0	0	0	0	0	**143**	**72**	**215**	481
07:30 AM	90	0	28	118	16	149	0	165	0	0	0	0	0	127	68	195	478
07:45 AM	**102**	0	22	**124**	37	169	0	206	0	0	0	0	0	120	58	178	508
08:00 AM	101	0	19	120	**41**	**181**	0	**222**	0	0	0	0	0	105	63	168	**510**
Total Volume	375	0	98	473	106	642	0	748	0	0	0	0	0	495	261	756	1977
% App. Total	79.3	0	20.7		14.2	85.8	0		0	0	0		0	65.5	34.5		
PHF	.919	.000	.845	.954	.646	.887	.000	.842	.000	.000	.000	.000	.000	.865	.906	.879	.969

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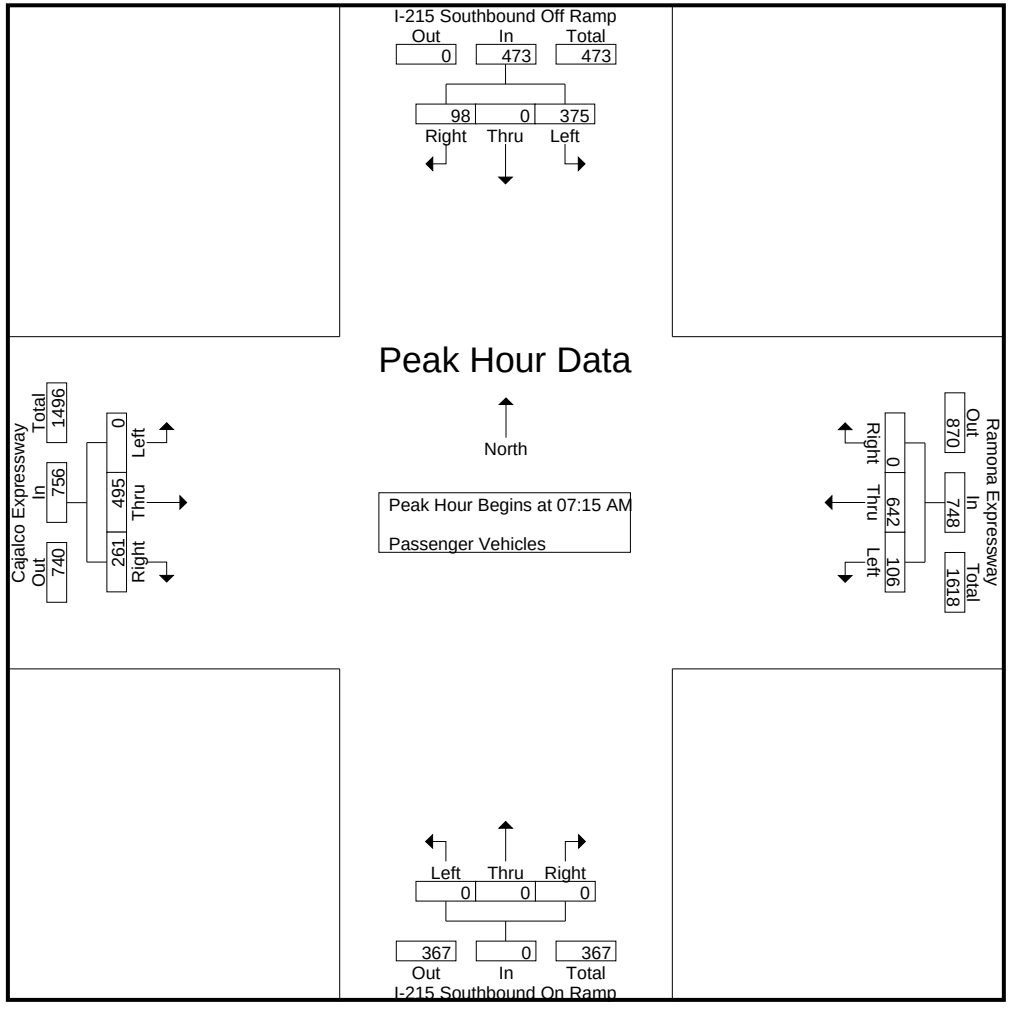
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	82	0	**29**	111	12	143	0	155	0	0	0	0	0	**143**	**72**	**215**	
+15 mins.	90	0	28	118	16	149	0	165	0	0	0	0	0	127	68	195	
+30 mins.	**102**	0	22	**124**	37	169	0	206	0	0	0	0	0	120	58	178	
+45 mins.	101	0	19	120	**41**	**181**	0	**222**	0	0	0	0	0	105	63	168	
Total Volume	375	0	98	473	106	642	0	748	0	0	0	0	0	495	261	756	
% App. Total	79.3	0	20.7		14.2	85.8	0		0	0	0		0	65.5	34.5		
PHF	.919	.000	.845	.954	.646	.887	.000	.842	.000	.000	.000	.000	.000	.865	.906	.879	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	0	4	2	8	4	4	0	0	8	0	0	0	0	0	0	4	13	7	17	9	33	42
07:15 AM	2	0	3	1	5	3	8	0	0	11	0	0	0	0	0	0	8	2	0	10	1	26	27
07:30 AM	4	0	1	1	5	3	6	0	0	9	0	0	0	0	0	0	8	7	2	15	3	29	32
07:45 AM	6	0	7	3	13	4	9	0	0	13	0	0	0	0	0	0	5	3	1	8	4	34	38
Total	16	0	15	7	31	14	27	0	0	41	0	0	0	0	0	0	25	25	10	50	17	122	139
08:00 AM	8	0	1	0	9	1	4	0	0	5	0	0	0	0	0	0	5	4	1	9	1	23	24
08:15 AM	4	0	1	0	5	4	10	0	0	14	0	0	0	0	0	0	5	3	1	8	1	27	28
08:30 AM	5	0	2	1	7	0	2	0	0	2	0	0	0	0	0	0	4	5	1	9	2	18	20
08:45 AM	3	0	1	1	4	0	6	0	0	6	0	0	0	0	0	0	7	3	1	10	2	20	22
Total	20	0	5	2	25	5	22	0	0	27	0	0	0	0	0	0	21	15	4	36	6	88	94
Grand Total	36	0	20	9	56	19	49	0	0	68	0	0	0	0	0	0	46	40	14	86	23	210	233
Apprch %	64.3	0	35.7			27.9	72.1	0			0	0	0			0	53.5	46.5					
Total %	17.1	0	9.5		26.7	9	23.3	0		32.4	0	0	0		0	0	21.9	19		41	9.9	90.1	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	0	3	5	3	8	0	11	0	0	0	0	0	**8**	2	10	26
07:30 AM	4	0	1	5	3	6	0	9	0	0	0	0	0	8	**7**	**15**	29
07:45 AM	6	0	**7**	**13**	**4**	**9**	0	**13**	0	0	0	0	0	5	3	8	**34**
08:00 AM	**8**	0	1	9	1	4	0	5	0	0	0	0	0	5	4	9	23
Total Volume	20	0	12	32	11	27	0	38	0	0	0	0	0	26	16	42	112
% App. Total	62.5	0	37.5		28.9	71.1	0		0	0	0		0	61.9	38.1		
PHF	.625	.000	.429	.615	.688	.750	.000	.731	.000	.000	.000	.000	.000	.813	.571	.700	.824

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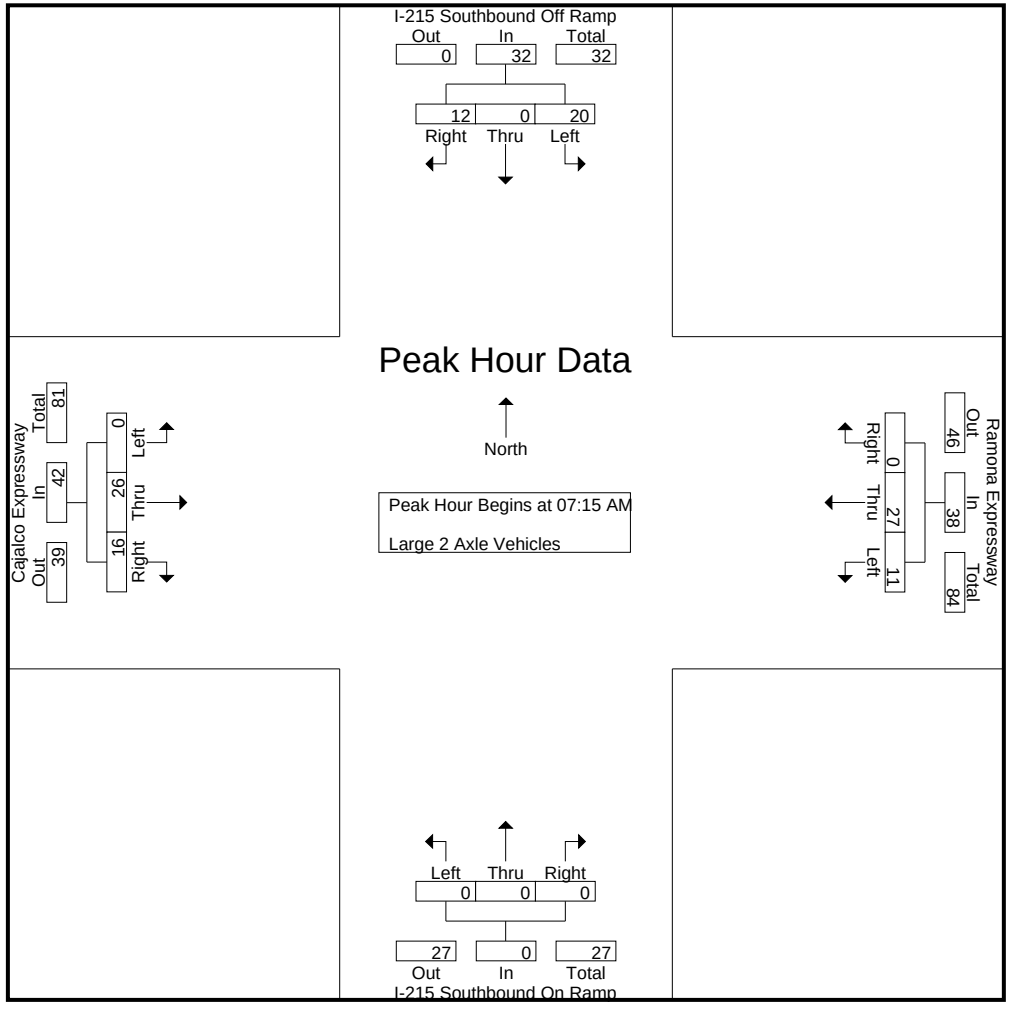
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	2	0	3	5	3	8	0	11	0	0	0	0	0	**8**	2	10	
+15 mins.	4	0	1	5	3	6	0	9	0	0	0	0	0	8	**7**	**15**	
+30 mins.	6	0	**7**	**13**	**4**	**9**	0	**13**	0	0	0	0	0	5	3	8	
+45 mins.	**8**	0	1	9	1	4	0	5	0	0	0	0	0	5	4	9	
Total Volume	20	0	12	32	11	27	0	38	0	0	0	0	0	26	16	42	
% App. Total	62.5	0	37.5		28.9	71.1	0		0	0	0		0	61.9	38.1		
PHF	.625	.000	.429	.615	.688	.750	.000	.731	.000	.000	.000	.000	.000	.813	.571	.700	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	5	2	6	2	9	11
07:15 AM	4	0	1	0	5	2	2	0	0	4	0	0	0	0	0	0	1	3	0	4	0	13	13
07:30 AM	3	0	1	0	4	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	9	9
07:45 AM	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	10	10
Total	15	0	2	0	17	2	7	0	0	9	0	0	0	0	0	0	7	8	2	15	2	41	43
08:00 AM	3	0	1	1	4	1	0	0	0	1	0	0	0	0	0	0	3	2	0	5	1	10	11
08:15 AM	5	0	2	1	7	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	10	11
08:30 AM	8	0	0	0	8	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	13	13
08:45 AM	1	0	1	0	2	3	2	0	0	5	0	0	0	0	0	0	1	1	0	2	0	9	9
Total	17	0	4	2	21	5	3	0	0	8	0	0	0	0	0	0	10	3	0	13	2	42	44
Grand Total	32	0	6	2	38	7	10	0	0	17	0	0	0	0	0	0	17	11	2	28	4	83	87
Apprch %	84.2	0	15.8			41.2	58.8	0			0	0	0			0	60.7	39.3					
Total %	38.6	0	7.2		45.8	8.4	12	0		20.5	0	0	0		0	0	20.5	13.3		33.7	4.6	95.4	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	4	0	**1**	**5**	**2**	2	0	**4**	0	0	0	0	0	1	**3**	4	**13**
07:30 AM	3	0	1	4	0	**3**	0	3	0	0	0	0	0	2	0	2	9
07:45 AM	**5**	0	0	5	0	2	0	2	0	0	0	0	0	**3**	0	3	10
08:00 AM	3	0	1	4	1	0	0	1	0	0	0	0	0	3	2	**5**	10
Total Volume	15	0	3	18	3	7	0	10	0	0	0	0	0	9	5	14	42
% App. Total	83.3	0	16.7		30	70	0		0	0	0		0	64.3	35.7		
PHF	.750	.000	.750	.900	.375	.583	.000	.625	.000	.000	.000	.000	.000	.750	.417	.700	.808

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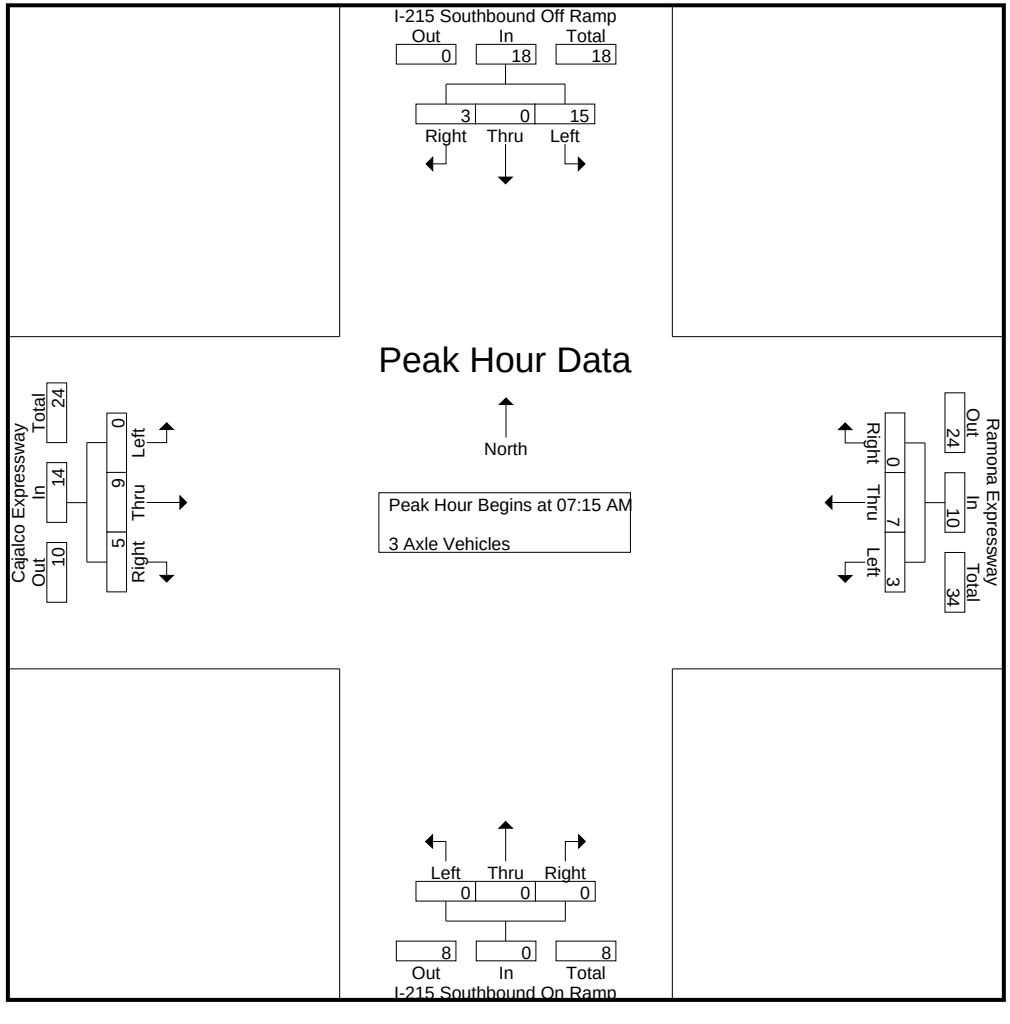
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	4	0	**1**	**5**	**2**	2	0	**4**	0	0	0	0	0	1	**3**	4	
+15 mins.	3	0	1	4	0	**3**	0	3	0	0	0	0	0	2	0	2	
+30 mins.	**5**	0	0	5	0	2	0	2	0	0	0	0	0	**3**	0	3	
+45 mins.	3	0	1	4	1	0	0	1	0	0	0	0	0	3	2	**5**	
Total Volume	15	0	3	18	3	7	0	10	0	0	0	0	0	9	5	14	
% App. Total	83.3	0	16.7		30	70	0		0	0	0		0	64.3	35.7		
PHF	.750	.000	.750	.900	.375	.583	.000	.625	.000	.000	.000	.000	.000	.750	.417	.700	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	0	6	0	17	1	9	0	0	10	0	0	0	0	0	0	4	4	0	8	0	35	35
07:15 AM	13	0	8	0	21	2	5	0	0	7	0	0	0	0	0	0	3	3	0	6	0	34	34
07:30 AM	24	0	5	0	29	0	5	0	0	5	0	0	0	0	0	0	8	2	1	10	1	44	45
07:45 AM	10	0	3	1	13	1	6	0	0	7	0	0	0	0	0	0	12	1	0	13	1	33	34
Total	58	0	22	1	80	4	25	0	0	29	0	0	0	0	0	0	27	10	1	37	2	146	148
08:00 AM	12	0	6	3	18	0	5	0	0	5	0	0	0	0	0	0	10	4	1	14	4	37	41
08:15 AM	19	0	7	1	26	1	6	0	0	7	0	0	0	0	0	0	11	1	0	12	1	45	46
08:30 AM	12	0	8	3	20	2	5	0	0	7	0	0	0	0	0	0	10	2	1	12	4	39	43
08:45 AM	13	0	2	0	15	3	8	0	0	11	0	0	0	0	0	0	10	6	0	16	0	42	42
Total	56	0	23	7	79	6	24	0	0	30	0	0	0	0	0	0	41	13	2	54	9	163	172
Grand Total	114	0	45	8	159	10	49	0	0	59	0	0	0	0	0	0	68	23	3	91	11	309	320
Apprch %	71.7	0	28.3			16.9	83.1	0			0	0	0			0	74.7	25.3					
Total %	36.9	0	14.6		51.5	3.2	15.9	0		19.1	0	0	0		0	0	22	7.4		29.4	3.4	96.6	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	13	0	**8**	21	**2**	5	0	**7**	0	0	0	0	0	3	3	6	34
07:30 AM	**24**	0	5	**29**	0	5	0	5	0	0	0	0	0	8	2	10	**44**
07:45 AM	10	0	3	13	1	**6**	0	7	0	0	0	0	0	**12**	1	13	33
08:00 AM	12	0	6	18	0	5	0	5	0	0	0	0	0	10	**4**	**14**	37
Total Volume	59	0	22	81	3	21	0	24	0	0	0	0	0	33	10	43	148
% App. Total	72.8	0	27.2		12.5	87.5	0		0	0	0		0	76.7	23.3		
PHF	.615	.000	.688	.698	.375	.875	.000	.857	.000	.000	.000	.000	.000	.688	.625	.768	.841

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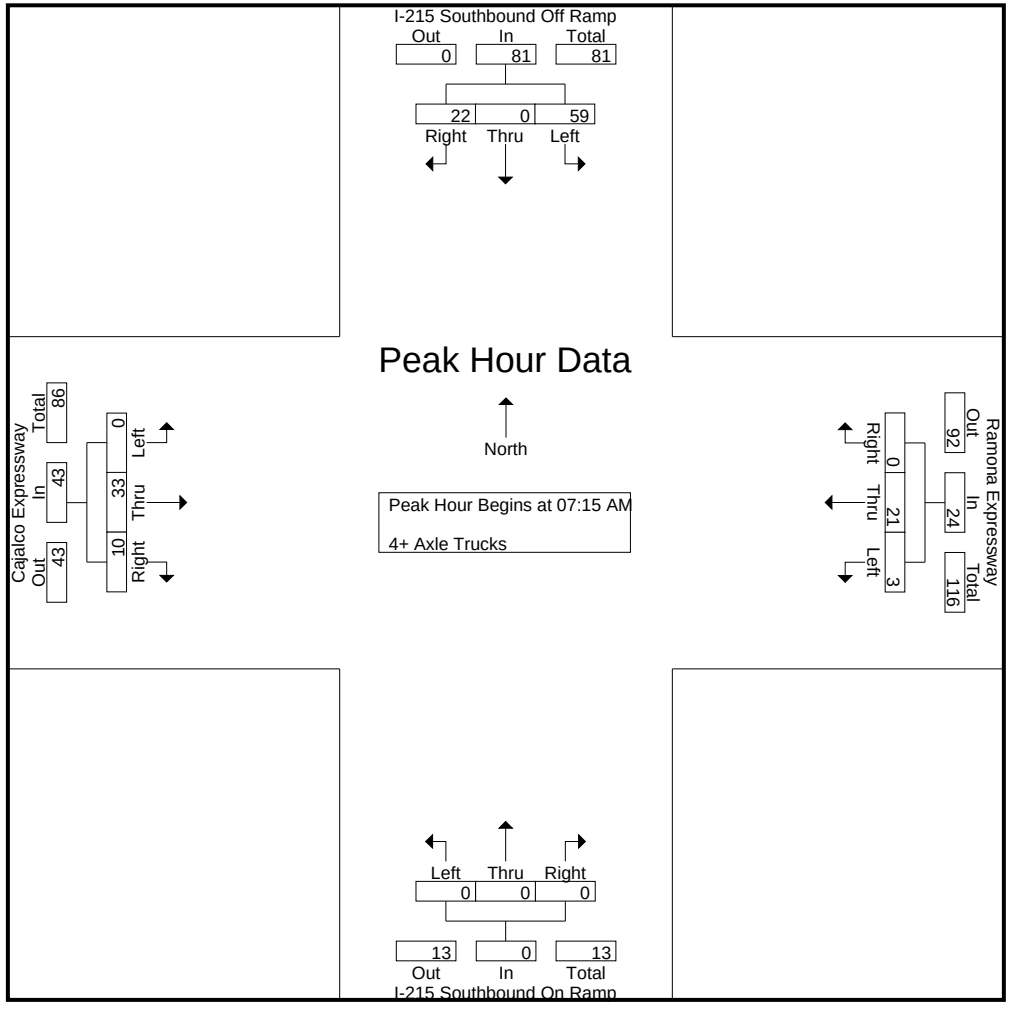
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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File Name : 01_PER_215S_Caj AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	13	0	**8**	21	**2**	5	0	**7**	0	0	0	0	0	3	3	6	
+15 mins.	**24**	0	5	**29**	0	5	0	5	0	0	0	0	0	8	2	10	
+30 mins.	10	0	3	13	1	**6**	0	7	0	0	0	0	0	**12**	1	13	
+45 mins.	12	0	6	18	0	5	0	5	0	0	0	0	0	10	**4**	**14**	
Total Volume	59	0	22	81	3	21	0	24	0	0	0	0	0	33	10	43	
% App. Total	72.8	0	27.2		12.5	87.5	0		0	0	0		0	76.7	23.3		
PHF	.615	.000	.688	.698	.375	.875	.000	.857	.000	.000	.000	.000	.000	.688	.625	.768	

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City of Perris
N/S: I-215 Southbound Ramps
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Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	166	0	23	7	189	67	209	0	0	276	0	0	0	0	0	0	179	75	37	254	44	719	763
04:15 PM	173	0	31	10	204	74	216	0	0	290	0	0	0	0	0	0	156	75	35	231	45	725	770
04:30 PM	175	2	29	16	206	90	199	0	0	289	0	0	0	0	0	0	211	67	31	278	47	773	820
04:45 PM	190	0	34	18	224	82	198	0	0	280	0	0	0	0	0	0	175	85	32	260	50	764	814
Total	704	2	117	51	823	313	822	0	0	1135	0	0	0	0	0	0	721	302	135	1023	186	2981	3167
05:00 PM	186	0	28	12	214	82	173	0	0	255	0	0	0	0	0	0	169	95	49	264	61	733	794
05:15 PM	175	1	26	16	202	71	176	0	0	247	0	0	0	0	0	0	193	71	24	264	40	713	753
05:30 PM	174	0	33	15	207	77	181	0	0	258	0	0	0	0	0	0	187	72	33	259	48	724	772
05:45 PM	191	1	29	17	221	74	165	0	0	239	0	0	0	0	0	0	181	81	31	262	48	722	770
Total	726	2	116	60	844	304	695	0	0	999	0	0	0	0	0	0	730	319	137	1049	197	2892	3089
Grand Total	1430	4	233	111	1667	617	1517	0	0	2134	0	0	0	0	0	0	1451	621	272	2072	383	5873	6256
Apprch %	85.8	0.2	14			28.9	71.1	0			0	0	0			0	70	30					
Total %	24.3	0.1	4		28.4	10.5	25.8	0		36.3	0	0	0		0	0	24.7	10.6		35.3	6.1	93.9	
Passenger Vehicles	1330	4	194		1626	596	1437	0		2033	0	0	0		0	0	1365	604		2238	0	0	5897
% Passenger Vehicles	93	100	83.3	88.3	91.5	96.6	94.7	0	0	95.3	0	0	0	0	0	0	94.1	97.3	98.9	95.5	0	0	94.3
Large 2 Axle Vehicles	25	0	1		26	6	47	0		53	0	0	0		0	0	36	14		52	0	0	131
% Large 2 Axle Vehicles	1.7	0	0.4	0	1.5	1	3.1	0	0	2.5	0	0	0	0	0	0	2.5	2.3	0.7	2.2	0	0	2.1
3 Axle Vehicles	11	0	5		17	3	8	0		11	0	0	0		0	0	12	0		12	0	0	40
% 3 Axle Vehicles	0.8	0	2.1	0.9	1	0.5	0.5	0	0	0.5	0	0	0	0	0	0	0.8	0	0	0.5	0	0	0.6
4+ Axle Trucks	64	0	33		109	12	25	0		37	0	0	0		0	0	38	3		42	0	0	188
% 4+ Axle Trucks	4.5	0	14.2	10.8	6.1	1.9	1.6	0	0	1.7	0	0	0	0	0	0	2.6	0.5	0.4	1.8	0	0	3

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	173	0	31	204	74	**216**	0	**290**	0	0	0	0	0	156	75	231	725
04:30 PM	175	**2**	29	206	**90**	199	0	289	0	0	0	0	0	**211**	67	**278**	**773**
04:45 PM	**190**	0	**34**	**224**	82	198	0	280	0	0	0	0	0	175	85	260	764
05:00 PM	186	0	28	214	82	173	0	255	0	0	0	0	0	169	**95**	264	733
Total Volume	724	2	122	848	328	786	0	1114	0	0	0	0	0	711	322	1033	2995
% App. Total	85.4	0.2	14.4		29.4	70.6	0		0	0	0		0	68.8	31.2		
PHF	.953	.250	.897	.946	.911	.910	.000	.960	.000	.000	.000	.000	.000	.842	.847	.929	.969

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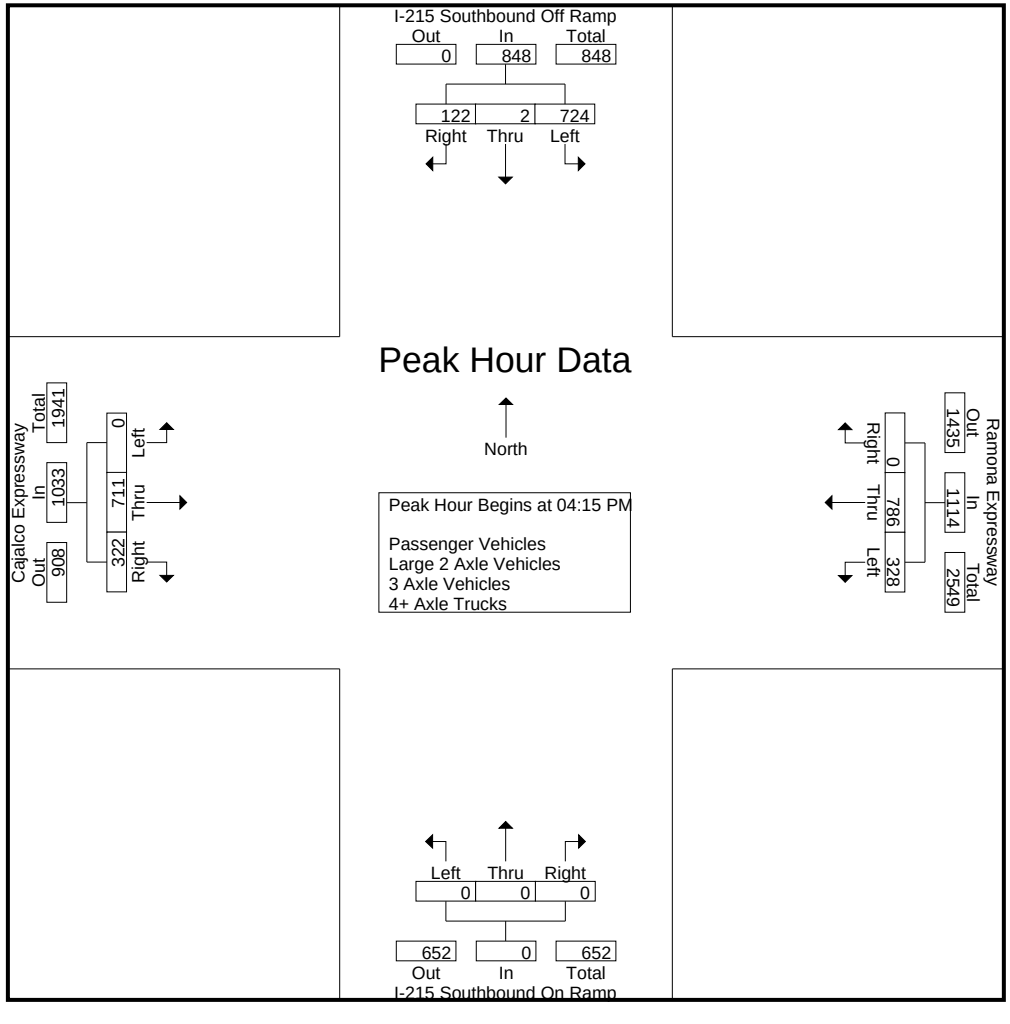
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
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Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:00 PM				04:30 PM				
+0 mins.	173	0	31	204	67	209	0	276	0	0	0	0	0	**211**	67	**278**	
+15 mins.	175	**2**	29	206	74	**216**	0	**290**	0	0	0	0	0	175	85	260	
+30 mins.	**190**	0	**34**	**224**	**90**	199	0	289	0	0	0	0	0	169	**95**	264	
+45 mins.	186	0	28	214	82	198	0	280	0	0	0	0	0	193	71	264	
Total Volume	724	2	122	848	313	822	0	1135	0	0	0	0	0	748	318	1066	
% App. Total	85.4	0.2	14.4		27.6	72.4	0		0	0	0		0	70.2	29.8		
PHF	.953	.250	.897	.946	.869	.951	.000	.978	.000	.000	.000	.000	.000	.886	.837	.959	

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Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
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Groups Printed- Passenger Vehicles

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	150	0	17	5	167	63	191	0	0	254	0	0	0	0	0	0	168	72	36	240	41	661	702
04:15 PM	155	0	25	8	180	70	204	0	0	274	0	0	0	0	0	0	141	71	35	212	43	666	709
04:30 PM	163	2	23	16	188	88	188	0	0	276	0	0	0	0	0	0	198	67	31	265	47	729	776
04:45 PM	175	0	28	17	203	78	188	0	0	266	0	0	0	0	0	0	170	82	31	252	48	721	769
Total	643	2	93	46	738	299	771	0	0	1070	0	0	0	0	0	0	677	292	133	969	179	2777	2956
05:00 PM	173	0	22	9	195	80	166	0	0	246	0	0	0	0	0	0	158	92	49	250	58	691	749
05:15 PM	170	1	24	15	195	70	164	0	0	234	0	0	0	0	0	0	183	70	24	253	39	682	721
05:30 PM	161	0	26	11	187	75	177	0	0	252	0	0	0	0	0	0	177	72	33	249	44	688	732
05:45 PM	183	1	29	17	213	72	159	0	0	231	0	0	0	0	0	0	170	78	30	248	47	692	739
Total	687	2	101	52	790	297	666	0	0	963	0	0	0	0	0	0	688	312	136	1000	188	2753	2941
Grand Total	1330	4	194	98	1528	596	1437	0	0	2033	0	0	0	0	0	0	1365	604	269	1969	367	5530	5897
Apprch %	87	0.3	12.7			29.3	70.7	0			0	0	0			0	69.3	30.7					
Total %	24.1	0.1	3.5		27.6	10.8	26	0		36.8	0	0	0		0	0	24.7	10.9		35.6	6.2	93.8	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	155	0	25	180	70	**204**	0	274	0	0	0	0	0	141	71	212	666
04:30 PM	163	**2**	23	188	**88**	188	0	**276**	0	0	0	0	0	**198**	67	**265**	**729**
04:45 PM	**175**	0	**28**	**203**	78	188	0	266	0	0	0	0	0	170	82	252	721
05:00 PM	173	0	22	195	80	166	0	246	0	0	0	0	0	158	**92**	250	691
Total Volume	666	2	98	766	316	746	0	1062	0	0	0	0	0	667	312	979	2807
% App. Total	86.9	0.3	12.8		29.8	70.2	0		0	0	0		0	68.1	31.9		
PHF	.951	.250	.875	.943	.898	.914	.000	.962	.000	.000	.000	.000	.000	.842	.848	.924	.963

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022
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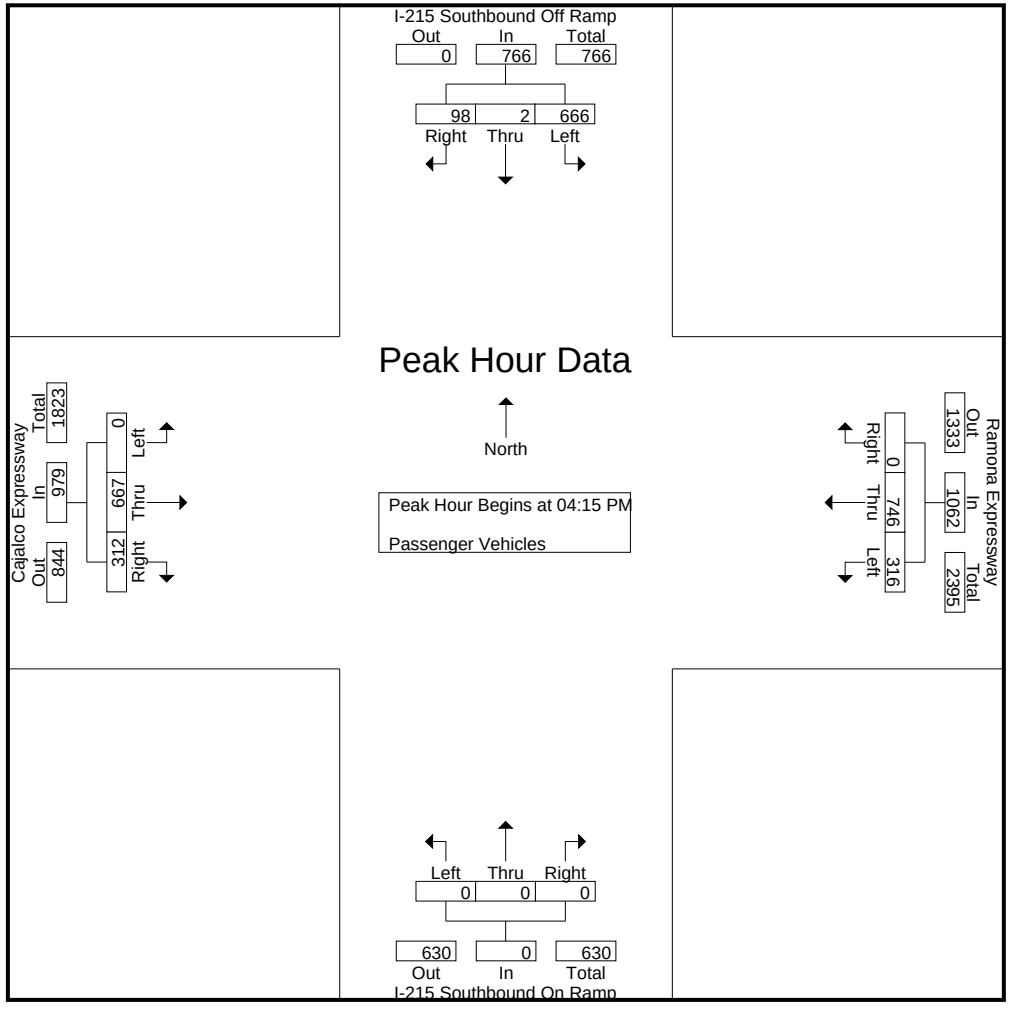

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	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	155	0	25	180	70	**204**	0	274	0	0	0	0	0	141	71	212	
+15 mins.	163	**2**	23	188	**88**	188	0	**276**	0	0	0	0	0	**198**	67	**265**	
+30 mins.	**175**	0	**28**	**203**	78	188	0	266	0	0	0	0	0	170	82	252	
+45 mins.	173	0	22	195	80	166	0	246	0	0	0	0	0	158	**92**	250	
Total Volume	666	2	98	766	316	746	0	1062	0	0	0	0	0	667	312	979	
% App. Total	86.9	0.3	12.8		29.8	70.2	0		0	0	0		0	68.1	31.9		
PHF	.951	.250	.875	.943	.898	.914	.000	.962	.000	.000	.000	.000	.000	.842	.848	.924	

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Groups Printed- Large 2 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	0	0	0	3	2	12	0	0	14	0	0	0	0	0	0	3	2	0	5	0	22	22
04:15 PM	7	0	0	0	7	1	6	0	0	7	0	0	0	0	0	0	4	4	0	8	0	22	22
04:30 PM	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	0	8	0	0	8	0	18	18
04:45 PM	6	0	0	0	6	1	5	0	0	6	0	0	0	0	0	0	2	2	1	4	1	16	17
Total	18	0	0	0	18	5	30	0	0	35	0	0	0	0	0	0	17	8	1	25	1	78	79
05:00 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	3	0	5	0	10	10
05:15 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	12	12
05:30 PM	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	11	11
05:45 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	9	3	1	12	1	18	19
Total	7	0	1	0	8	1	17	0	0	18	0	0	0	0	0	0	19	6	1	25	1	51	52
Grand Total	25	0	1	0	26	6	47	0	0	53	0	0	0	0	0	0	36	14	2	50	2	129	131
Apprch %	96.2	0	3.8			11.3	88.7	0			0	0	0			0	72	28					
Total %	19.4	0	0.8		20.2	4.7	36.4	0		41.1	0	0	0		0	0	27.9	10.9		38.8	1.5	98.5	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	**7**	0	0	**7**	**1**	6	0	7	0	0	0	0	0	4	**4**	**8**	**22**
04:30 PM	2	0	0	2	1	**7**	0	**8**	0	0	0	0	0	**8**	0	8	18
04:45 PM	6	0	0	6	1	5	0	6	0	0	0	0	0	2	2	4	16
05:00 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	2	3	5	10
Total Volume	16	0	0	16	3	22	0	25	0	0	0	0	0	16	9	25	66
% App. Total	100	0	0		12	88	0		0	0	0		0	64	36		
PHF	.571	.000	.000	.571	.750	.786	.000	.781	.000	.000	.000	.000	.000	.500	.563	.781	.750

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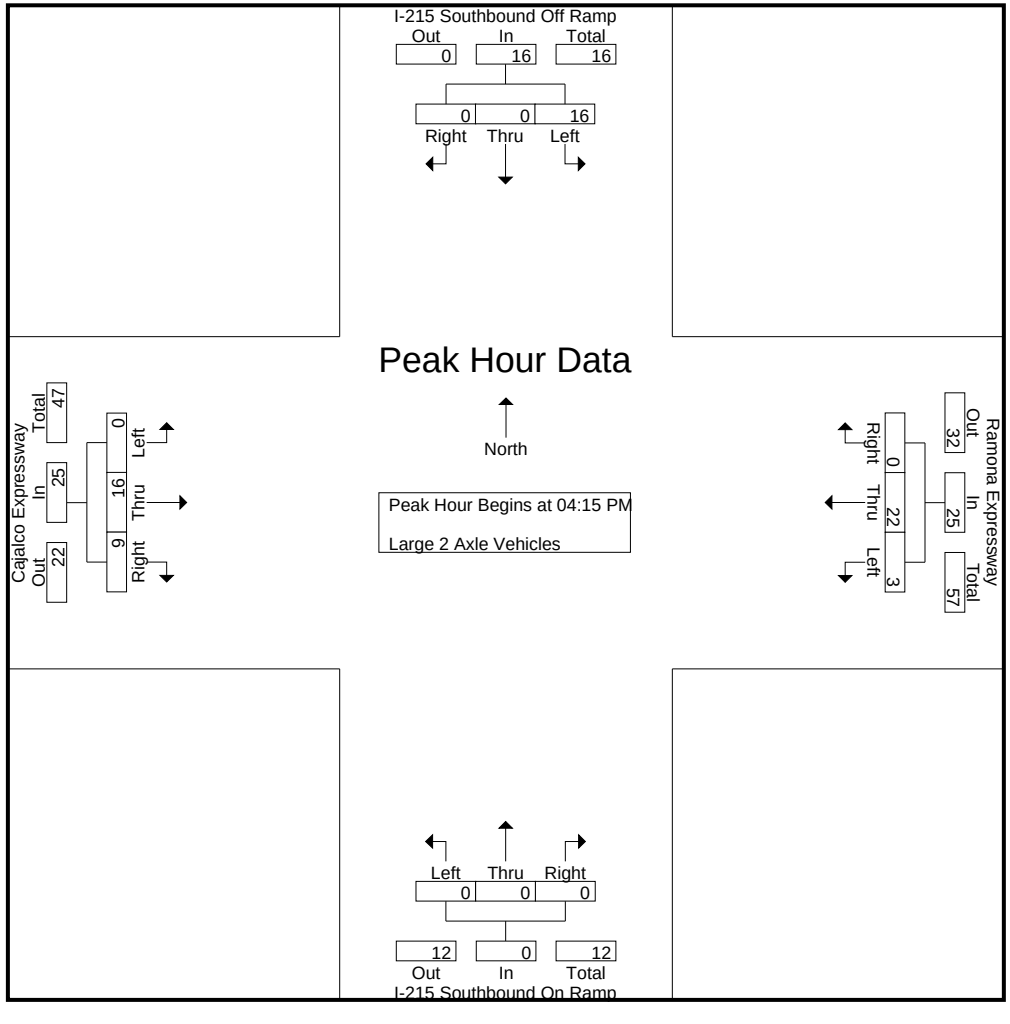
Start Date : 6/8/2022
Page No : 2



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Corona, CA 92878
(951)268-6268

City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**7**	0	0	**7**	**1**	6	0	7	0	0	0	0	0	4	**4**	**8**	
+15 mins.	2	0	0	2	1	**7**	0	**8**	0	0	0	0	0	**8**	0	8	
+30 mins.	6	0	0	6	1	5	0	6	0	0	0	0	0	2	2	4	
+45 mins.	1	0	0	1	0	4	0	4	0	0	0	0	0	2	3	5	
Total Volume	16	0	0	16	3	22	0	25	0	0	0	0	0	16	9	25	
% App. Total	100	0	0		12	88	0		0	0	0		0	64	36		
PHF	.571	.000	.000	.571	.750	.786	.000	.781	.000	.000	.000	.000	.000	.500	.563	.781	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	0	0	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	7	7
04:15 PM	2	0	0	0	2	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	0	8	8
04:30 PM	2	0	2	0	4	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	9	9
04:45 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	9	0	3	0	12	3	6	0	0	9	0	0	0	0	0	0	7	0	0	7	0	28	28
05:00 PM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	4	5
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	2	0	2	1	4	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	1	11	12
Grand Total	11	0	5	1	16	3	8	0	0	11	0	0	0	0	0	0	12	0	0	12	1	39	40
Apprch %	68.8	0	31.2			27.3	72.7	0			0	0	0			0	100	0					
Total %	28.2	0	12.8		41	7.7	20.5	0		28.2	0	0	0		0	0	30.8	0		30.8	2.5	97.5	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	0	0	2	**2**	**3**	0	**5**	0	0	0	0	0	1	0	1	8
04:30 PM	2	0	**2**	**4**	0	2	0	2	0	0	0	0	0	**3**	0	**3**	**9**
04:45 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total Volume	6	0	5	11	2	5	0	7	0	0	0	0	0	7	0	7	25
% App. Total	54.5	0	45.5		28.6	71.4	0		0	0	0		0	100	0		
PHF	.750	.000	.625	.688	.250	.417	.000	.350	.000	.000	.000	.000	.000	.583	.000	.583	.694

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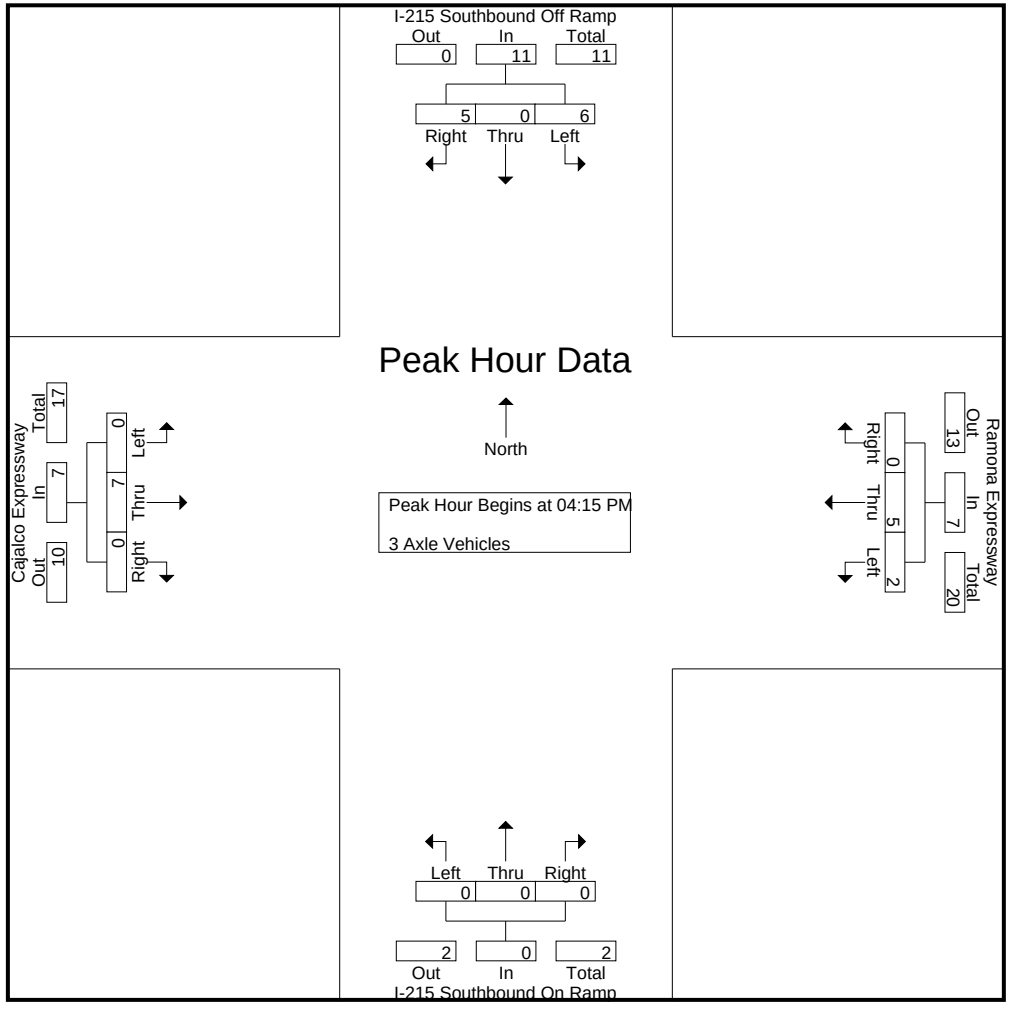
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**2**	0	0	2	**2**	**3**	0	**5**	0	0	0	0	0	1	0	1	
+15 mins.	2	0	**2**	**4**	0	2	0	2	0	0	0	0	0	**3**	0	**3**	
+30 mins.	2	0	1	3	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	
Total Volume	6	0	5	11	2	5	0	7	0	0	0	0	0	7	0	7	
% App. Total	54.5	0	45.5		28.6	71.4	0		0	0	0		0	100	0		
PHF	.750	.000	.625	.688	.250	.417	.000	.350	.000	.000	.000	.000	.000	.583	.000	.583	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	10	0	6	2	16	1	5	0	0	6	0	0	0	0	0	0	6	1	1	7	3	29	32
04:15 PM	9	0	6	2	15	1	3	0	0	4	0	0	0	0	0	0	10	0	0	10	2	29	31
04:30 PM	8	0	4	0	12	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	17	17
04:45 PM	7	0	5	1	12	3	5	0	0	8	0	0	0	0	0	0	2	1	0	3	1	23	24
Total	34	0	21	5	55	6	15	0	0	21	0	0	0	0	0	0	20	2	1	22	6	98	104
05:00 PM	12	0	4	2	16	2	3	0	0	5	0	0	0	0	0	0	7	0	0	7	2	28	30
05:15 PM	3	0	2	1	5	1	6	0	0	7	0	0	0	0	0	0	4	1	0	5	1	17	18
05:30 PM	8	0	6	4	14	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	4	22	26
05:45 PM	7	0	0	0	7	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	10	10
Total	30	0	12	7	42	6	10	0	0	16	0	0	0	0	0	0	18	1	0	19	7	77	84
Grand Total	64	0	33	12	97	12	25	0	0	37	0	0	0	0	0	0	38	3	1	41	13	175	188
Apprch %	66	0	34			32.4	67.6	0			0	0	0			0	92.7	7.3					
Total %	36.6	0	18.9		55.4	6.9	14.3	0		21.1	0	0	0		0	0	21.7	1.7		23.4	6.9	93.1	

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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	9	0	**6**	15	1	3	0	4	0	0	0	0	0	**10**	0	**10**	**29**
04:30 PM	8	0	4	12	1	2	0	3	0	0	0	0	0	2	0	2	17
04:45 PM	7	0	5	12	**3**	**5**	0	**8**	0	0	0	0	0	2	**1**	3	23
05:00 PM	**12**	0	4	**16**	2	3	0	5	0	0	0	0	0	7	0	7	28
Total Volume	36	0	19	55	7	13	0	20	0	0	0	0	0	21	1	22	97
% App. Total	65.5	0	34.5		35	65	0		0	0	0		0	95.5	4.5		
PHF	.750	.000	.792	.859	.583	.650	.000	.625	.000	.000	.000	.000	.000	.525	.250	.550	.836

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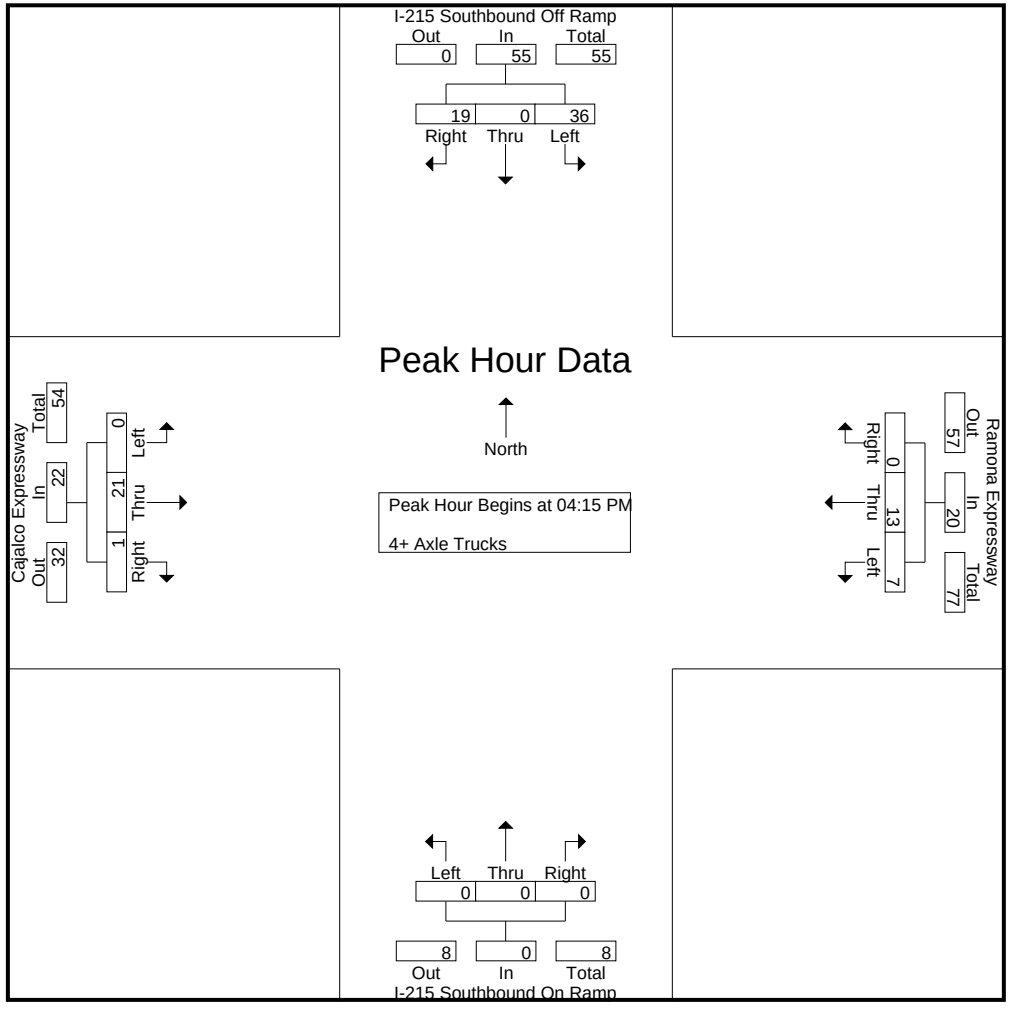
City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Cajalco Expy/Ramona Expy
Weather: Clear

File Name : 01_PER_215S_Caj PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	9	0	**6**	15	1	3	0	4	0	0	0	0	0	**10**	0	**10**	
+15 mins.	8	0	4	12	1	2	0	3	0	0	0	0	0	2	0	2	
+30 mins.	7	0	5	12	**3**	**5**	0	**8**	0	0	0	0	0	2	**1**	3	
+45 mins.	**12**	0	4	**16**	2	3	0	5	0	0	0	0	0	7	0	7	
Total Volume	36	0	19	55	7	13	0	20	0	0	0	0	0	21	1	22	
% App. Total	65.5	0	34.5		35	65	0		0	0	0		0	95.5	4.5		
PHF	.750	.000	.792	.859	.583	.650	.000	.625	.000	.000	.000	.000	.000	.525	.250	.550	

Location: Perris
N/S: I-215 SB Ramps
E/W: Cajalco Expy/Ramona Expy

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Ramona Expressway	South Leg I-215 SB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	2	0	0	0	2

	North Leg I-215 SB Ramps	East Leg Ramona Expressway	South Leg I-215 SB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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Location: Perris
N/S: I-215 SB Ramps
E/W: Cajalco Expy/Ramona Expy

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Ramona Expressway			Northbound I-215 SB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 SB Ramps			Westbound Ramona Expressway			Northbound I-215 SB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	168	139	15	307	42	0	77	34	119	31	185	0	0	216	49	642	691
07:15 AM	0	0	0	0	0	0	131	155	26	286	48	2	85	31	135	35	222	0	0	257	57	678	735
07:30 AM	0	0	0	0	0	0	131	127	25	258	63	3	104	21	170	27	244	0	0	271	46	699	745
07:45 AM	0	0	0	0	0	0	159	107	23	266	73	1	129	37	203	24	245	0	0	269	60	738	798
Total	0	0	0	0	0	0	589	528	89	1117	226	6	395	123	627	117	896	0	0	1013	212	2757	2969
08:00 AM	0	0	0	0	0	0	171	127	11	298	61	1	87	41	149	41	213	0	0	254	52	701	753
08:15 AM	0	0	0	0	0	0	143	165	21	308	66	1	102	30	169	31	189	0	0	220	51	697	748
08:30 AM	0	0	0	0	0	0	144	144	19	288	77	0	64	24	141	41	195	0	0	236	43	665	708
08:45 AM	0	0	0	0	0	0	117	132	21	249	61	0	76	26	137	37	193	0	0	230	47	616	663
Total	0	0	0	0	0	0	575	568	72	1143	265	2	329	121	596	150	790	0	0	940	193	2679	2872
Grand Total	0	0	0	0	0	0	1164	1096	161	2260	491	8	724	244	1223	267	1686	0	0	1953	405	5436	5841
Apprch %	0	0	0			0	51.5	48.5			40.1	0.7	59.2			13.7	86.3	0					
Total %	0	0	0		0	0	21.4	20.2		41.6	9	0.1	13.3		22.5	4.9	31	0		35.9	6.9	93.1	
Passenger Vehicles	0	0	0		0	0	1048	966		2163	435	8	676		1351	205	1411	0		1616	0	0	5130
% Passenger Vehicles	0	0	0	0	0	0	90	88.1	92.5	89.3	88.6	100	93.4	95.1	92.1	76.8	83.7	0	0	82.7	0	0	87.8
Large 2 Axle Vehicles	0	0	0		0	0	59	24		86	36	0	20		63	21	88	0		109	0	0	258
% Large 2 Axle Vehicles	0	0	0	0	0	0	5.1	2.2	1.9	3.6	7.3	0	2.8	2.9	4.3	7.9	5.2	0	0	5.6	0	0	4.4
3 Axle Vehicles	0	0	0		0	0	14	26		41	3	0	9		13	5	43	0		48	0	0	102
% 3 Axle Vehicles	0	0	0	0	0	0	1.2	2.4	0.6	1.7	0.6	0	1.2	0.4	0.9	1.9	2.6	0	0	2.5	0	0	1.7
4+ Axle Trucks	0	0	0		0	0	43	80		131	17	0	19		40	36	144	0		180	0	0	351
% 4+ Axle Trucks	0	0	0	0	0	0	3.7	7.3	5	5.4	3.5	0	2.6	1.6	2.7	13.5	8.5	0	0	9.2	0	0	6

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	131	127	258	63	**3**	104	170	27	244	0	**271**	699
07:45 AM	0	0	0	0	0	159	107	266	**73**	1	**129**	**203**	24	**245**	0	269	**738**
08:00 AM	0	0	0	0	0	**171**	127	298	61	1	87	149	**41**	213	0	254	701
08:15 AM	0	0	0	0	0	143	**165**	**308**	66	1	102	169	31	189	0	220	697
Total Volume	0	0	0	0	0	604	526	1130	263	6	422	691	123	891	0	1014	2835
% App. Total	0	0	0		0	53.5	46.5		38.1	0.9	61.1		12.1	87.9	0		
PHF	.000	.000	.000	.000	.000	.883	.797	.917	.901	.500	.818	.851	.750	.909	.000	.935	.960

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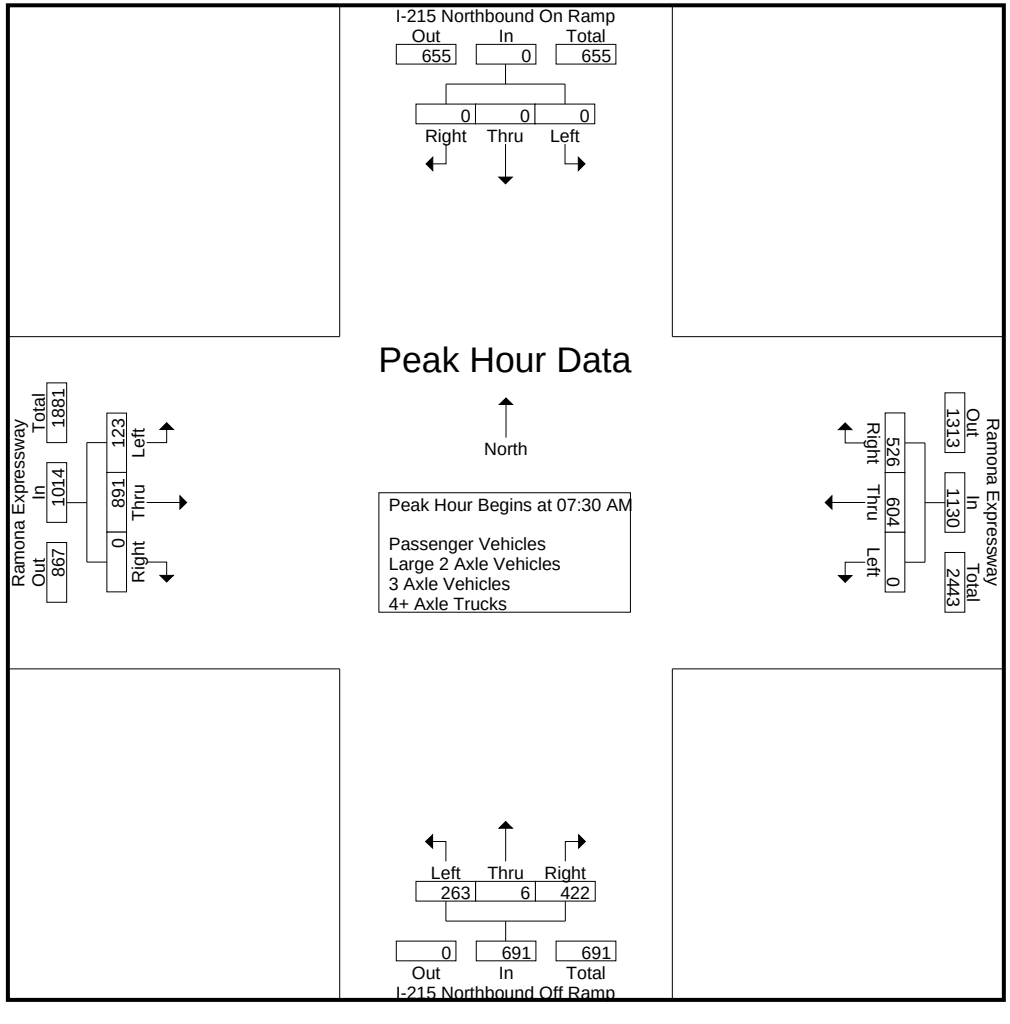
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:45 AM				07:30 AM				07:15 AM				
+0 mins.	0	0	0	0	0	159	107	266	63	**3**	104	170	35	222	0	257	
+15 mins.	0	0	0	0	0	**171**	127	298	**73**	1	**129**	**203**	27	244	0	**271**	
+30 mins.	0	0	0	0	0	143	**165**	**308**	61	1	87	149	24	**245**	0	269	
+45 mins.	0	0	0	0	0	144	144	288	66	1	102	169	**41**	213	0	254	
Total Volume	0	0	0	0	0	617	543	1160	263	6	422	691	127	924	0	1051	
% App. Total	0	0	0		0	53.2	46.8		38.1	0.9	61.1		12.1	87.9	0		
PHF	.000	.000	.000	.000	.000	.902	.823	.942	.901	.500	.818	.851	.774	.943	.000	.970	

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Passenger Vehicles

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	151	124	15	275	40	0	74	33	114	22	162	0	0	184	48	573	621
07:15 AM	0	0	0	0	0	0	116	136	24	252	38	2	75	29	115	33	192	0	0	225	53	592	645
07:30 AM	0	0	0	0	0	0	116	109	24	225	55	3	96	21	154	15	202	0	0	217	45	596	641
07:45 AM	0	0	0	0	0	0	144	96	22	240	63	1	121	36	185	16	211	0	0	227	58	652	710
Total	0	0	0	0	0	0	527	465	85	992	196	6	366	119	568	86	767	0	0	853	204	2413	2617
08:00 AM	0	0	0	0	0	0	162	105	9	267	57	1	87	41	145	33	176	0	0	209	50	621	671
08:15 AM	0	0	0	0	0	0	124	146	19	270	57	1	94	28	152	25	144	0	0	169	47	591	638
08:30 AM	0	0	0	0	0	0	137	131	16	268	71	0	58	19	129	32	161	0	0	193	35	590	625
08:45 AM	0	0	0	0	0	0	98	119	20	217	54	0	71	25	125	29	163	0	0	192	45	534	579
Total	0	0	0	0	0	0	521	501	64	1022	239	2	310	113	551	119	644	0	0	763	177	2336	2513
Grand Total	0	0	0	0	0	0	1048	966	149	2014	435	8	676	232	1119	205	1411	0	0	1616	381	4749	5130
Apprch %	0	0	0			0	52	48			38.9	0.7	60.4			12.7	87.3	0					
Total %	0	0	0		0	0	22.1	20.3		42.4	9.2	0.2	14.2		23.6	4.3	29.7	0		34	7.4	92.6	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	116	109	225	55	**3**	96	154	15	202	0	217	596
07:45 AM	0	0	0	0	0	144	96	240	**63**	1	**121**	**185**	16	**211**	0	**227**	**652**
08:00 AM	0	0	0	0	0	**162**	105	267	57	1	87	145	**33**	176	0	209	621
08:15 AM	0	0	0	0	0	124	**146**	**270**	57	1	94	152	25	144	0	169	591
Total Volume	0	0	0	0	0	546	456	1002	232	6	398	636	89	733	0	822	2460
% App. Total	0	0	0		0	54.5	45.5		36.5	0.9	62.6		10.8	89.2	0		
PHF	.000	.000	.000	.000	.000	.843	.781	.928	.921	.500	.822	.859	.674	.868	.000	.905	.943

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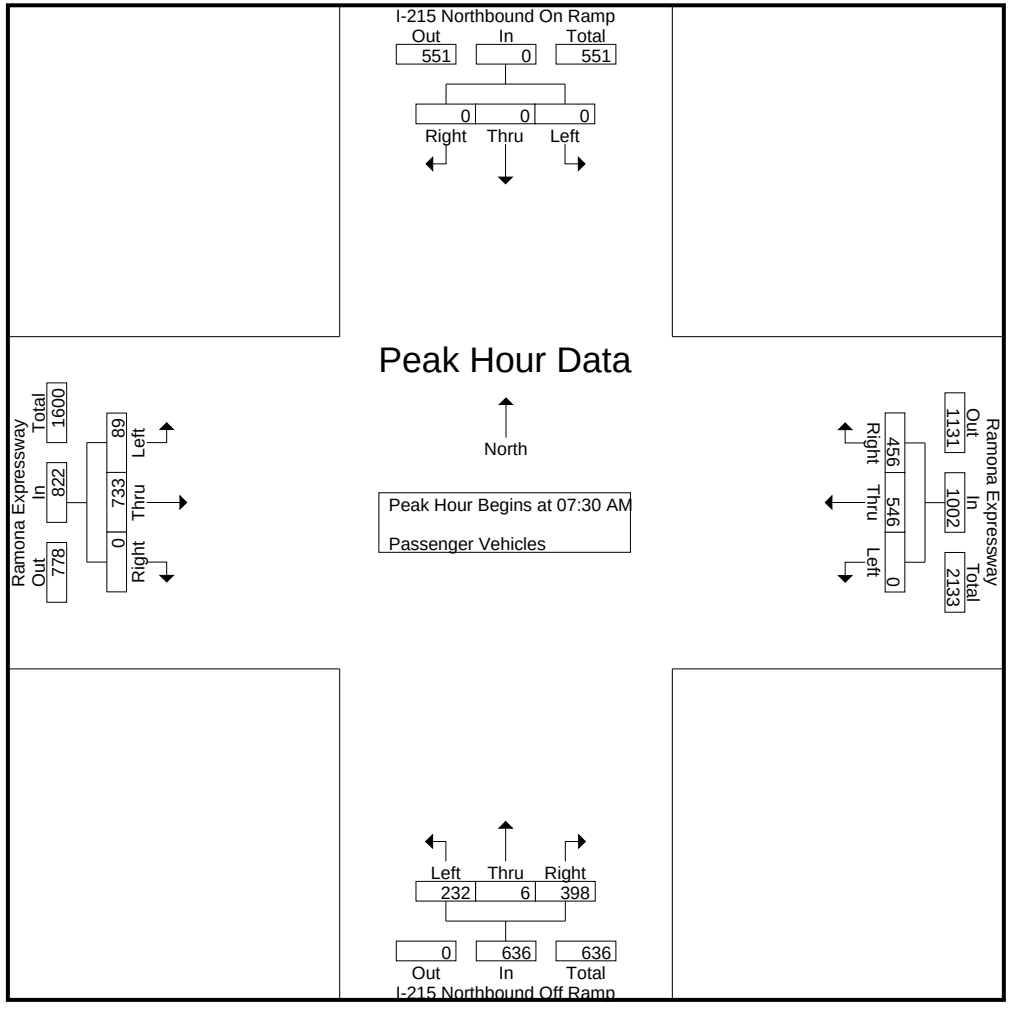
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	116	109	225	55	**3**	96	154	15	202	0	217	
+15 mins.	0	0	0	0	0	144	96	240	**63**	1	**121**	**185**	16	**211**	0	**227**	
+30 mins.	0	0	0	0	0	**162**	105	267	57	1	87	145	**33**	176	0	209	
+45 mins.	0	0	0	0	0	124	**146**	**270**	57	1	94	152	25	144	0	169	
Total Volume	0	0	0	0	0	546	456	1002	232	6	398	636	89	733	0	822	
% App. Total	0	0	0		0	54.5	45.5		36.5	0.9	62.6		10.8	89.2	0		
PHF	.000	.000	.000	.000	.000	.843	.781	.928	.921	.500	.822	.859	.674	.868	.000	.905	

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	7	2	0	9	1	0	1	1	2	4	7	0	0	11	1	22	23
07:15 AM	0	0	0	0	0	0	9	4	0	13	6	0	4	2	10	1	11	0	0	12	2	35	37
07:30 AM	0	0	0	0	0	0	10	4	0	14	4	0	3	0	7	6	11	0	0	17	0	38	38
07:45 AM	0	0	0	0	0	0	10	3	1	13	7	0	4	1	11	2	11	0	0	13	2	37	39
Total	0	0	0	0	0	0	36	13	1	49	18	0	12	4	30	13	40	0	0	53	5	132	137
08:00 AM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	1	13	0	0	14	0	21	21
08:15 AM	0	0	0	0	0	0	10	4	1	14	8	0	4	1	12	1	14	0	0	15	2	41	43
08:30 AM	0	0	0	0	0	0	2	3	0	5	2	0	1	1	3	3	11	0	0	14	1	22	23
08:45 AM	0	0	0	0	0	0	6	4	1	10	6	0	3	1	9	3	10	0	0	13	2	32	34
Total	0	0	0	0	0	0	23	11	2	34	18	0	8	3	26	8	48	0	0	56	5	116	121
Grand Total	0	0	0	0	0	0	59	24	3	83	36	0	20	7	56	21	88	0	0	109	10	248	258
Apprch %	0	0	0			0	71.1	28.9			64.3	0	35.7			19.3	80.7	0					
Total %	0	0	0		0	0	23.8	9.7		33.5	14.5	0	8.1		22.6	8.5	35.5	0		44	3.9	96.1	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**10**	**4**	**14**	4	0	3	7	**6**	11	0	**17**	38
07:45 AM	0	0	0	0	0	10	3	13	7	0	**4**	11	2	11	0	13	37
08:00 AM	0	0	0	0	0	5	0	5	2	0	0	2	1	13	0	14	21
08:15 AM	0	0	0	0	0	10	4	14	**8**	0	4	**12**	1	**14**	0	15	**41**
Total Volume	0	0	0	0	0	35	11	46	21	0	11	32	10	49	0	59	137
% App. Total	0	0	0		0	76.1	23.9		65.6	0	34.4		16.9	83.1	0		
PHF	.000	.000	.000	.000	.000	.875	.688	.821	.656	.000	.688	.667	.417	.875	.000	.868	.835

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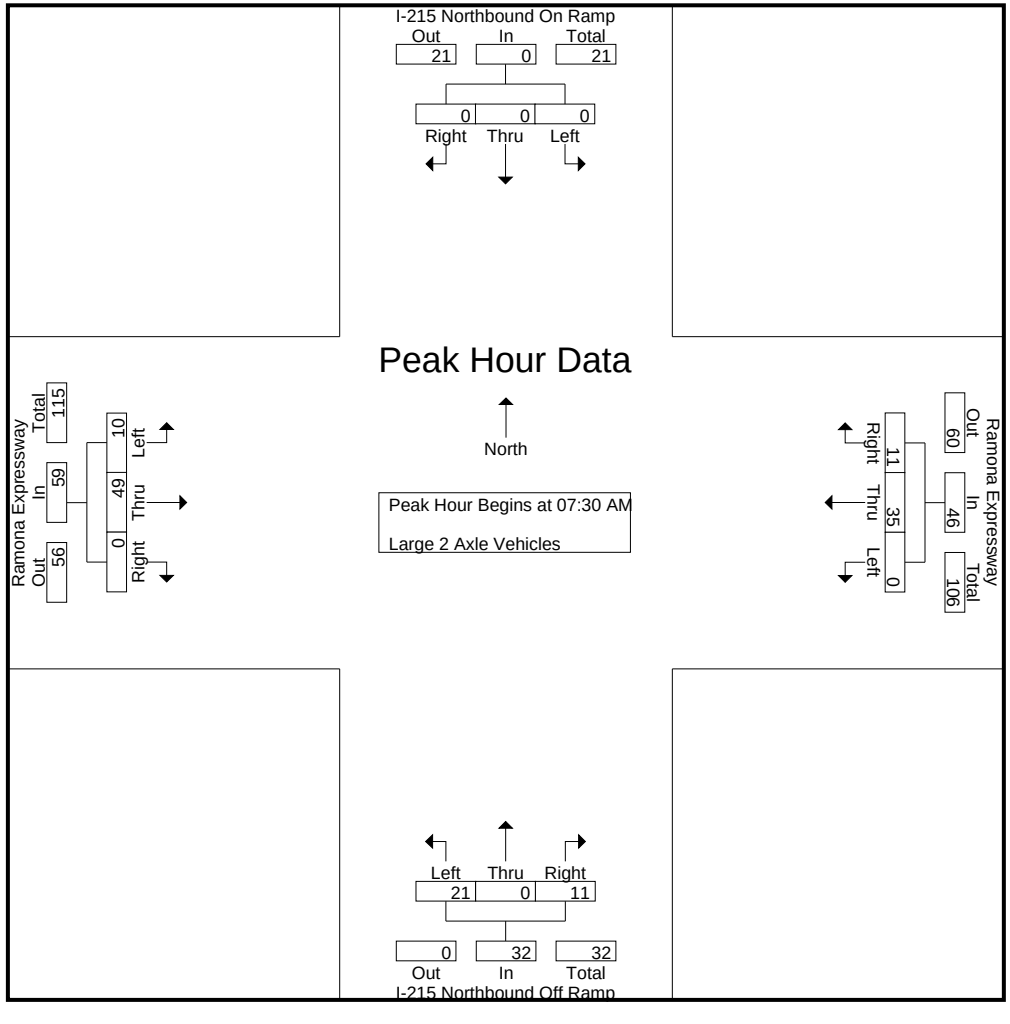
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	**10**	**4**	**14**	4	0	3	7	**6**	11	0	**17**	
+15 mins.	0	0	0	0	0	10	3	13	7	0	**4**	11	2	11	0	13	
+30 mins.	0	0	0	0	0	5	0	5	2	0	0	2	1	13	0	14	
+45 mins.	0	0	0	0	0	10	4	14	**8**	0	4	**12**	1	**14**	0	15	
Total Volume	0	0	0	0	0	35	11	46	21	0	11	32	10	49	0	59	
% App. Total	0	0	0		0	76.1	23.9		65.6	0	34.4		16.9	83.1	0		
PHF	.000	.000	.000	.000	.000	.875	.688	.821	.656	.000	.688	.667	.417	.875	.000	.868	

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

Groups Printed- 3 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	0	4	0	0	4	0	9	9
07:15 AM	0	0	0	0	0	0	3	6	1	9	0	0	1	0	1	0	4	0	0	4	1	14	15
07:30 AM	0	0	0	0	0	0	2	3	0	5	1	0	1	0	2	0	7	0	0	7	0	14	14
07:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	2	0	3	1	7	0	0	8	0	13	13
Total	0	0	0	0	0	0	7	14	1	21	2	0	4	0	6	1	22	0	0	23	1	50	51
08:00 AM	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	2	6	0	0	8	0	13	13
08:15 AM	0	0	0	0	0	0	1	4	0	5	0	0	2	0	2	0	7	0	0	7	0	14	14
08:30 AM	0	0	0	0	0	0	1	2	0	3	1	0	1	1	2	2	5	0	0	7	1	12	13
08:45 AM	0	0	0	0	0	0	4	2	0	6	0	0	2	0	2	0	3	0	0	3	0	11	11
Total	0	0	0	0	0	0	7	12	0	19	1	0	5	1	6	4	21	0	0	25	1	50	51
Grand Total	0	0	0	0	0	0	14	26	1	40	3	0	9	1	12	5	43	0	0	48	2	100	102
Apprch %	0	0	0			0	35	65			25	0	75			10.4	89.6	0					
Total %	0	0	0		0	0	14	26		40	3	0	9		12	5	43	0		48	2	98	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**2**	3	**5**	**1**	0	1	2	0	**7**	0	7	**14**
07:45 AM	0	0	0	0	0	1	1	2	1	0	**2**	**3**	1	7	0	**8**	13
08:00 AM	0	0	0	0	0	1	**4**	5	0	0	0	0	**2**	6	0	8	13
08:15 AM	0	0	0	0	0	1	4	5	0	0	2	2	0	7	0	7	14
Total Volume	0	0	0	0	0	5	12	17	2	0	5	7	3	27	0	30	54
% App. Total	0	0	0		0	29.4	70.6		28.6	0	71.4		10	90	0		
PHF	.000	.000	.000	.000	.000	.625	.750	.850	.500	.000	.625	.583	.375	.964	.000	.938	.964

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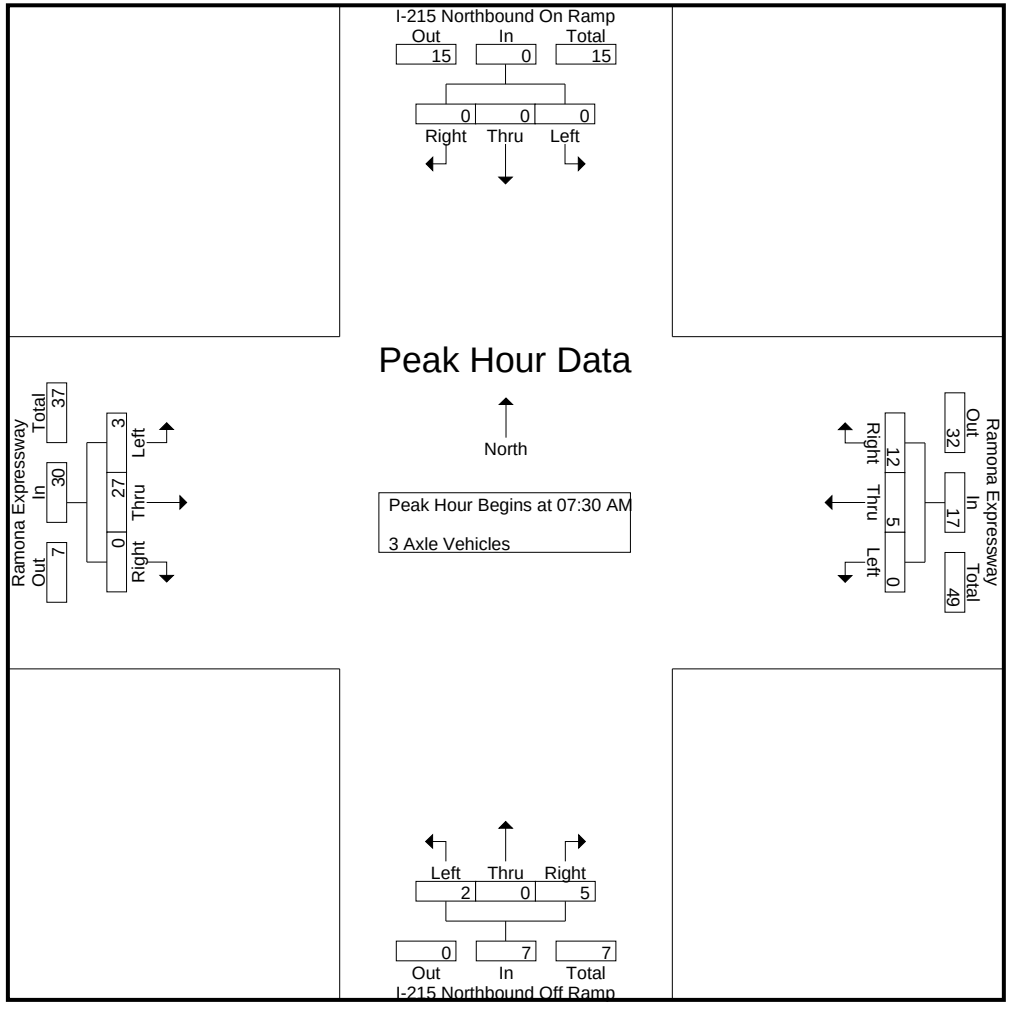
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	**2**	3	**5**	**1**	0	1	2	0	**7**	0	7	
+15 mins.	0	0	0	0	0	1	1	2	1	0	**2**	**3**	1	7	0	**8**	
+30 mins.	0	0	0	0	0	1	**4**	5	0	0	0	0	**2**	6	0	8	
+45 mins.	0	0	0	0	0	1	4	5	0	0	2	2	0	7	0	7	
Total Volume	0	0	0	0	0	5	12	17	2	0	5	7	3	27	0	30	
% App. Total	0	0	0		0	29.4	70.6		28.6	0	71.4		10	90	0		
PHF	.000	.000	.000	.000	.000	.625	.750	.850	.500	.000	.625	.583	.375	.964	.000	.938	

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

Groups Printed- 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	9	9	0	18	1	0	2	0	3	5	12	0	0	17	0	38	38
07:15 AM	0	0	0	0	0	0	3	9	1	12	4	0	5	0	9	1	15	0	0	16	1	37	38
07:30 AM	0	0	0	0	0	0	3	11	1	14	3	0	4	0	7	6	24	0	0	30	1	51	52
07:45 AM	0	0	0	0	0	0	4	7	0	11	2	0	2	0	4	5	16	0	0	21	0	36	36
Total	0	0	0	0	0	0	19	36	2	55	10	0	13	0	23	17	67	0	0	84	2	162	164
08:00 AM	0	0	0	0	0	0	3	18	2	21	2	0	0	0	2	5	18	0	0	23	2	46	48
08:15 AM	0	0	0	0	0	0	8	11	1	19	1	0	2	1	3	5	24	0	0	29	2	51	53
08:30 AM	0	0	0	0	0	0	4	8	3	12	3	0	4	3	7	4	18	0	0	22	6	41	47
08:45 AM	0	0	0	0	0	0	9	7	0	16	1	0	0	0	1	5	17	0	0	22	0	39	39
Total	0	0	0	0	0	0	24	44	6	68	7	0	6	4	13	19	77	0	0	96	10	177	187
Grand Total	0	0	0	0	0	0	43	80	8	123	17	0	19	4	36	36	144	0	0	180	12	339	351
Apprch %	0	0	0			0	35	65			47.2	0	52.8			20	80	0					
Total %	0	0	0		0	0	12.7	23.6		36.3	5	0	5.6		10.6	10.6	42.5	0		53.1	3.4	96.6	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	3	11	14	**3**	0	**4**	**7**	**6**	**24**	0	**30**	**51**
07:45 AM	0	0	0	0	0	4	7	11	2	0	2	4	5	16	0	21	36
08:00 AM	0	0	0	0	0	3	**18**	**21**	2	0	0	2	5	18	0	23	46
08:15 AM	0	0	0	0	0	**8**	11	19	1	0	2	3	5	24	0	29	51
Total Volume	0	0	0	0	0	18	47	65	8	0	8	16	21	82	0	103	184
% App. Total	0	0	0		0	27.7	72.3		50	0	50		20.4	79.6	0		
PHF	.000	.000	.000	.000	.000	.563	.653	.774	.667	.000	.500	.571	.875	.854	.000	.858	.902

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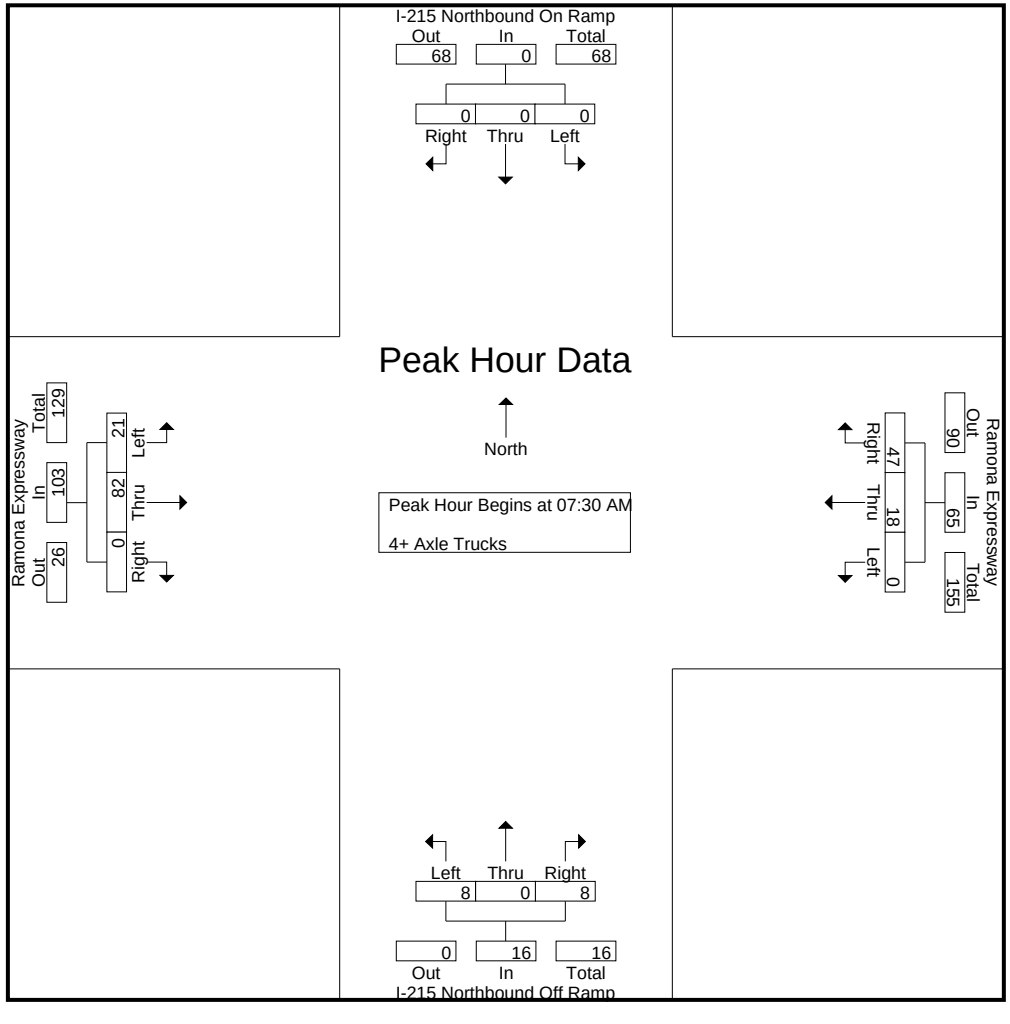
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
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File Name : 02_PER_215N_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	3	11	14	**3**	0	**4**	**7**	**6**	**24**	0	**30**	
+15 mins.	0	0	0	0	0	4	7	11	2	0	2	4	5	16	0	21	
+30 mins.	0	0	0	0	0	3	**18**	**21**	2	0	0	2	5	18	0	23	
+45 mins.	0	0	0	0	0	**8**	11	19	1	0	2	3	5	24	0	29	
Total Volume	0	0	0	0	0	18	47	65	8	0	8	16	21	82	0	103	
% App. Total	0	0	0		0	27.7	72.3		50	0	50		20.4	79.6	0		
PHF	.000	.000	.000	.000	.000	.563	.653	.774	.667	.000	.500	.571	.875	.854	.000	.858	

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	179	128	39	307	95	1	81	24	177	39	314	0	0	353	63	837	900
04:15 PM	0	0	0	0	0	0	214	130	19	344	84	0	92	20	176	35	303	0	0	338	39	858	897
04:30 PM	0	0	0	0	0	0	209	132	24	341	83	2	97	28	182	49	335	0	0	384	52	907	959
04:45 PM	0	0	0	0	0	0	196	107	22	303	86	0	90	29	176	25	347	0	0	372	51	851	902
Total	0	0	0	0	0	0	798	497	104	1295	348	3	360	101	711	148	1299	0	0	1447	205	3453	3658
05:00 PM	0	0	0	0	0	0	196	136	16	332	71	0	81	20	152	27	330	0	0	357	36	841	877
05:15 PM	0	0	0	0	0	0	187	135	26	322	66	0	92	22	158	34	326	0	0	360	48	840	888
05:30 PM	0	0	0	0	0	0	188	131	16	319	74	1	83	20	158	29	340	0	0	369	36	846	882
05:45 PM	0	0	0	0	0	0	165	125	13	290	78	0	83	27	161	28	347	0	0	375	40	826	866
Total	0	0	0	0	0	0	736	527	71	1263	289	1	339	89	629	118	1343	0	0	1461	160	3353	3513
Grand Total	0	0	0	0	0	0	1534	1024	175	2558	637	4	699	190	1340	266	2642	0	0	2908	365	6806	7171
Apprch %	0	0	0			0	60	40			47.5	0.3	52.2			9.1	90.9	0					
Total %	0	0	0		0	0	22.5	15		37.6	9.4	0.1	10.3		19.7	3.9	38.8	0		42.7	5.1	94.9	
Passenger Vehicles	0	0	0		0	0	1458	926		2547	587	3	661		1433	226	2464	0		2690	0	0	6670
% Passenger Vehicles	0	0	0	0	0	0	95	90.4	93.1	93.2	92.2	75	94.6	95.8	93.7	85	93.3	0	0	92.5	0	0	93
Large 2 Axle Vehicles	0	0	0		0	0	34	32		74	42	1	17		65	13	78	0		91	0	0	230
% Large 2 Axle Vehicles	0	0	0	0	0	0	2.2	3.1	4.6	2.7	6.6	25	2.4	2.6	4.2	4.9	3	0	0	3.1	0	0	3.2
3 Axle Vehicles	0	0	0		0	0	9	11		21	4	0	7		12	6	19	0		25	0	0	58
% 3 Axle Vehicles	0	0	0	0	0	0	0.6	1.1	0.6	0.8	0.6	0	1	0.5	0.8	2.3	0.7	0	0	0.9	0	0	0.8
4+ Axle Trucks	0	0	0		0	0	33	55		91	4	0	14		20	21	81	0		102	0	0	213
% 4+ Axle Trucks	0	0	0	0	0	0	2.2	5.4	1.7	3.3	0.6	0	2	1.1	1.3	7.9	3.1	0	0	3.5	0	0	3

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	0	0	0	0	**214**	130	**344**	84	0	92	176	35	303	0	338	858
04:30 PM	0	0	0	0	0	209	132	341	83	**2**	**97**	**182**	**49**	335	0	**384**	**907**
04:45 PM	0	0	0	0	0	196	107	303	**86**	0	90	176	25	**347**	0	372	851
05:00 PM	0	0	0	0	0	196	**136**	332	71	0	81	152	27	330	0	357	841
Total Volume	0	0	0	0	0	815	505	1320	324	2	360	686	136	1315	0	1451	3457
% App. Total	0	0	0		0	61.7	38.3		47.2	0.3	52.5		9.4	90.6	0		
PHF	.000	.000	.000	.000	.000	.952	.928	.959	.942	.250	.928	.942	.694	.947	.000	.945	.953

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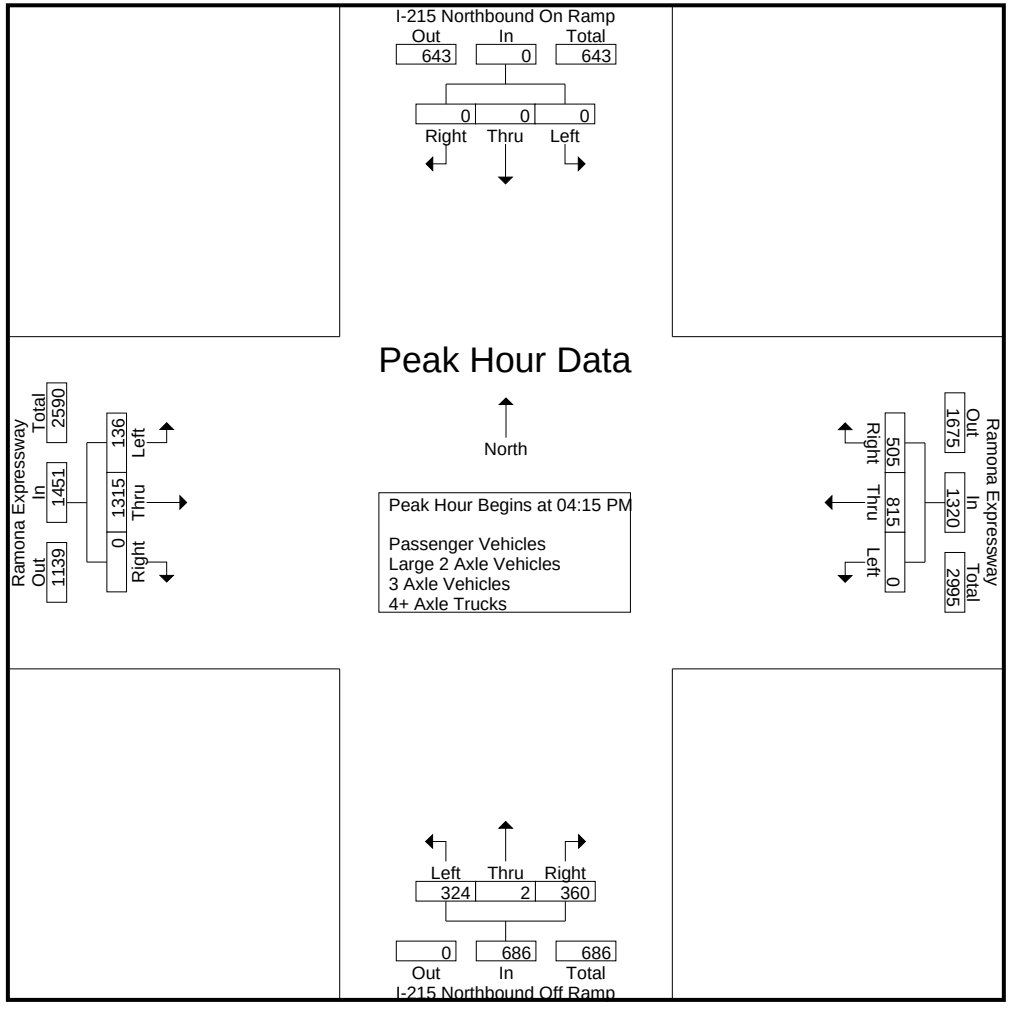
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:00 PM				04:30 PM				
+0 mins.	0	0	0	0	0	**214**	130	**344**	**95**	1	81	177	**49**	335	0	**384**	
+15 mins.	0	0	0	0	0	209	132	341	84	0	92	176	25	**347**	0	372	
+30 mins.	0	0	0	0	0	196	107	303	83	**2**	**97**	**182**	27	330	0	357	
+45 mins.	0	0	0	0	0	196	**136**	332	86	0	90	176	34	326	0	360	
Total Volume	0	0	0	0	0	815	505	1320	348	3	360	711	135	1338	0	1473	
% App. Total	0	0	0		0	61.7	38.3		48.9	0.4	50.6		9.2	90.8	0		
PHF	.000	.000	.000	.000	.000	.952	.928	.959	.916	.375	.928	.977	.689	.964	.000	.959	

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City of Perris
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E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

Groups Printed- Passenger Vehicles

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	164	124	39	288	84	1	76	23	161	33	292	0	0	325	62	774	836
04:15 PM	0	0	0	0	0	0	200	121	18	321	78	0	89	19	167	30	273	0	0	303	37	791	828
04:30 PM	0	0	0	0	0	0	201	117	19	318	73	1	93	27	167	43	315	0	0	358	46	843	889
04:45 PM	0	0	0	0	0	0	185	94	22	279	80	0	83	28	163	24	321	0	0	345	50	787	837
Total	0	0	0	0	0	0	750	456	98	1206	315	2	341	97	658	130	1201	0	0	1331	195	3195	3390
05:00 PM	0	0	0	0	0	0	186	119	15	305	68	0	73	18	141	20	303	0	0	323	33	769	802
05:15 PM	0	0	0	0	0	0	179	122	25	301	60	0	85	20	145	28	315	0	0	343	45	789	834
05:30 PM	0	0	0	0	0	0	185	115	13	300	70	1	81	20	152	24	319	0	0	343	33	795	828
05:45 PM	0	0	0	0	0	0	158	114	12	272	74	0	81	27	155	24	326	0	0	350	39	777	816
Total	0	0	0	0	0	0	708	470	65	1178	272	1	320	85	593	96	1263	0	0	1359	150	3130	3280
Grand Total	0	0	0	0	0	0	1458	926	163	2384	587	3	661	182	1251	226	2464	0	0	2690	345	6325	6670
Apprch %	0	0	0			0	61.2	38.8			46.9	0.2	52.8			8.4	91.6	0					
Total %	0	0	0		0	0	23.1	14.6		37.7	9.3	0	10.5		19.8	3.6	39	0		42.5	5.2	94.8	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	200	**121**	**321**	78	0	89	**167**	30	273	0	303	791
04:30 PM	0	0	0	0	0	**201**	117	318	73	**1**	**93**	167	**43**	315	0	**358**	**843**
04:45 PM	0	0	0	0	0	185	94	279	**80**	0	83	163	24	**321**	0	345	787
05:00 PM	0	0	0	0	0	186	119	305	68	0	73	141	20	303	0	323	769
Total Volume	0	0	0	0	0	772	451	1223	299	1	338	638	117	1212	0	1329	3190
% App. Total	0	0	0		0	63.1	36.9		46.9	0.2	53		8.8	91.2	0		
PHF	.000	.000	.000	.000	.000	.960	.932	.952	.934	.250	.909	.955	.680	.944	.000	.928	.946

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
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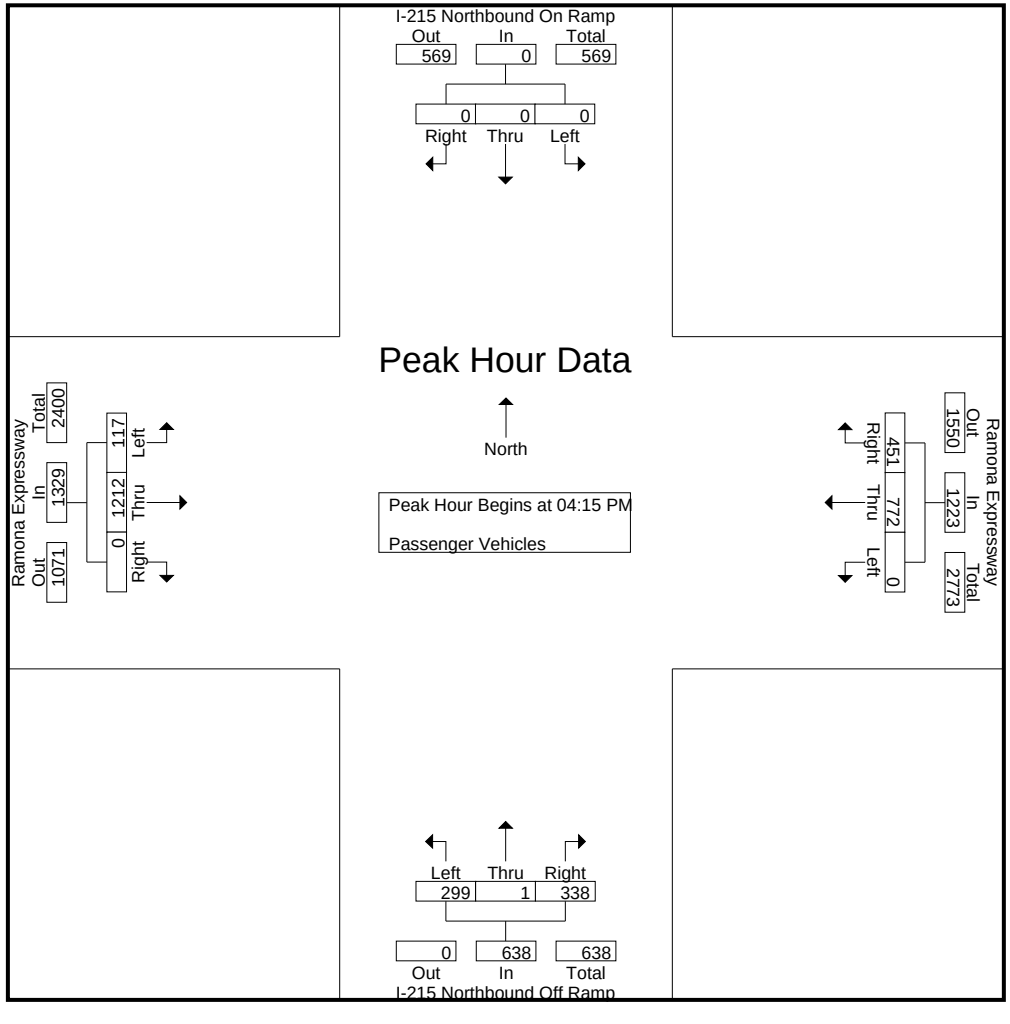

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Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	200	**121**	**321**	78	0	89	**167**	30	273	0	303	
+15 mins.	0	0	0	0	0	**201**	117	318	73	**1**	**93**	167	**43**	315	0	**358**	
+30 mins.	0	0	0	0	0	185	94	279	**80**	0	83	163	24	**321**	0	345	
+45 mins.	0	0	0	0	0	186	119	305	68	0	73	141	20	303	0	323	
Total Volume	0	0	0	0	0	772	451	1223	299	1	338	638	117	1212	0	1329	
% App. Total	0	0	0		0	63.1	36.9		46.9	0.2	53		8.8	91.2	0		
PHF	.000	.000	.000	.000	.000	.960	.932	.952	.934	.250	.909	.955	.680	.944	.000	.928	

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File Name : 02_PER_215N_Ram PM
Site Code : 05122445
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Groups Printed- Large 2 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	7	1	0	8	11	0	2	0	13	1	5	0	0	6	0	27	27
04:15 PM	0	0	0	0	0	0	6	2	0	8	4	0	2	1	6	1	13	0	0	14	1	28	29
04:30 PM	0	0	0	0	0	0	4	8	4	12	9	1	4	1	14	2	8	0	0	10	5	36	41
04:45 PM	0	0	0	0	0	0	3	6	0	9	6	0	3	1	9	0	14	0	0	14	1	32	33
Total	0	0	0	0	0	0	20	17	4	37	30	1	11	3	42	4	40	0	0	44	7	123	130
05:00 PM	0	0	0	0	0	0	5	7	1	12	2	0	2	1	4	2	10	0	0	12	2	28	30
05:15 PM	0	0	0	0	0	0	3	3	1	6	4	0	2	1	6	3	7	0	0	10	2	22	24
05:30 PM	0	0	0	0	0	0	1	3	2	4	3	0	2	0	5	1	8	0	0	9	2	18	20
05:45 PM	0	0	0	0	0	0	5	2	0	7	3	0	0	0	3	3	13	0	0	16	0	26	26
Total	0	0	0	0	0	0	14	15	4	29	12	0	6	2	18	9	38	0	0	47	6	94	100
Grand Total	0	0	0	0	0	0	34	32	8	66	42	1	17	5	60	13	78	0	0	91	13	217	230
Apprch %	0	0	0			0	51.5	48.5			70	1.7	28.3			14.3	85.7	0					
Total %	0	0	0		0	0	15.7	14.7		30.4	19.4	0.5	7.8		27.6	6	35.9	0		41.9	5.7	94.3	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**6**	2	8	4	0	2	6	1	13	0	**14**	28
04:30 PM	0	0	0	0	0	4	**8**	**12**	**9**	**1**	**4**	**14**	**2**	8	0	10	**36**
04:45 PM	0	0	0	0	0	3	6	9	6	0	3	9	0	**14**	0	14	32
05:00 PM	0	0	0	0	0	5	7	12	2	0	2	4	2	10	0	12	28
Total Volume	0	0	0	0	0	18	23	41	21	1	11	33	5	45	0	50	124
% App. Total	0	0	0		0	43.9	56.1		63.6	3	33.3		10	90	0		
PHF	.000	.000	.000	.000	.000	.750	.719	.854	.583	.250	.688	.589	.625	.804	.000	.893	.861

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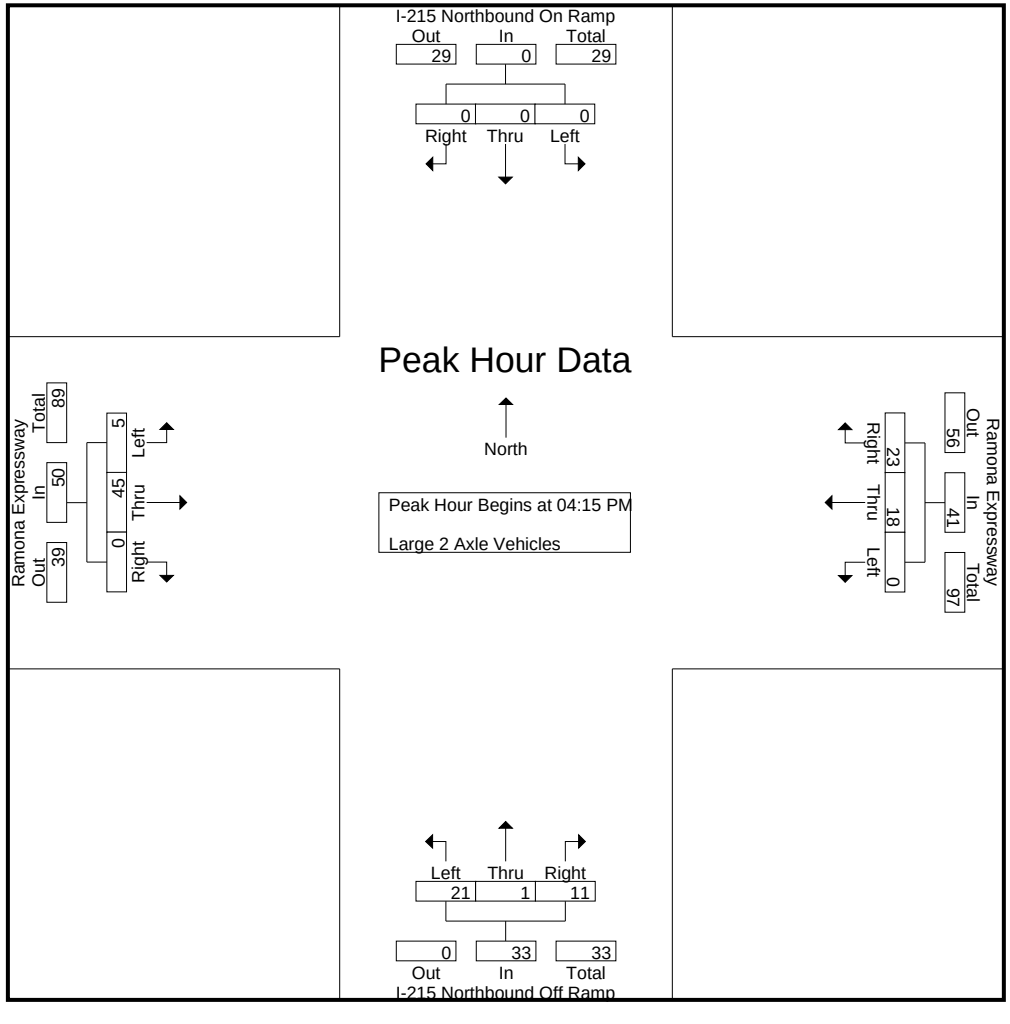
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	**6**	2	8	4	0	2	6	1	13	0	**14**	
+15 mins.	0	0	0	0	0	4	**8**	**12**	**9**	**1**	**4**	**14**	**2**	8	0	10	
+30 mins.	0	0	0	0	0	3	6	9	6	0	3	9	0	**14**	0	14	
+45 mins.	0	0	0	0	0	5	7	12	2	0	2	4	2	10	0	12	
Total Volume	0	0	0	0	0	18	23	41	21	1	11	33	5	45	0	50	
% App. Total	0	0	0		0	43.9	56.1		63.6	3	33.3		10	90	0		
PHF	.000	.000	.000	.000	.000	.750	.719	.854	.583	.250	.688	.589	.625	.804	.000	.893	

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

Groups Printed- 3 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	1	3	1	5	0	0	6	1	11	12
04:15 PM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	2	0	0	2	0	9	9
04:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	4	0	0	6	0	9	9
04:45 PM	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	0	3	0	0	3	0	7	7
Total	0	0	0	0	0	0	9	5	0	14	1	0	4	1	5	3	14	0	0	17	1	36	37
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	3	0	4	4
05:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3	0	1	0	0	1	0	5	5
05:30 PM	0	0	0	0	0	0	0	4	1	4	1	0	0	0	1	1	2	0	0	3	1	8	9
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
Total	0	0	0	0	0	0	0	6	1	6	3	0	3	0	6	3	5	0	0	8	1	20	21
Grand Total	0	0	0	0	0	0	9	11	1	20	4	0	7	1	11	6	19	0	0	25	2	56	58
Apprch %	0	0	0			0	45	55			36.4	0	63.6			24	76	0					
Total %	0	0	0		0	0	16.1	19.6		35.7	7.1	0	12.5		19.6	10.7	33.9	0		44.6	3.4	96.6	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**5**	1	**6**	**1**	0	0	**1**	0	2	0	2	**9**
04:30 PM	0	0	0	0	0	2	1	3	0	0	0	0	**2**	**4**	0	**6**	9
04:45 PM	0	0	0	0	0	0	**3**	3	0	0	**1**	1	0	3	0	3	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	3	4
Total Volume	0	0	0	0	0	7	5	12	1	0	2	3	4	10	0	14	29
% App. Total	0	0	0		0	58.3	41.7		33.3	0	66.7		28.6	71.4	0		
PHF	.000	.000	.000	.000	.000	.350	.417	.500	.250	.000	.500	.750	.500	.625	.000	.583	.806

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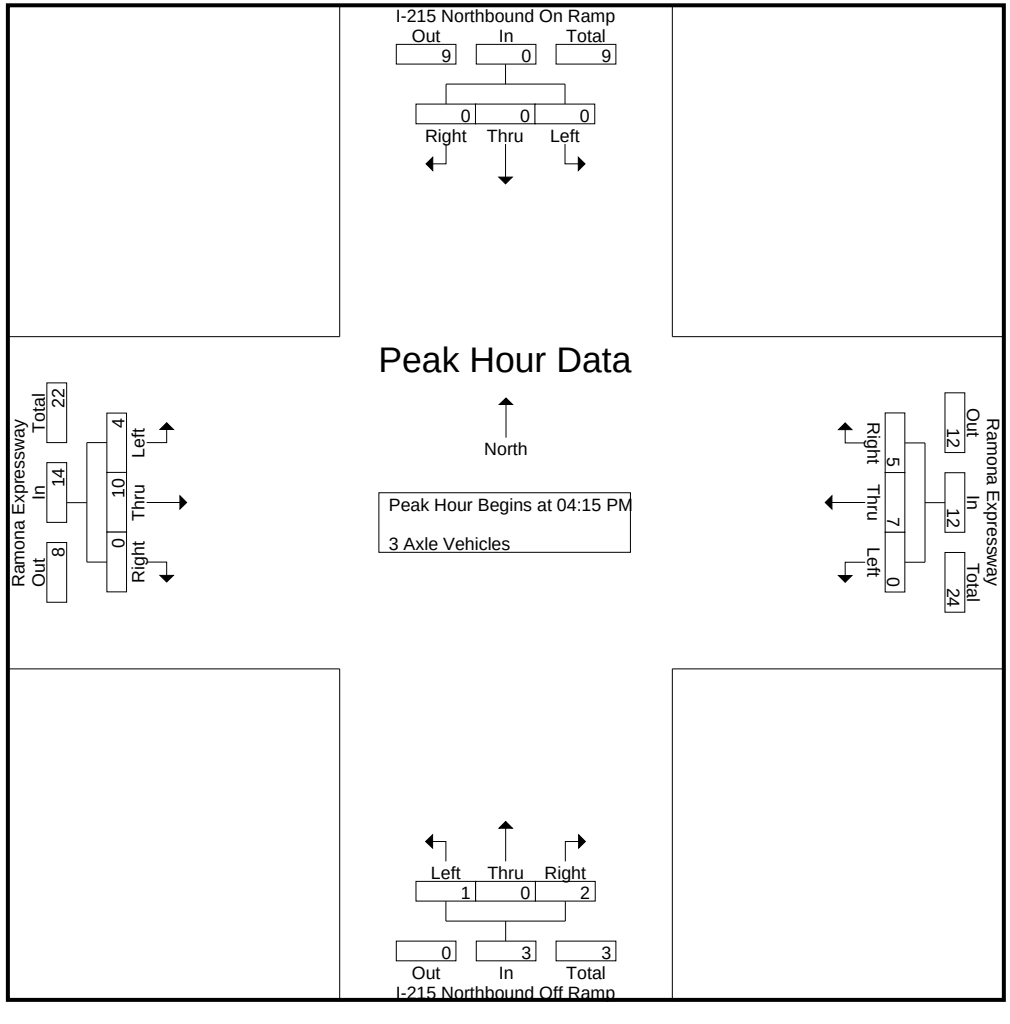
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	**5**	1	**6**	**1**	0	0	**1**	0	2	0	2	
+15 mins.	0	0	0	0	0	2	1	3	0	0	0	0	**2**	**4**	0	**6**	
+30 mins.	0	0	0	0	0	0	**3**	3	0	0	**1**	1	0	3	0	3	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	3	
Total Volume	0	0	0	0	0	7	5	12	1	0	2	3	4	10	0	14	
% App. Total	0	0	0		0	58.3	41.7		33.3	0	66.7		28.6	71.4	0		
PHF	.000	.000	.000	.000	.000	.350	.417	.500	.250	.000	.500	.750	.500	.625	.000	.583	

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	4	12	0	0	16	0	25	25
04:15 PM	0	0	0	0	0	0	3	6	1	9	1	0	1	0	2	4	15	0	0	19	1	30	31
04:30 PM	0	0	0	0	0	0	2	6	1	8	1	0	0	0	1	2	8	0	0	10	1	19	20
04:45 PM	0	0	0	0	0	0	8	4	0	12	0	0	3	0	3	1	9	0	0	10	0	25	25
Total	0	0	0	0	0	0	19	19	2	38	2	0	4	0	6	11	44	0	0	55	2	99	101
05:00 PM	0	0	0	0	0	0	5	10	0	15	1	0	5	1	6	3	16	0	0	19	1	40	41
05:15 PM	0	0	0	0	0	0	5	9	0	14	1	0	3	1	4	3	3	0	0	6	1	24	25
05:30 PM	0	0	0	0	0	0	2	9	0	11	0	0	0	0	0	3	11	0	0	14	0	25	25
05:45 PM	0	0	0	0	0	0	2	8	1	10	0	0	2	0	2	1	7	0	0	8	1	20	21
Total	0	0	0	0	0	0	14	36	1	50	2	0	10	2	12	10	37	0	0	47	3	109	112
Grand Total	0	0	0	0	0	0	33	55	3	88	4	0	14	2	18	21	81	0	0	102	5	208	213
Apprch %	0	0	0			0	37.5	62.5			22.2	0	77.8			20.6	79.4	0					
Total %	0	0	0		0	0	15.9	26.4		42.3	1.9	0	6.7		8.7	10.1	38.9	0		49	2.3	97.7	

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	3	6	9	**1**	0	1	2	**4**	15	0	**19**	30
04:30 PM	0	0	0	0	0	2	6	8	1	0	0	1	2	8	0	10	19
04:45 PM	0	0	0	0	0	**8**	4	12	0	0	3	3	1	9	0	10	25
05:00 PM	0	0	0	0	0	5	**10**	**15**	1	0	**5**	**6**	3	**16**	0	19	**40**
Total Volume	0	0	0	0	0	18	26	44	3	0	9	12	10	48	0	58	114
% App. Total	0	0	0		0	40.9	59.1		25	0	75		17.2	82.8	0		
PHF	.000	.000	.000	.000	.000	.563	.650	.733	.750	.000	.450	.500	.625	.750	.000	.763	.713

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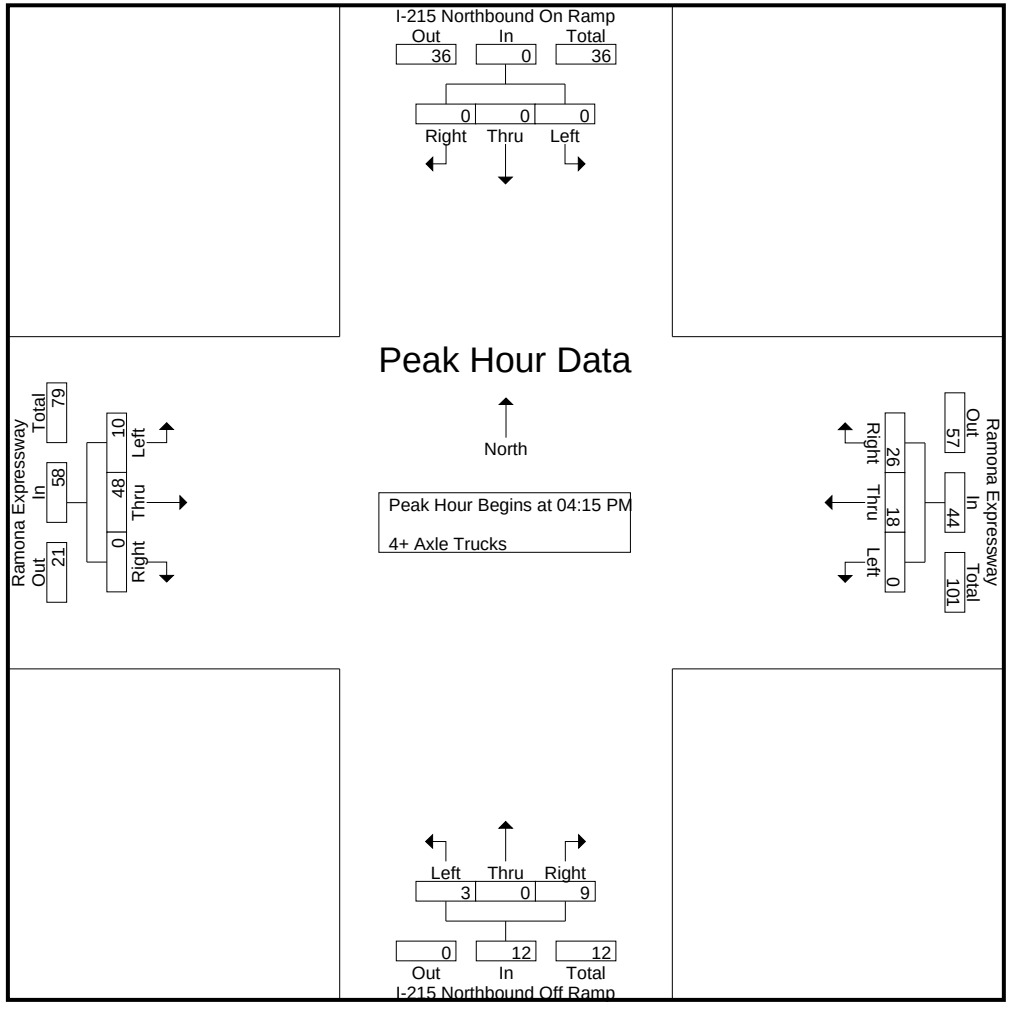
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ramona Expressway
Weather: Clear

File Name : 02_PER_215N_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	3	6	9	**1**	0	1	2	**4**	15	0	**19**	
+15 mins.	0	0	0	0	0	2	6	8	1	0	0	1	2	8	0	10	
+30 mins.	0	0	0	0	0	**8**	4	12	0	0	3	3	1	9	0	10	
+45 mins.	0	0	0	0	0	5	**10**	**15**	1	0	**5**	**6**	3	**16**	0	19	
Total Volume	0	0	0	0	0	18	26	44	3	0	9	12	10	48	0	58	
% App. Total	0	0	0		0	40.9	59.1		25	0	75		17.2	82.8	0		
PHF	.000	.000	.000	.000	.000	.563	.650	.733	.750	.000	.450	.500	.625	.750	.000	.763	

Location: Perris
N/S: I-215 NB Ramps
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Ramona Expressway	South Leg I-215 NB Ramps	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg I-215 NB Ramps	East Leg Ramona Expressway	South Leg I-215 NB Ramps	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: Perris
N/S: I-215 NB Ramps
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Ramona Expressway			Northbound I-215 NB Ramps			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 NB Ramps			Westbound Ramona Expressway			Northbound I-215 NB Ramps			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	3	9	7	14	5	257	23	5	285	15	10	1	1	26	50	200	13	3	263	16	588	604
07:15 AM	9	8	16	8	33	2	211	12	4	225	21	16	1	0	38	47	220	8	2	275	14	571	585
07:30 AM	6	8	14	9	28	4	265	9	1	278	13	21	3	2	37	51	240	23	5	314	17	657	674
07:45 AM	12	9	15	9	36	3	228	10	5	241	13	8	2	2	23	58	269	19	6	346	22	646	668
Total	29	28	54	33	111	14	961	54	15	1029	62	55	7	5	124	206	929	63	16	1198	69	2462	2531
08:00 AM	8	3	19	16	30	7	273	17	5	297	4	8	3	2	15	40	220	13	2	273	25	615	640
08:15 AM	7	2	20	20	29	5	267	8	2	280	21	6	4	3	31	39	209	16	4	264	29	604	633
08:30 AM	17	6	19	13	42	5	240	9	2	254	19	9	4	3	32	37	182	18	8	237	26	565	591
08:45 AM	13	7	19	12	39	9	228	8	4	245	18	3	1	1	22	36	191	13	6	240	23	546	569
Total	45	18	77	61	140	26	1008	42	13	1076	62	26	12	9	100	152	802	60	20	1014	103	2330	2433
Grand Total	74	46	131	94	251	40	1969	96	28	2105	124	81	19	14	224	358	1731	123	36	2212	172	4792	4964
Apprch %	29.5	18.3	52.2			1.9	93.5	4.6			55.4	36.2	8.5			16.2	78.3	5.6					
Total %	1.5	1	2.7		5.2	0.8	41.1	2		43.9	2.6	1.7	0.4		4.7	7.5	36.1	2.6		46.2	3.5	96.5	
Passenger Vehicles	62	43	118		311	35	1763	92		1917	115	76	9		208	335	1500	116		1984	0	0	4420
% Passenger Vehicles	83.8	93.5	90.1	93.6	90.1	87.5	89.5	95.8	96.4	89.9	92.7	93.8	47.4	57.1	87.4	93.6	86.7	94.3	91.7	88.3	0	0	89
Large 2 Axle Vehicles	7	3	10		26	3	54	2		59	3	3	10		22	13	43	0		56	0	0	163
% Large 2 Axle Vehicles	9.5	6.5	7.6	6.4	7.5	7.5	2.7	2.1	0	2.8	2.4	3.7	52.6	42.9	9.2	3.6	2.5	0	0	2.5	0	0	3.3
3 Axle Vehicles	0	0	2		2	2	40	2		45	0	0	0		0	2	46	2		50	0	0	97
% 3 Axle Vehicles	0	0	1.5	0	0.6	5	2	2.1	3.6	2.1	0	0	0	0	0	0.6	2.7	1.6	0	2.2	0	0	2
4+ Axle Trucks	5	0	1		6	0	112	0		112	6	2	0		8	8	142	5		158	0	0	284
% 4+ Axle Trucks	6.8	0	0.8	0	1.7	0	5.7	0	0	5.3	4.8	2.5	0	0	3.4	2.2	8.2	4.1	8.3	7	0	0	5.7

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	8	14	28	4	265	9	278	13	**21**	3	**37**	51	240	**23**	314	**657**
07:45 AM	**12**	**9**	15	**36**	3	228	10	241	13	8	2	23	**58**	**269**	19	**346**	646
08:00 AM	8	3	19	30	**7**	**273**	**17**	**297**	4	8	3	15	40	220	13	273	615
08:15 AM	7	2	**20**	29	5	267	8	280	**21**	6	**4**	31	39	209	16	264	604
Total Volume	33	22	68	123	19	1033	44	1096	51	43	12	106	188	938	71	1197	2522
% App. Total	26.8	17.9	55.3		1.7	94.3	4		48.1	40.6	11.3		15.7	78.4	5.9		
PHF	.688	.611	.850	.854	.679	.946	.647	.923	.607	.512	.750	.716	.810	.872	.772	.865	.960

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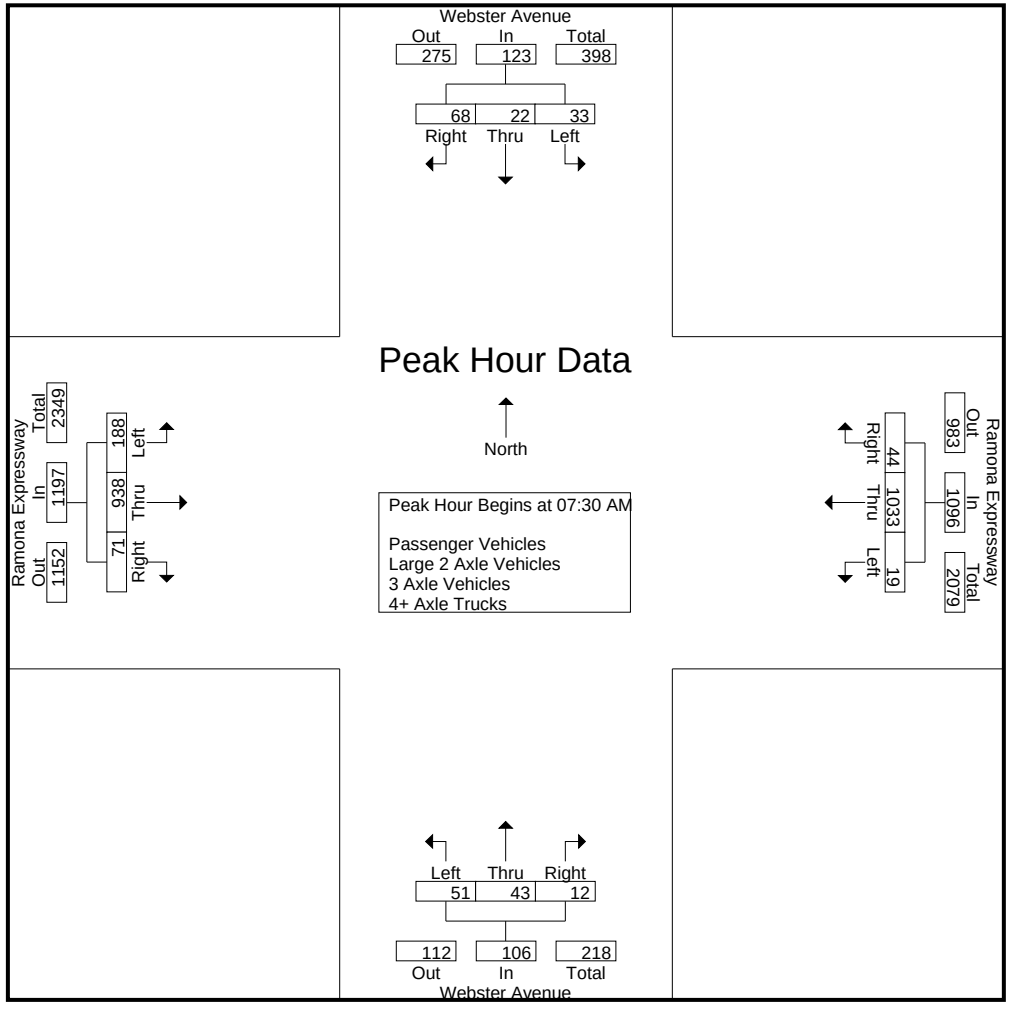
City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	08:00 AM				07:30 AM				07:00 AM				07:15 AM				
+0 mins.	8	3	19	30	4	265	9	278	15	10	1	26	47	220	8	275	
+15 mins.	7	2	**20**	29	3	228	10	241	**21**	16	1	**38**	51	240	**23**	314	
+30 mins.	**17**	6	19	**42**	**7**	**273**	**17**	**297**	13	**21**	**3**	37	**58**	**269**	19	**346**	
+45 mins.	13	**7**	19	39	5	267	8	280	13	8	2	23	40	220	13	273	
Total Volume	45	18	77	140	19	1033	44	1096	62	55	7	124	196	949	63	1208	
% App. Total	32.1	12.9	55		1.7	94.3	4		50	44.4	5.6		16.2	78.6	5.2		
PHF	.662	.643	.963	.833	.679	.946	.647	.923	.738	.655	.583	.816	.845	.882	.685	.873	

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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	8	7	11	5	226	22	5	253	15	9	0	0	24	48	182	13	3	243	15	531	546
07:15 AM	9	7	14	7	30	2	183	12	4	197	21	16	0	0	37	42	192	7	2	241	13	505	518
07:30 AM	5	8	11	8	24	2	234	8	1	244	12	19	2	2	33	48	204	22	4	274	15	575	590
07:45 AM	10	9	15	9	34	3	210	10	5	223	12	8	1	1	21	55	236	18	6	309	21	587	608
Total	24	27	48	31	99	12	853	52	15	917	60	52	3	3	115	193	814	60	15	1067	64	2198	2262
08:00 AM	8	3	18	16	29	7	243	16	4	266	3	7	1	1	11	39	192	13	2	244	23	550	573
08:15 AM	4	2	18	18	24	5	245	8	2	258	18	6	3	2	27	35	177	14	3	226	25	535	560
08:30 AM	16	5	17	12	38	4	218	8	2	230	19	8	1	1	28	36	153	16	7	205	22	501	523
08:45 AM	10	6	17	11	33	7	204	8	4	219	15	3	1	1	19	32	164	13	6	209	22	480	502
Total	38	16	70	57	124	23	910	40	12	973	55	24	6	5	85	142	686	56	18	884	92	2066	2158
Grand Total	62	43	118	88	223	35	1763	92	27	1890	115	76	9	8	200	335	1500	116	33	1951	156	4264	4420
Apprch %	27.8	19.3	52.9			1.9	93.3	4.9			57.5	38	4.5			17.2	76.9	5.9					
Total %	1.5	1	2.8		5.2	0.8	41.3	2.2		44.3	2.7	1.8	0.2		4.7	7.9	35.2	2.7		45.8	3.5	96.5	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	8	11	24	2	234	8	244	12	**19**	2	**33**	48	204	**22**	274	575
07:45 AM	**10**	**9**	15	**34**	3	210	10	223	12	8	1	21	**55**	**236**	18	**309**	**587**
08:00 AM	8	3	**18**	29	**7**	243	**16**	**266**	3	7	1	11	39	192	13	244	550
08:15 AM	4	2	18	24	5	**245**	8	258	**18**	6	**3**	27	35	177	14	226	535
Total Volume	27	22	62	111	17	932	42	991	45	40	7	92	177	809	67	1053	2247
% App. Total	24.3	19.8	55.9		1.7	94	4.2		48.9	43.5	7.6		16.8	76.8	6.4		
PHF	.675	.611	.861	.816	.607	.951	.656	.931	.625	.526	.583	.697	.805	.857	.761	.852	.957

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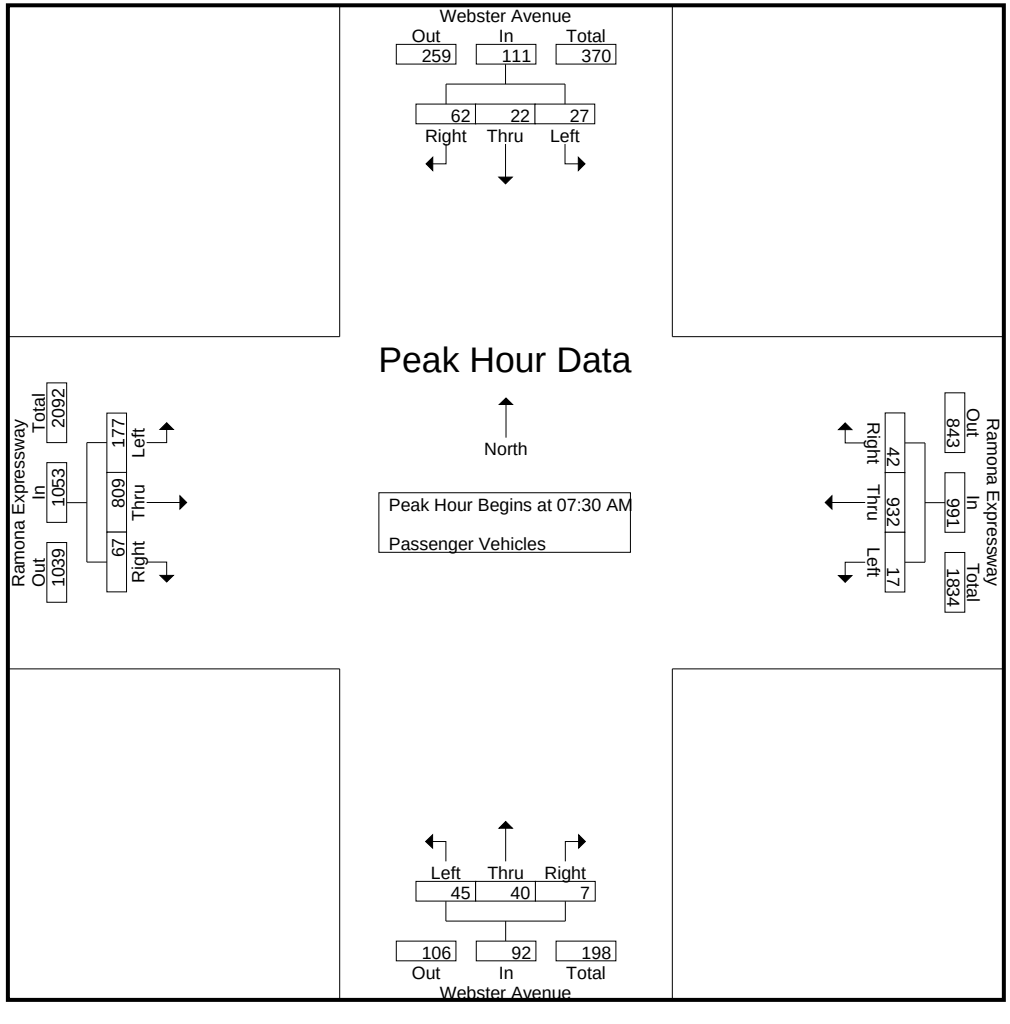
City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	5	8	11	24	2	234	8	244	12	**19**	2	**33**	48	204	**22**	274	
+15 mins.	**10**	**9**	15	**34**	3	210	10	223	12	8	1	21	**55**	**236**	18	**309**	
+30 mins.	8	3	**18**	29	**7**	243	**16**	**266**	3	7	1	11	39	192	13	244	
+45 mins.	4	2	18	24	5	**245**	8	258	**18**	6	**3**	27	35	177	14	226	
Total Volume	27	22	62	111	17	932	42	991	45	40	7	92	177	809	67	1053	
% App. Total	24.3	19.8	55.9		1.7	94	4.2		48.9	43.5	7.6		16.8	76.8	6.4		
PHF	.675	.611	.861	.816	.607	.951	.656	.931	.625	.526	.583	.697	.805	.857	.761	.852	

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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	0	0	2	0	10	1	0	11	0	1	1	1	2	1	2	0	0	3	1	18	19
07:15 AM	0	1	2	1	3	0	10	0	0	10	0	0	1	0	1	3	6	0	0	9	1	23	24
07:30 AM	0	0	2	1	2	2	12	1	0	15	0	1	1	0	2	2	3	0	0	5	1	24	25
07:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	1	1	2	2	7	0	0	9	1	18	19
Total	2	1	4	2	7	2	39	2	0	43	1	2	4	2	7	8	18	0	0	26	4	83	87
08:00 AM	0	0	1	0	1	0	2	0	0	2	0	1	2	1	3	1	7	0	0	8	1	14	15
08:15 AM	3	0	2	2	5	0	6	0	0	6	1	0	1	1	2	2	5	0	0	7	3	20	23
08:30 AM	0	1	1	1	2	1	2	0	0	3	0	0	3	2	3	1	6	0	0	7	3	15	18
08:45 AM	2	1	2	1	5	0	5	0	0	5	1	0	0	0	1	1	7	0	0	8	1	19	20
Total	5	2	6	4	13	1	15	0	0	16	2	1	6	4	9	5	25	0	0	30	8	68	76
Grand Total	7	3	10	6	20	3	54	2	0	59	3	3	10	6	16	13	43	0	0	56	12	151	163
Apprch %	35	15	50			5.1	91.5	3.4			18.8	18.8	62.5			23.2	76.8	0					
Total %	4.6	2	6.6		13.2	2	35.8	1.3		39.1	2	2	6.6		10.6	8.6	28.5	0		37.1	7.4	92.6	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**2**	2	**2**	**12**	**1**	**15**	0	**1**	1	2	**2**	3	0	5	**24**
07:45 AM	0	0	0	0	0	7	0	7	**1**	0	1	2	2	**7**	0	**9**	18
08:00 AM	0	0	1	1	0	2	0	2	0	1	**2**	**3**	1	7	0	8	14
08:15 AM	**3**	0	2	**5**	0	6	0	6	1	0	1	2	2	5	0	7	20
Total Volume	3	0	5	8	2	27	1	30	2	2	5	9	7	22	0	29	76
% App. Total	37.5	0	62.5		6.7	90	3.3		22.2	22.2	55.6		24.1	75.9	0		
PHF	.250	.000	.625	.400	.250	.563	.250	.500	.500	.500	.625	.750	.875	.786	.000	.806	.792

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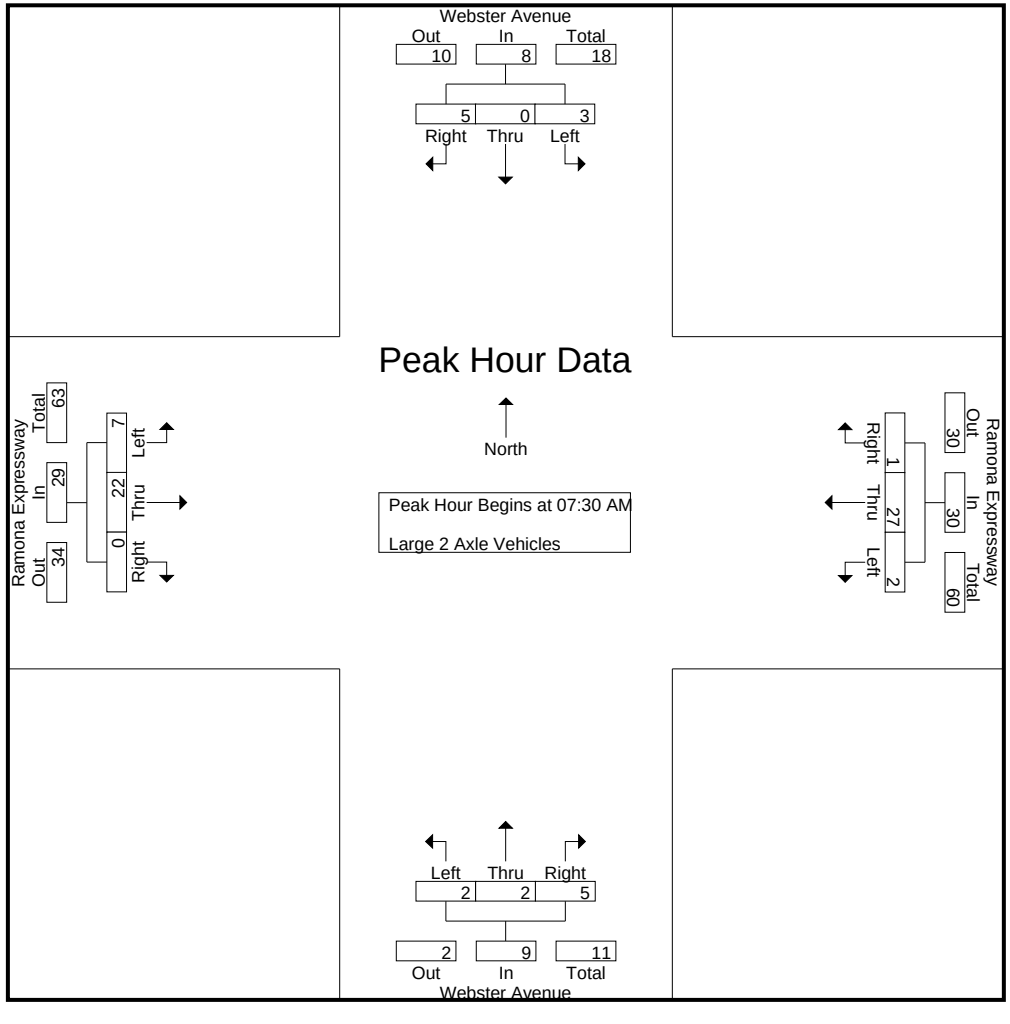
City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	**2**	2	**2**	**12**	**1**	**15**	0	**1**	1	2	**2**	3	0	5	
+15 mins.	0	0	0	0	0	7	0	7	**1**	0	1	2	2	**7**	0	**9**	
+30 mins.	0	0	1	1	0	2	0	2	0	1	**2**	**3**	1	7	0	8	
+45 mins.	**3**	0	2	**5**	0	6	0	6	1	0	1	2	2	5	0	7	
Total Volume	3	0	5	8	2	27	1	30	2	2	5	9	7	22	0	29	
% App. Total	37.5	0	62.5		6.7	90	3.3		22.2	22.2	55.6		24.1	75.9	0		
PHF	.250	.000	.625	.400	.250	.563	.250	.500	.500	.500	.625	.750	.875	.786	.000	.806	

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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	11	11
07:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	14	14
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	12	12
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	0	9	9
Total	0	0	1	0	1	0	23	0	0	23	0	0	0	0	0	1	21	0	0	22	0	46	46
08:00 AM	0	0	0	0	0	0	6	1	1	7	0	0	0	0	0	0	5	0	0	5	1	12	13
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	7	1	0	9	0	13	13
08:30 AM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	6	1	0	7	0	13	13
08:45 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	7	0	0	7	0	12	12
Total	0	0	1	0	1	2	17	2	1	21	0	0	0	0	0	1	25	2	0	28	1	50	51
Grand Total	0	0	2	0	2	2	40	2	1	44	0	0	0	0	0	2	46	2	0	50	1	96	97
Apprch %	0	0	100			4.5	90.9	4.5			0	0	0			4	92	4					
Total %	0	0	2.1		2.1	2.1	41.7	2.1		45.8	0	0	0		0	2.1	47.9	2.1		52.1	1	99	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**6**	0	6	0	0	0	0	0	6	0	6	12
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	6	0	7	9
08:00 AM	0	0	0	0	0	6	**1**	**7**	0	0	0	0	0	5	0	5	12
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	**7**	**1**	**9**	**13**
Total Volume	0	0	0	0	0	18	1	19	0	0	0	0	2	24	1	27	46
% App. Total	0	0	0		0	94.7	5.3		0	0	0		7.4	88.9	3.7		
PHF	.000	.000	.000	.000	.000	.750	.250	.679	.000	.000	.000	.000	.500	.857	.250	.750	.885

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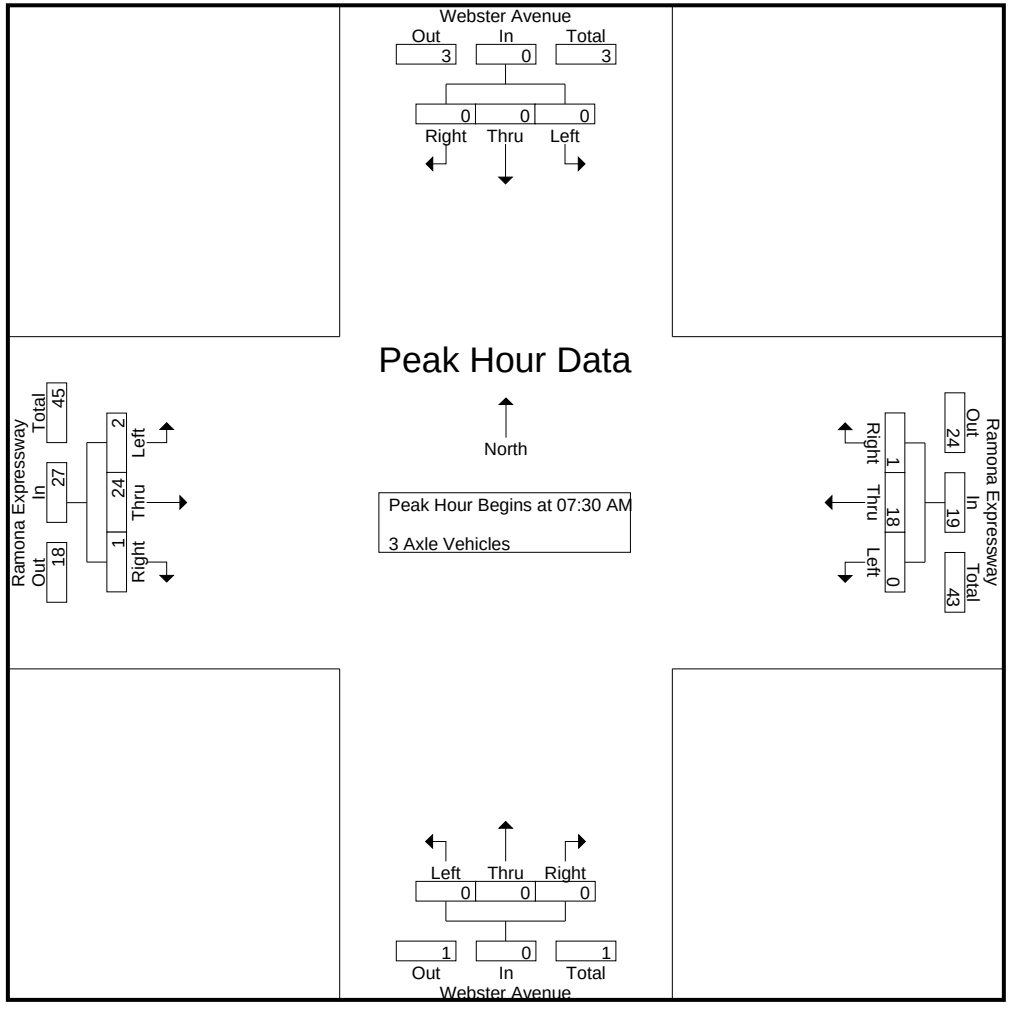
City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	**6**	0	6	0	0	0	0	0	6	0	6	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	6	0	7	
+30 mins.	0	0	0	0	0	6	**1**	**7**	0	0	0	0	0	5	0	5	
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	1	**7**	**1**	**9**	
Total Volume	0	0	0	0	0	18	1	19	0	0	0	0	2	24	1	27	
% App. Total	0	0	0		0	94.7	5.3		0	0	0		7.4	88.9	3.7		
PHF	.000	.000	.000	.000	.000	.750	.250	.679	.000	.000	.000	.000	.500	.857	.250	.750	

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

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	1	12	0	0	13	0	28	28
07:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	2	17	1	0	20	0	29	29
07:30 AM	1	0	1	0	2	0	13	0	0	13	1	1	0	0	2	1	27	1	1	29	1	46	47
07:45 AM	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	20	1	0	21	0	32	32
Total	3	0	1	0	4	0	46	0	0	46	1	1	0	0	2	4	76	3	1	83	1	135	136
08:00 AM	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	0	16	0	0	16	0	39	39
08:15 AM	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	1	20	1	1	22	1	36	37
08:30 AM	1	0	0	0	1	0	16	0	0	16	0	1	0	0	1	0	17	1	1	18	1	36	37
08:45 AM	1	0	0	0	1	0	16	0	0	16	2	0	0	0	2	3	13	0	0	16	0	35	35
Total	2	0	0	0	2	0	66	0	0	66	5	1	0	0	6	4	66	2	2	72	2	146	148
Grand Total	5	0	1	0	6	0	112	0	0	112	6	2	0	0	8	8	142	5	3	155	3	281	284
Apprch %	83.3	0	16.7			0	100	0			75	25	0			5.2	91.6	3.2					
Total %	1.8	0	0.4		2.1	0	39.9	0		39.9	2.1	0.7	0		2.8	2.8	50.5	1.8		55.2	1.1	98.9	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	**1**	**2**	0	13	0	13	1	**1**	0	**2**	**1**	**27**	**1**	**29**	**46**
07:45 AM	**2**	0	0	2	0	9	0	9	0	0	0	0	0	20	1	21	32
08:00 AM	0	0	0	0	0	**22**	0	**22**	1	0	0	1	0	16	0	16	39
08:15 AM	0	0	0	0	0	12	0	12	**2**	0	0	2	1	20	1	22	36
Total Volume	3	0	1	4	0	56	0	56	4	1	0	5	2	83	3	88	153
% App. Total	75	0	25		0	100	0		80	20	0		2.3	94.3	3.4		
PHF	.375	.000	.250	.500	.000	.636	.000	.636	.500	.250	.000	.625	.500	.769	.750	.759	.832

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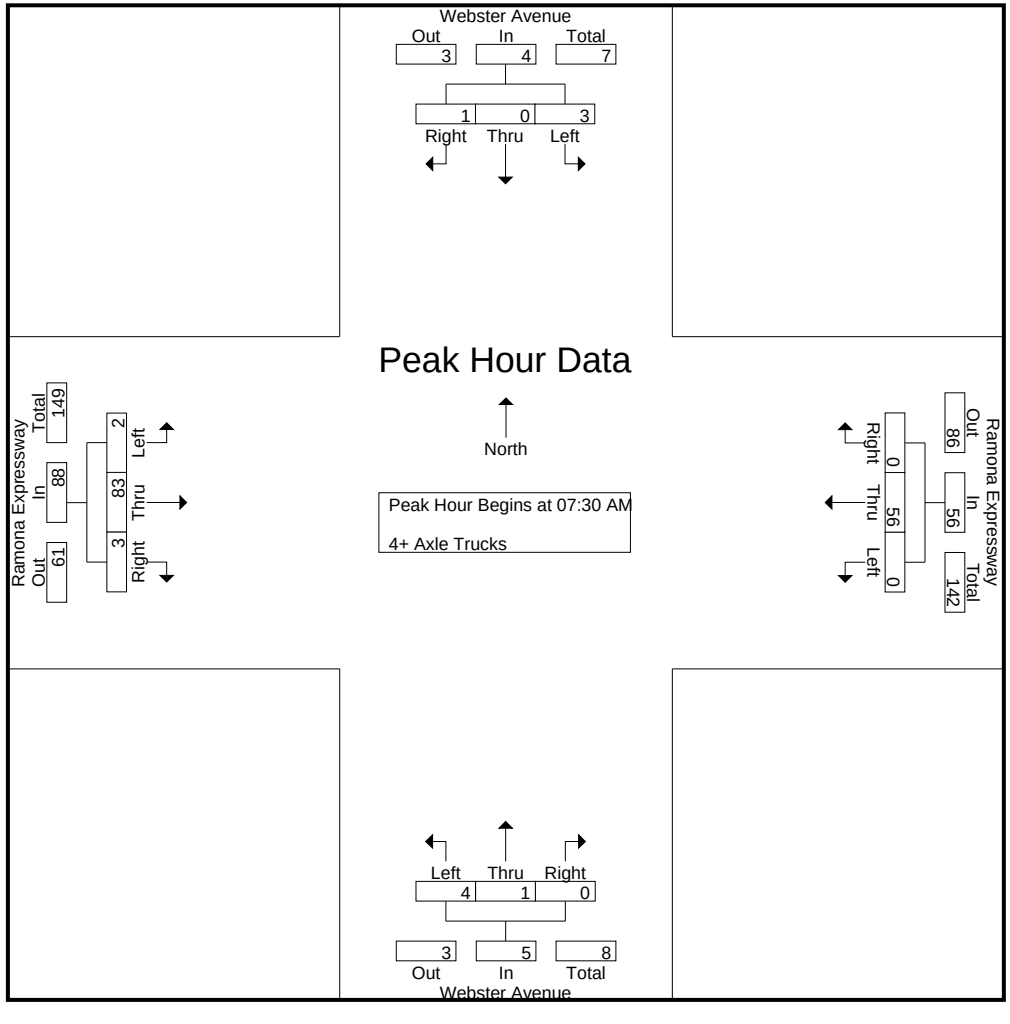
Weather: Clear

File Name : 03_PER_Web_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	0	**1**	**2**	0	13	0	13	1	**1**	0	**2**	**1**	**27**	**1**	**29**	
+15 mins.	**2**	0	0	2	0	9	0	9	0	0	0	0	0	20	1	21	
+30 mins.	0	0	0	0	0	**22**	0	**22**	1	0	0	1	0	16	0	16	
+45 mins.	0	0	0	0	0	12	0	12	**2**	0	0	2	1	20	1	22	
Total Volume	3	0	1	4	0	56	0	56	4	1	0	5	2	83	3	88	
% App. Total	75	0	25		0	100	0		80	20	0		2.3	94.3	3.4		
PHF	.375	.000	.250	.500	.000	.636	.000	.636	.500	.250	.000	.625	.500	.769	.750	.759	

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

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	15	10	41	36	66	2	256	5	3	263	36	6	7	6	49	42	310	10	3	362	48	740	788
04:15 PM	13	5	30	22	48	0	291	19	5	310	35	3	4	2	42	42	260	8	1	310	30	710	740
04:30 PM	22	18	43	31	83	3	280	11	2	294	25	10	3	2	38	44	316	3	1	363	36	778	814
04:45 PM	18	10	26	19	54	4	254	6	3	264	30	9	3	1	42	43	315	6	2	364	25	724	749
Total	68	43	140	108	251	9	1081	41	13	1131	126	28	17	11	171	171	1201	27	7	1399	139	2952	3091
05:00 PM	20	12	34	22	66	4	281	8	1	293	35	5	4	2	44	25	313	16	2	354	27	757	784
05:15 PM	15	7	22	19	44	4	216	6	4	226	28	2	4	1	34	39	292	6	1	337	25	641	666
05:30 PM	25	15	30	14	70	3	253	6	1	262	22	4	2	1	28	37	335	12	3	384	19	744	763
05:45 PM	16	5	23	19	44	7	232	9	3	248	15	7	3	1	25	31	331	7	4	369	27	686	713
Total	76	39	109	74	224	18	982	29	9	1029	100	18	13	5	131	132	1271	41	10	1444	98	2828	2926
Grand Total	144	82	249	182	475	27	2063	70	22	2160	226	46	30	16	302	303	2472	68	17	2843	237	5780	6017
Apprch %	30.3	17.3	52.4			1.2	95.5	3.2			74.8	15.2	9.9			10.7	87	2.4					
Total %	2.5	1.4	4.3		8.2	0.5	35.7	1.2		37.4	3.9	0.8	0.5		5.2	5.2	42.8	1.2		49.2	3.9	96.1	
Passenger Vehicles	137	77	241		631	25	1926	66		2038	215	42	13		279	289	2314	63		2681	0	0	5629
% Passenger Vehicles	95.1	93.9	96.8	96.7	96	92.6	93.4	94.3	95.5	93.4	95.1	91.3	43.3	56.2	87.7	95.4	93.6	92.6	88.2	93.7	0	0	93.6
Large 2 Axle Vehicles	4	2	4		13	0	36	3		40	4	2	15		26	8	46	2		56	0	0	135
% Large 2 Axle Vehicles	2.8	2.4	1.6	1.6	2	0	1.7	4.3	4.5	1.8	1.8	4.3	50	31.2	8.2	2.6	1.9	2.9	0	2	0	0	2.2
3 Axle Vehicles	2	3	1		7	2	21	1		24	0	2	1		4	2	26	1		29	0	0	64
% 3 Axle Vehicles	1.4	3.7	0.4	0.5	1.1	7.4	1	1.4	0	1.1	0	4.3	3.3	6.2	1.3	0.7	1.1	1.5	0	1	0	0	1.1
4+ Axle Trucks	1	0	3		6	0	80	0		80	7	0	1		9	4	86	2		94	0	0	189
% 4+ Axle Trucks	0.7	0	1.2	1.1	0.9	0	3.9	0	0	3.7	3.1	0	3.3	6.2	2.8	1.3	3.5	2.9	11.8	3.3	0	0	3.1

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	13	5	30	48	0	**291**	**19**	**310**	**35**	3	**4**	42	42	260	8	310	710
04:30 PM	**22**	**18**	**43**	**83**	3	280	11	294	25	**10**	3	38	**44**	**316**	3	363	**778**
04:45 PM	18	10	26	54	**4**	254	6	264	30	9	3	42	43	315	6	**364**	724
05:00 PM	20	12	34	66	4	281	8	293	35	5	4	**44**	25	313	**16**	354	757
Total Volume	73	45	133	251	11	1106	44	1161	125	27	14	166	154	1204	33	1391	2969
% App. Total	29.1	17.9	53		0.9	95.3	3.8		75.3	16.3	8.4		11.1	86.6	2.4		
PHF	.830	.625	.773	.756	.688	.950	.579	.936	.893	.675	.875	.943	.875	.953	.516	.955	.954

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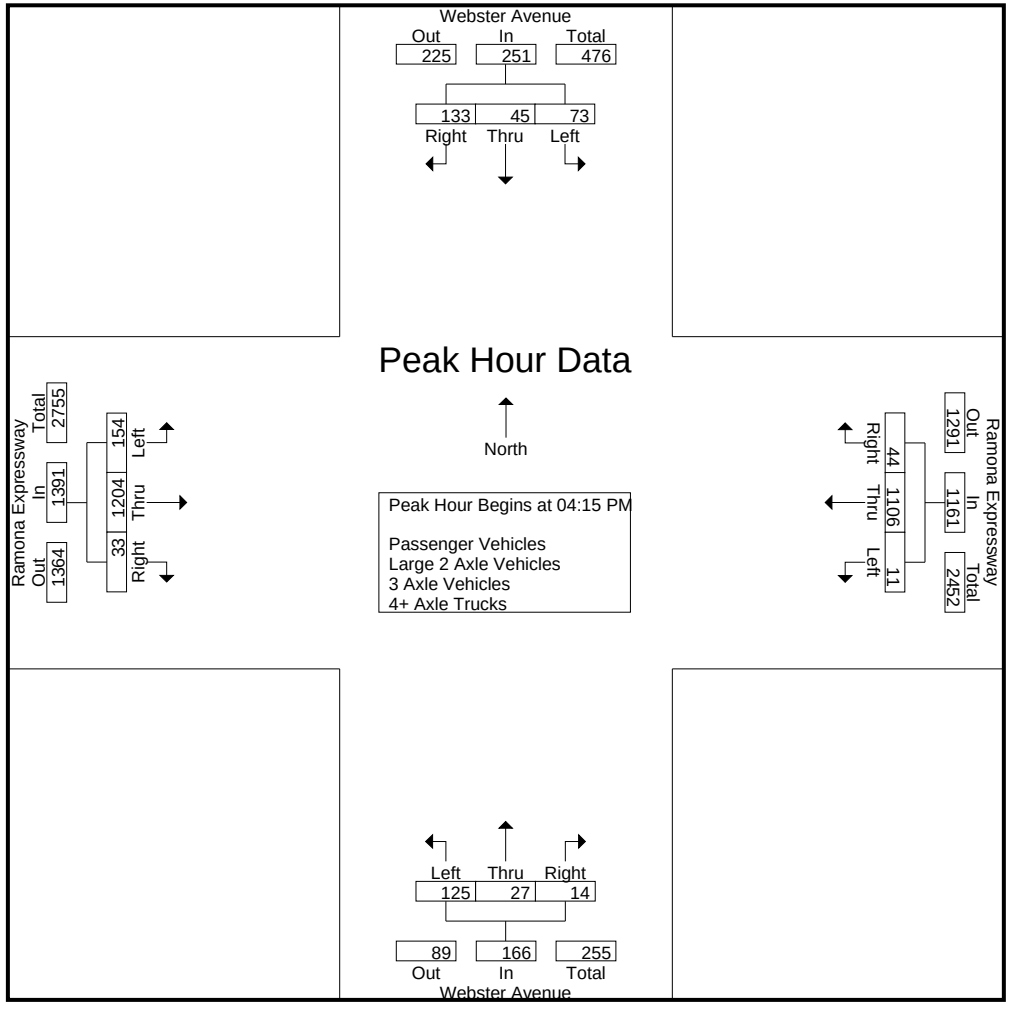

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	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:00 PM				05:00 PM				
+0 mins.	15	10	41	66	0	**291**	**19**	**310**	**36**	6	**7**	**49**	25	313	**16**	354	
+15 mins.	13	5	30	48	3	280	11	294	35	3	4	42	**39**	292	6	337	
+30 mins.	**22**	**18**	**43**	**83**	**4**	254	6	264	25	**10**	3	38	37	**335**	12	**384**	
+45 mins.	18	10	26	54	4	281	8	293	30	9	3	42	31	331	7	369	
Total Volume	68	43	140	251	11	1106	44	1161	126	28	17	171	132	1271	41	1444	
% App. Total	27.1	17.1	55.8		0.9	95.3	3.8		73.7	16.4	9.9		9.1	88	2.8		
PHF	.773	.597	.814	.756	.688	.950	.579	.936	.875	.700	.607	.872	.846	.949	.641	.940	

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Groups Printed- Passenger Vehicles

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	13	8	39	34	60	2	241	5	3	248	36	5	4	3	45	40	282	8	2	330	42	683	725
04:15 PM	13	5	29	21	47	0	272	17	5	289	31	3	2	1	36	40	234	8	1	282	28	654	682
04:30 PM	21	17	43	31	81	3	264	10	2	277	25	9	1	1	35	43	303	2	0	348	34	741	775
04:45 PM	18	9	24	18	51	4	234	6	3	244	30	8	2	1	40	41	293	5	2	339	24	674	698
Total	65	39	135	104	239	9	1011	38	13	1058	122	25	9	6	156	164	1112	23	5	1299	128	2752	2880
05:00 PM	19	12	33	22	64	3	263	7	0	273	32	5	2	1	39	22	291	15	2	328	25	704	729
05:15 PM	14	7	22	19	43	4	199	6	4	209	26	1	1	1	28	37	278	6	1	321	25	601	626
05:30 PM	24	14	29	13	67	3	235	6	1	244	20	4	1	1	25	35	320	12	3	367	18	703	721
05:45 PM	15	5	22	18	42	6	218	9	3	233	15	7	0	0	22	31	313	7	4	351	25	648	673
Total	72	38	106	72	216	16	915	28	8	959	93	17	4	3	114	125	1202	40	10	1367	93	2656	2749
Grand Total	137	77	241	176	455	25	1926	66	21	2017	215	42	13	9	270	289	2314	63	15	2666	221	5408	5629
Apprch %	30.1	16.9	53			1.2	95.5	3.3			79.6	15.6	4.8			10.8	86.8	2.4					
Total %	2.5	1.4	4.5		8.4	0.5	35.6	1.2		37.3	4	0.8	0.2		5	5.3	42.8	1.2		49.3	3.9	96.1	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	13	5	29	47	0	**272**	**17**	**289**	31	3	**2**	36	40	234	8	282	654
04:30 PM	**21**	**17**	**43**	**81**	3	264	10	277	25	**9**	1	35	**43**	**303**	2	**348**	**741**
04:45 PM	18	9	24	51	**4**	234	6	244	30	8	2	**40**	41	293	5	339	674
05:00 PM	19	12	33	64	3	263	7	273	**32**	5	2	39	22	291	**15**	328	704
Total Volume	71	43	129	243	10	1033	40	1083	118	25	7	150	146	1121	30	1297	2773
% App. Total	29.2	17.7	53.1		0.9	95.4	3.7		78.7	16.7	4.7		11.3	86.4	2.3		
PHF	.845	.632	.750	.750	.625	.949	.588	.937	.922	.694	.875	.938	.849	.925	.500	.932	.936

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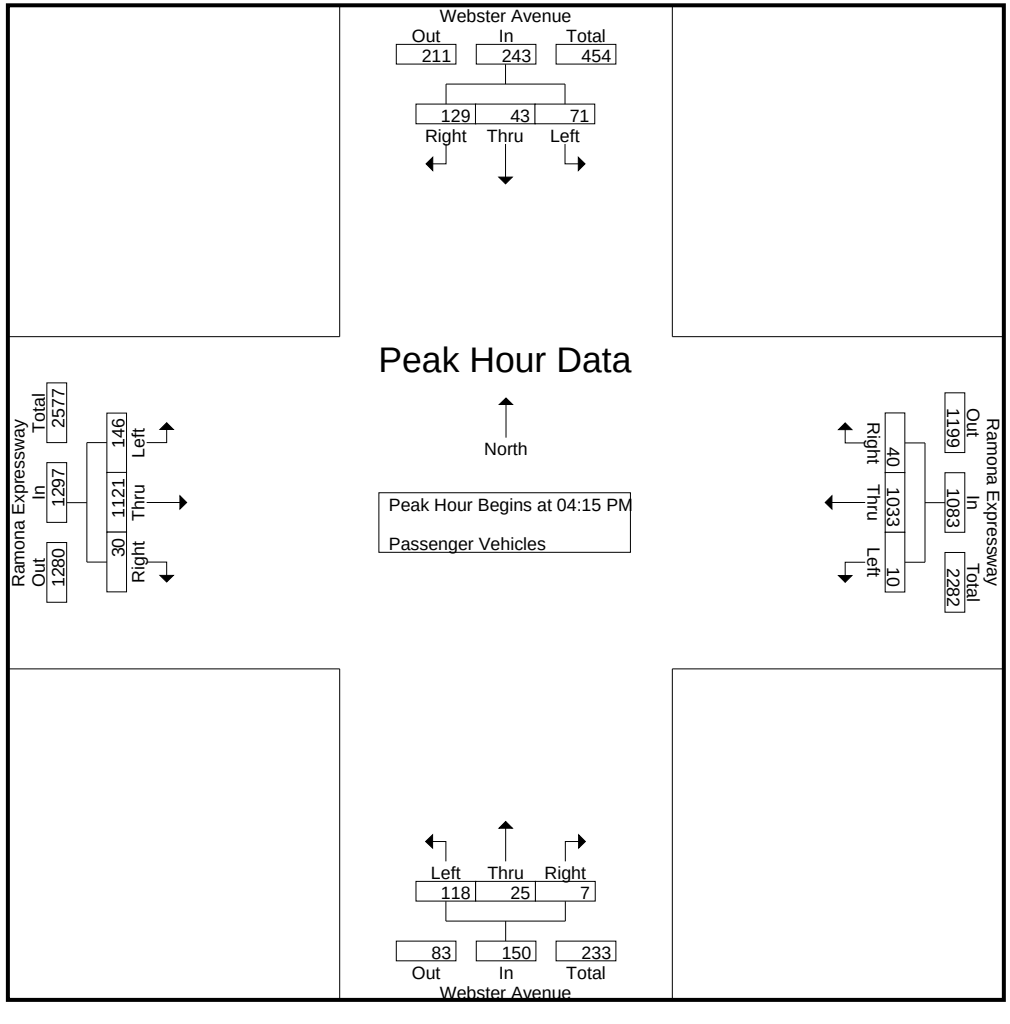

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	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	13	5	29	47	0	**272**	**17**	**289**	31	3	**2**	36	40	234	8	282	
+15 mins.	**21**	**17**	**43**	**81**	3	264	10	277	25	**9**	1	35	**43**	**303**	2	**348**	
+30 mins.	18	9	24	51	**4**	234	6	244	30	8	2	**40**	41	293	5	339	
+45 mins.	19	12	33	64	3	263	7	273	**32**	5	2	39	22	291	**15**	328	
Total Volume	71	43	129	243	10	1033	40	1083	118	25	7	150	146	1121	30	1297	
% App. Total	29.2	17.7	53.1		0.9	95.4	3.7		78.7	16.7	4.7		11.3	86.4	2.3		
PHF	.845	.632	.750	.750	.625	.949	.588	.937	.922	.694	.875	.938	.849	.925	.500	.932	

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Groups Printed- Large 2 Axle Vehicles

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	2	2	3	0	4	0	0	4	0	0	2	2	2	0	6	1	0	7	4	16	20
04:15 PM	0	0	0	0	0	0	5	2	0	7	1	0	2	1	3	2	8	0	0	10	1	20	21
04:30 PM	1	0	0	0	1	0	8	0	0	8	0	1	2	1	3	1	3	0	0	4	1	16	17
04:45 PM	0	1	0	0	1	0	5	0	0	5	0	1	1	0	2	2	7	1	0	10	0	18	18
Total	2	1	2	2	5	0	22	2	0	24	1	2	7	4	10	5	24	2	0	31	6	70	76
05:00 PM	0	0	1	0	1	0	3	1	1	4	2	0	2	1	4	1	4	0	0	5	2	14	16
05:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	3	0	3	0	6	0	0	6	0	14	14
05:30 PM	0	1	0	0	1	0	4	0	0	4	1	0	1	0	2	2	4	0	0	6	0	13	13
05:45 PM	1	0	1	1	2	0	3	0	0	3	0	0	2	0	2	0	8	0	0	8	1	15	16
Total	2	1	2	1	5	0	14	1	1	15	3	0	8	1	11	3	22	0	0	25	3	56	59
Grand Total	4	2	4	3	10	0	36	3	1	39	4	2	15	5	21	8	46	2	0	56	9	126	135
Apprch %	40	20	40			0	92.3	7.7			19	9.5	71.4			14.3	82.1	3.6					
Total %	3.2	1.6	3.2		7.9	0	28.6	2.4		31	3.2	1.6	11.9		16.7	6.3	36.5	1.6		44.4	6.7	93.3	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	5	**2**	7	1	0	**2**	3	**2**	**8**	0	**10**	**20**
04:30 PM	**1**	0	0	**1**	0	**8**	0	**8**	0	**1**	2	3	1	3	0	4	16
04:45 PM	0	**1**	0	1	0	5	0	5	0	1	1	2	2	7	**1**	10	18
05:00 PM	0	0	**1**	1	0	3	1	4	**2**	0	2	**4**	1	4	0	5	14
Total Volume	1	1	1	3	0	21	3	24	3	2	7	12	6	22	1	29	68
% App. Total	33.3	33.3	33.3		0	87.5	12.5		25	16.7	58.3		20.7	75.9	3.4		
PHF	.250	.250	.250	.750	.000	.656	.375	.750	.375	.500	.875	.750	.750	.688	.250	.725	.850

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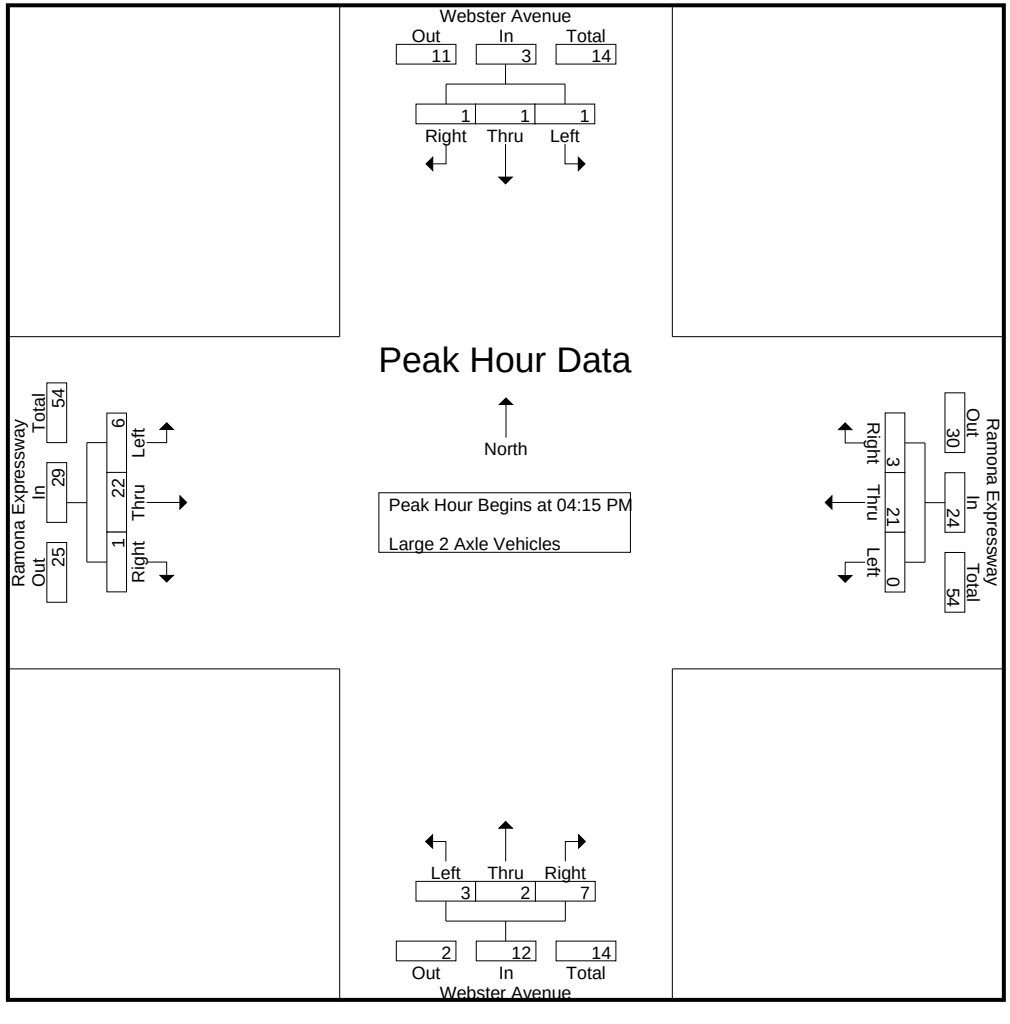
City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	5	**2**	7	1	0	**2**	3	**2**	**8**	0	**10**	
+15 mins.	**1**	0	0	**1**	0	**8**	0	**8**	0	**1**	2	3	1	3	0	4	
+30 mins.	0	**1**	0	1	0	5	0	5	0	1	1	2	2	7	**1**	10	
+45 mins.	0	0	**1**	1	0	3	1	4	**2**	0	2	**4**	1	4	0	5	
Total Volume	1	1	1	3	0	21	3	24	3	2	7	12	6	22	1	29	
% App. Total	33.3	33.3	33.3		0	87.5	12.5		25	16.7	58.3		20.7	75.9	3.4		
PHF	.250	.250	.250	.750	.000	.656	.375	.750	.375	.500	.875	.750	.750	.688	.250	.725	

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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	3	0	0	3	0	1	1	1	2	1	9	0	0	10	1	17	18
04:15 PM	0	0	1	1	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	1	9	10
04:30 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	9	9
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
Total	0	3	1	1	4	0	14	1	0	15	0	1	1	1	2	1	19	0	0	20	2	41	43
05:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	5	5
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	5	5
05:30 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	8	8
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	2	0	0	0	2	2	7	0	0	9	0	1	0	0	1	1	7	1	0	9	0	21	21
Grand Total	2	3	1	1	6	2	21	1	0	24	0	2	1	1	3	2	26	1	0	29	2	62	64
Apprch %	33.3	50	16.7			8.3	87.5	4.2			0	66.7	33.3			6.9	89.7	3.4				
Total %	3.2	4.8	1.6		9.7	3.2	33.9	1.6		38.7	0	3.2	1.6		4.8	3.2	41.9	1.6		46.8	3.1	96.9	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**1**	**1**	0	**6**	0	**6**	0	0	0	0	0	2	0	2	**9**
04:30 PM	0	**1**	0	1	0	3	**1**	4	0	0	0	0	0	**4**	0	**4**	9
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
05:00 PM	**1**	0	0	1	**1**	0	0	1	0	0	0	0	0	2	**1**	3	5
Total Volume	1	1	1	3	1	11	1	13	0	0	0	0	0	12	1	13	29
% App. Total	33.3	33.3	33.3		7.7	84.6	7.7		0	0	0		0	92.3	7.7		
PHF	.250	.250	.250	.750	.250	.458	.250	.542	.000	.000	.000	.000	.000	.750	.250	.813	.806

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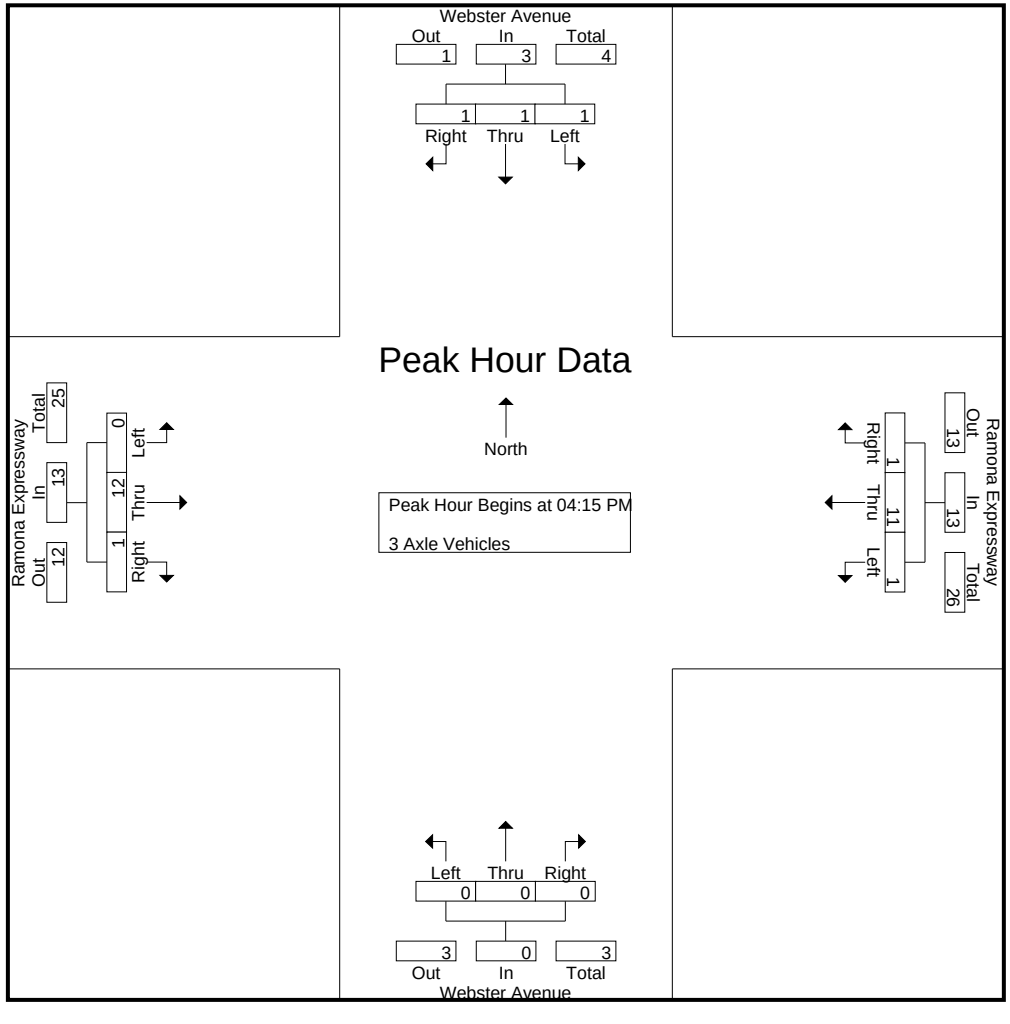
City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	**1**	**1**	0	**6**	0	**6**	0	0	0	0	0	2	0	2	
+15 mins.	0	**1**	0	1	0	3	**1**	4	0	0	0	0	0	**4**	0	**4**	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	
+45 mins.	**1**	0	0	1	**1**	0	0	1	0	0	0	0	0	2	**1**	3	
Total Volume	1	1	1	3	1	11	1	13	0	0	0	0	0	12	1	13	
% App. Total	33.3	33.3	33.3		7.7	84.6	7.7		0	0	0		0	92.3	7.7		
PHF	.250	.250	.250	.750	.250	.458	.250	.542	.000	.000	.000	.000	.000	.750	.250	.813	

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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	1	13	1	1	15	1	24	25
04:15 PM	0	0	0	0	0	0	8	0	0	8	3	0	0	0	3	0	16	0	0	16	0	27	27
04:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	1	1	7	1	12	13
04:45 PM	0	0	2	1	2	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	1	26	27
Total	1	0	2	1	3	0	34	0	0	34	3	0	0	0	3	1	46	2	2	49	3	89	92
05:00 PM	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	2	16	0	0	18	0	34	34
05:15 PM	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	1	6	0	0	7	0	21	21
05:30 PM	0	0	1	1	1	0	9	0	0	9	1	0	0	0	1	0	9	0	0	9	1	20	21
05:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	1	1	1	0	9	0	0	9	1	20	21
Total	0	0	1	1	1	0	46	0	0	46	4	0	1	1	5	3	40	0	0	43	2	95	97
Grand Total	1	0	3	2	4	0	80	0	0	80	7	0	1	1	8	4	86	2	2	92	5	184	189
Apprch %	25	0	75			0	100	0			87.5	0	12.5			4.3	93.5	2.2					
Total %	0.5	0	1.6		2.2	0	43.5	0		43.5	3.8	0	0.5		4.3	2.2	46.7	1.1		50	2.6	97.4	

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	8	0	8	**3**	0	0	**3**	0	**16**	0	16	27
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	**1**	7	12
04:45 PM	0	0	**2**	**2**	0	13	0	13	0	0	0	0	0	11	0	11	26
05:00 PM	0	0	0	0	0	**15**	0	**15**	1	0	0	1	**2**	16	0	**18**	**34**
Total Volume	0	0	2	2	0	41	0	41	4	0	0	4	2	49	1	52	99
% App. Total	0	0	100		0	100	0		100	0	0		3.8	94.2	1.9		
PHF	.000	.000	.250	.250	.000	.683	.000	.683	.333	.000	.000	.333	.250	.766	.250	.722	.728

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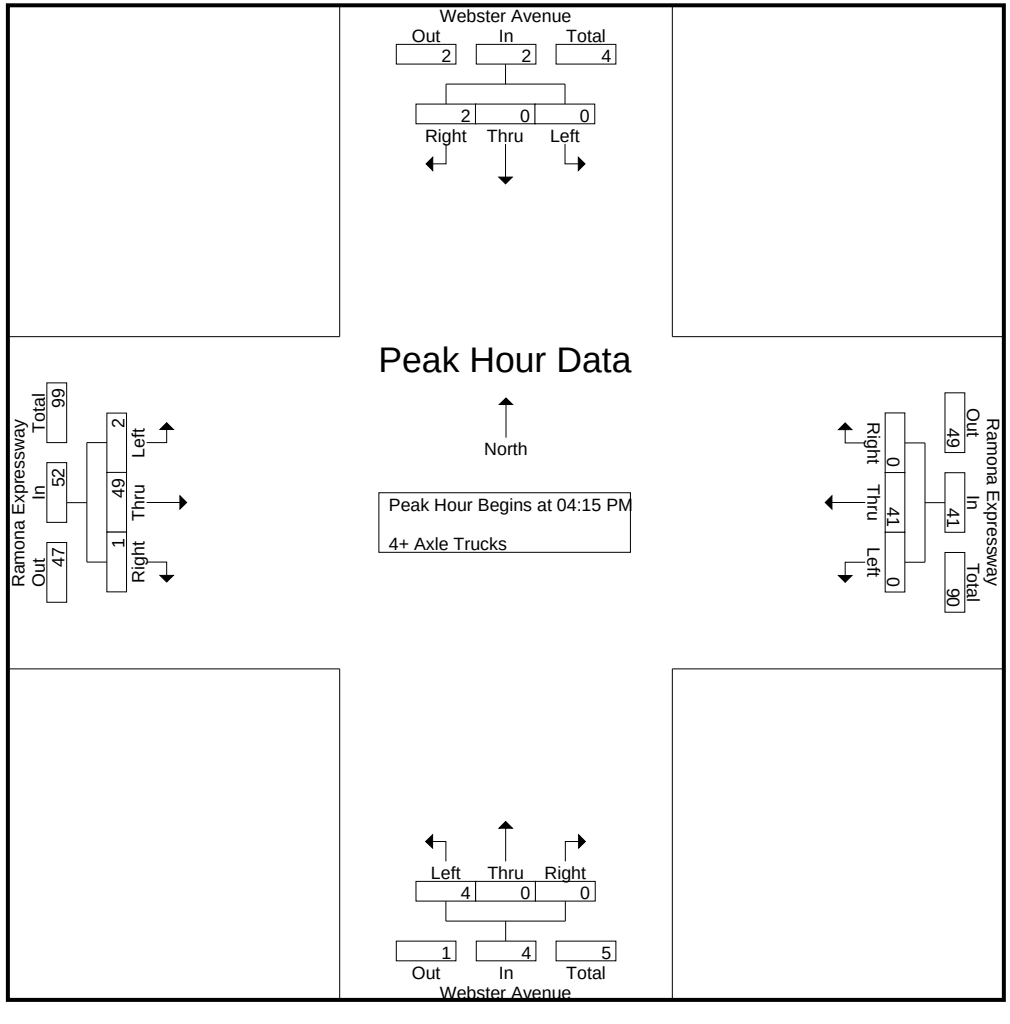
City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Webster Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 03_PER_Web_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	8	0	8	**3**	0	0	**3**	0	**16**	0	16	
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	6	**1**	7	
+30 mins.	0	0	**2**	**2**	0	13	0	13	0	0	0	0	0	11	0	11	
+45 mins.	0	0	0	0	0	**15**	0	**15**	1	0	0	1	**2**	16	0	**18**	
Total Volume	0	0	2	2	0	41	0	41	4	0	0	4	2	49	1	52	
% App. Total	0	0	100		0	100	0		100	0	0		3.8	94.2	1.9		
PHF	.000	.000	.250	.250	.000	.683	.000	.683	.333	.000	.000	.333	.250	.766	.250	.722	

Location: Perris
N/S: Webster Avenue
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Webster Avenue	East Leg Ramona Expressway	South Leg Webster Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Webster Avenue	East Leg Ramona Expressway	South Leg Webster Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

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Location: Perris
N/S: Webster Avenue
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Webster Avenue			Westbound Ramona Expressway			Northbound Webster Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Webster Avenue			Westbound Ramona Expressway			Northbound Webster Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 04_PER_Ind_HK AM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 1

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

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	19	29	8	54	3	156	9	1	168	16	44	1	1	61	64	54	5	5	123	15	406	421
07:15 AM	2	12	18	6	32	3	139	17	3	159	13	44	3	2	60	72	53	5	1	130	12	381	393
07:30 AM	4	12	21	8	37	2	117	18	8	137	12	32	4	3	48	49	52	18	6	119	25	341	366
07:45 AM	6	23	33	10	62	5	131	15	9	151	16	57	4	3	77	62	42	14	1	118	23	408	431
Total	18	66	101	32	185	13	543	59	21	615	57	177	12	9	246	247	201	42	13	490	75	1536	1611
08:00 AM	9	19	22	9	50	1	115	7	1	123	9	32	5	2	46	40	49	12	6	101	18	320	338
08:15 AM	5	19	29	16	53	5	100	4	0	109	10	28	4	1	42	44	48	13	3	105	20	309	329
08:30 AM	2	14	36	16	52	0	54	6	4	60	4	29	0	0	33	26	44	13	4	83	24	228	252
08:45 AM	1	9	26	14	36	2	64	2	1	68	7	20	6	4	33	34	40	8	0	82	19	219	238
Total	17	61	113	55	191	8	333	19	6	360	30	109	15	7	154	144	181	46	13	371	81	1076	1157
Grand Total	35	127	214	87	376	21	876	78	27	975	87	286	27	16	400	391	382	88	26	861	156	2612	2768
Apprch %	9.3	33.8	56.9			2.2	89.8	8			21.8	71.5	6.8			45.4	44.4	10.2					
Total %	1.3	4.9	8.2		14.4	0.8	33.5	3		37.3	3.3	10.9	1		15.3	15	14.6	3.4		33	5.6	94.4	
Passenger Vehicles	33	95	104		279	9	791	69		894	45	238	18		314	285	287	31		612	0	0	2099
% Passenger Vehicles	94.3	74.8	48.6	54	60.3	42.9	90.3	88.5	92.6	89.2	51.7	83.2	66.7	81.2	75.5	72.9	75.1	35.2	34.6	69	0	0	75.8
Large 2 Axle Vehicles	0	5	19		32	3	26	3		32	4	4	2		11	18	24	5		48	0	0	123
% Large 2 Axle Vehicles	0	3.9	8.9	9.2	6.9	14.3	3	3.8	0	3.2	4.6	1.4	7.4	6.2	2.6	4.6	6.3	5.7	3.8	5.4	0	0	4.4
3 Axle Vehicles	0	9	33		54	2	14	4		20	18	17	6		43	23	19	27		78	0	0	195
% 3 Axle Vehicles	0	7.1	15.4	13.8	11.7	9.5	1.6	5.1	0	2	20.7	5.9	22.2	12.5	10.3	5.9	5	30.7	34.6	8.8	0	0	7
4+ Axle Trucks	2	18	58		98	7	45	2		56	20	27	1		48	65	52	25		149	0	0	351
% 4+ Axle Trucks	5.7	14.2	27.1	23	21.2	33.3	5.1	2.6	7.4	5.6	23	9.4	3.7	0	11.5	16.6	13.6	28.4	26.9	16.8	0	0	12.7

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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	**6**	19	29	54	3	**156**	9	**168**	**16**	44	1	61	64	**54**	5	123	406
07:15 AM	2	12	18	32	3	139	17	159	13	44	3	60	**72**	53	5	**130**	381
07:30 AM	4	12	21	37	2	117	**18**	137	12	32	**4**	48	49	52	**18**	119	341
07:45 AM	6	**23**	**33**	**62**	**5**	131	15	151	16	**57**	4	**77**	62	42	14	118	**408**
Total Volume	18	66	101	185	13	543	59	615	57	177	12	246	247	201	42	490	1536
% App. Total	9.7	35.7	54.6		2.1	88.3	9.6		23.2	72	4.9		50.4	41	8.6		
PHF	.750	.717	.765	.746	.650	.870	.819	.915	.891	.776	.750	.799	.858	.931	.583	.942	.941

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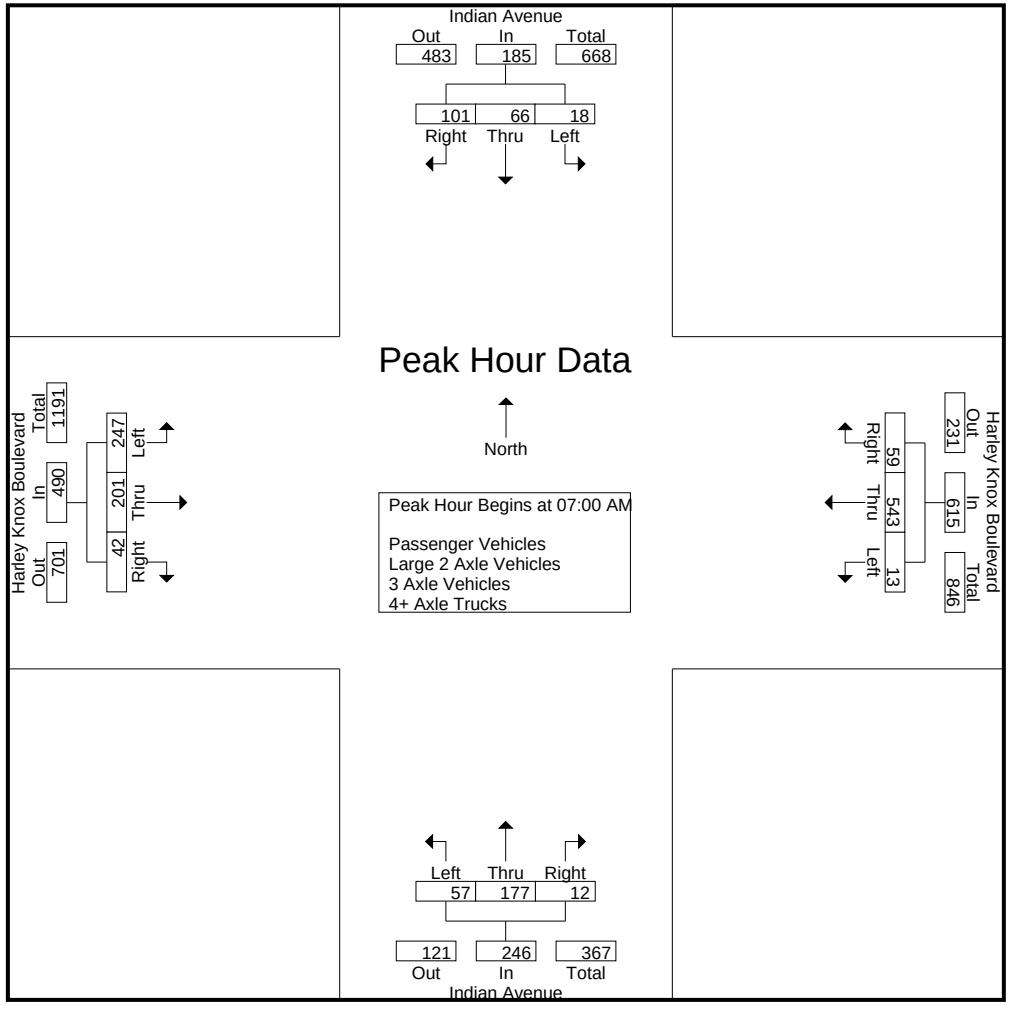
City of Perris
N/S: Indian Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 04_PER_Ind_HK AM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Indian Avenue
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File Name : 04_PER_Ind_HK AM
Site Code : 05122446
Start Date : 6/8/2022

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	6	**23**	33	**62**	3	**156**	9	**168**	**16**	44	1	61	64	**54**	5	123	
+15 mins.	**9**	19	22	50	3	139	17	159	13	44	3	60	**72**	53	5	**130**	
+30 mins.	5	19	29	53	2	117	**18**	137	12	32	**4**	48	49	52	**18**	119	
+45 mins.	2	14	**36**	52	**5**	131	15	151	16	**57**	4	**77**	62	42	14	118	
Total Volume	22	75	120	217	13	543	59	615	57	177	12	246	247	201	42	490	
% App. Total	10.1	34.6	55.3		2.1	88.3	9.6		23.2	72	4.9		50.4	41	8.6		
PHF	.611	.815	.833	.875	.650	.870	.819	.915	.891	.776	.750	.799	.858	.931	.583	.942	

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City of Perris
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Groups Printed- Passenger Vehicles

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	13	14	5	33	1	148	9	1	158	11	41	1	1	53	45	41	2	2	88	9	332	341
07:15 AM	2	7	12	4	21	2	124	15	3	141	6	38	3	2	47	55	35	3	0	93	9	302	311
07:30 AM	4	9	13	5	26	1	107	18	8	126	8	27	3	2	38	45	43	7	3	95	18	285	303
07:45 AM	6	18	19	6	43	2	125	12	7	139	8	48	2	2	58	48	33	7	0	88	15	328	343
Total	18	47	58	20	123	6	504	54	19	564	33	154	9	7	196	193	152	19	5	364	51	1247	1298
08:00 AM	8	13	12	6	33	0	107	7	1	114	5	27	3	2	35	25	41	4	2	70	11	252	263
08:15 AM	4	16	9	6	29	2	83	2	0	87	5	19	3	1	27	35	36	4	1	75	8	218	226
08:30 AM	2	12	14	7	28	0	44	4	4	48	1	25	0	0	26	12	32	2	1	46	12	148	160
08:45 AM	1	7	11	8	19	1	53	2	1	56	1	13	3	3	17	20	26	2	0	48	12	140	152
Total	15	48	46	27	109	3	287	15	6	305	12	84	9	6	105	92	135	12	4	239	43	758	801
Grand Total	33	95	104	47	232	9	791	69	25	869	45	238	18	13	301	285	287	31	9	603	94	2005	2099
Apprch %	14.2	40.9	44.8			1	91	7.9			15	79.1	6			47.3	47.6	5.1					
Total %	1.6	4.7	5.2		11.6	0.4	39.5	3.4		43.3	2.2	11.9	0.9		15	14.2	14.3	1.5		30.1	4.5	95.5	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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	**6**	13	14	33	1	**148**	9	**158**	**11**	41	1	53	45	41	2	88	**332**
07:15 AM	2	7	12	21	**2**	124	15	141	6	38	**3**	47	**55**	35	3	93	302
07:30 AM	4	9	13	26	1	107	**18**	126	8	27	3	38	45	**43**	**7**	**95**	285
07:45 AM	6	**18**	**19**	**43**	2	125	12	139	8	**48**	2	**58**	48	33	7	88	328
Total Volume	18	47	58	123	6	504	54	564	33	154	9	196	193	152	19	364	1247
% App. Total	14.6	38.2	47.2		1.1	89.4	9.6		16.8	78.6	4.6		53	41.8	5.2		
PHF	.750	.653	.763	.715	.750	.851	.750	.892	.750	.802	.750	.845	.877	.884	.679	.958	.939

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City of Perris
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Weather: Clear

File Name : 04_PER_Ind_HK AM
Site Code : 05122446
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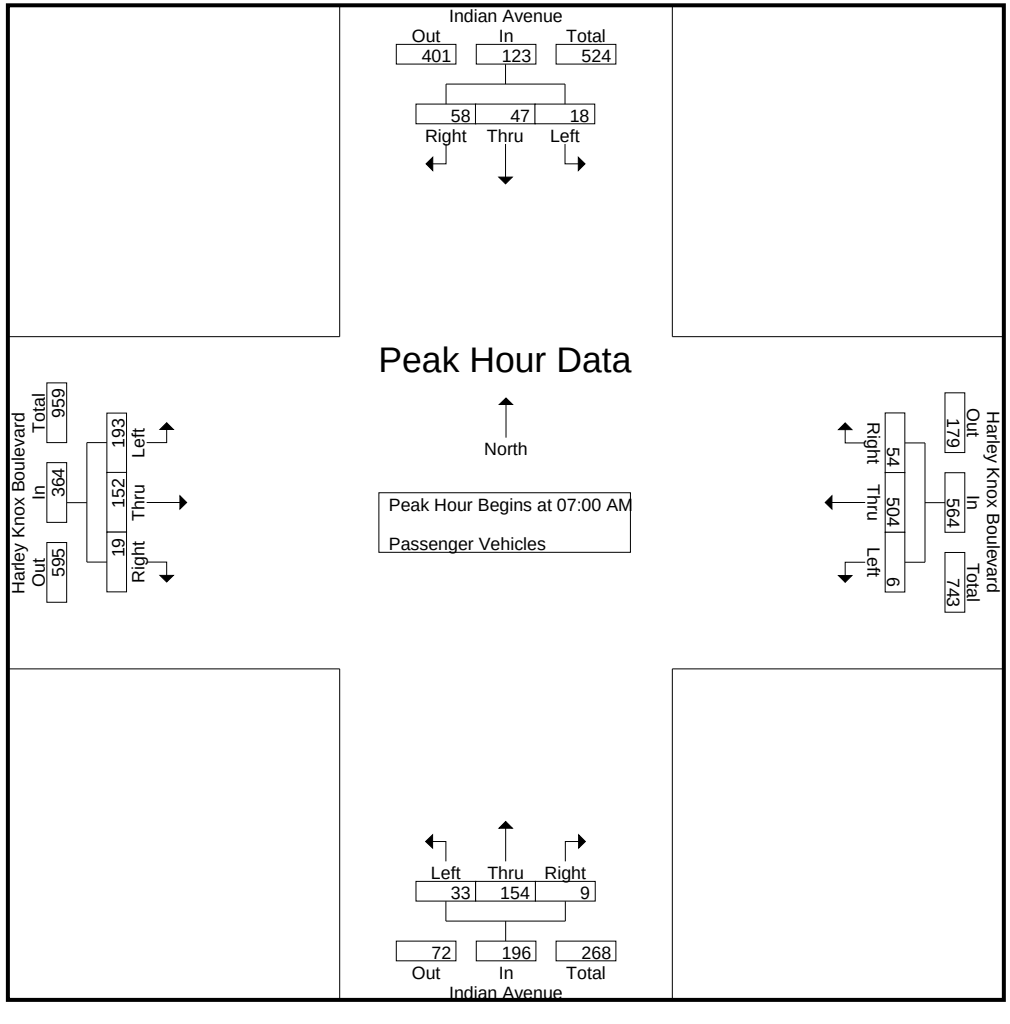

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City of Perris
N/S: Indian Avenue
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File Name : 04_PER_Ind_HK AM
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	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**6**	13	14	33	1	**148**	9	**158**	**11**	41	1	53	45	41	2	88	
+15 mins.	2	7	12	21	**2**	124	15	141	6	38	**3**	47	**55**	35	3	93	
+30 mins.	4	9	13	26	1	107	**18**	126	8	27	3	38	45	**43**	**7**	**95**	
+45 mins.	6	**18**	**19**	**43**	2	125	12	139	8	**48**	2	**58**	48	33	7	88	
Total Volume	18	47	58	123	6	504	54	564	33	154	9	196	193	152	19	364	
% App. Total	14.6	38.2	47.2		1.1	89.4	9.6		16.8	78.6	4.6		53	41.8	5.2		
PHF	.750	.653	.763	.715	.750	.851	.750	.892	.750	.802	.750	.845	.877	.884	.679	.958	

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City of Perris
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File Name : 04_PER_Ind_HK AM
Site Code : 05122446
Start Date : 6/8/2022
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Groups Printed- Large 2 Axle Vehicles

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	2	1	5	0	2	0	0	2	1	0	0	0	1	4	4	0	0	8	1	16	17
07:15 AM	0	2	2	1	4	1	4	0	0	5	0	2	0	0	2	4	7	0	0	11	1	22	23
07:30 AM	0	0	2	1	2	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	1	12	13
07:45 AM	0	0	3	1	3	1	0	1	0	2	0	2	2	1	4	4	1	1	0	6	2	15	17
Total	0	5	9	4	14	2	13	1	0	16	2	4	2	1	8	12	14	1	0	27	5	65	70
08:00 AM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	5	3	3	1	11	1	15	16
08:15 AM	0	0	2	1	2	1	4	0	0	5	0	0	0	0	0	1	3	0	0	4	1	11	12
08:30 AM	0	0	5	2	5	0	3	2	0	5	1	0	0	0	1	0	2	1	0	3	2	14	16
08:45 AM	0	0	2	1	2	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	8	9
Total	0	0	10	4	10	1	13	2	0	16	2	0	0	0	2	6	10	4	1	20	5	48	53
Grand Total	0	5	19	8	24	3	26	3	0	32	4	4	2	1	10	18	24	5	1	47	10	113	123
Apprch %	0	20.8	79.2			9.4	81.2	9.4			40	40	20			38.3	51.1	10.6					
Total %	0	4.4	16.8		21.2	2.7	23	2.7		28.3	3.5	3.5	1.8		8.8	15.9	21.2	4.4		41.6	8.1	91.9	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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	**3**	2	**5**	0	2	0	2	**1**	0	0	1	**4**	4	0	8	16
07:15 AM	0	2	2	4	**1**	4	0	5	0	**2**	0	2	4	**7**	0	**11**	**22**
07:30 AM	0	0	2	2	0	**7**	0	**7**	1	0	0	1	0	2	0	2	12
07:45 AM	0	0	**3**	3	1	0	**1**	2	0	2	**2**	**4**	4	1	**1**	6	15
Total Volume	0	5	9	14	2	13	1	16	2	4	2	8	12	14	1	27	65
% App. Total	0	35.7	64.3		12.5	81.2	6.2		25	50	25		44.4	51.9	3.7		
PHF	.000	.417	.750	.700	.500	.464	.250	.571	.500	.500	.250	.500	.750	.500	.250	.614	.739

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City of Perris
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File Name : 04_PER_Ind_HK AM
Site Code : 05122446
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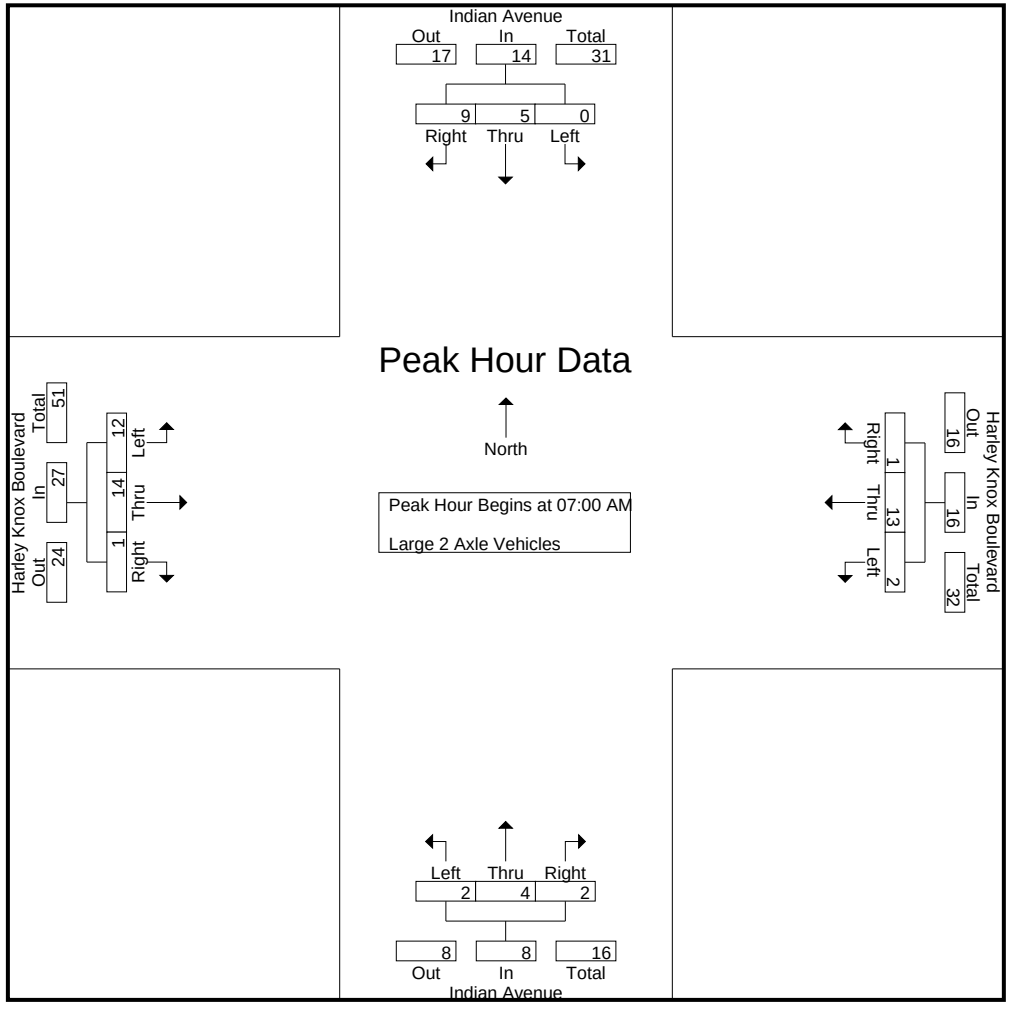

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	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**3**	2	**5**	0	2	0	2	**1**	0	0	1	**4**	4	0	8	
+15 mins.	0	2	2	4	**1**	4	0	5	0	**2**	0	2	4	**7**	0	**11**	
+30 mins.	0	0	2	2	0	**7**	0	**7**	1	0	0	1	0	2	0	2	
+45 mins.	0	0	**3**	3	1	0	**1**	2	0	2	**2**	**4**	4	1	**1**	6	
Total Volume	0	5	9	14	2	13	1	16	2	4	2	8	12	14	1	27	
% App. Total	0	35.7	64.3		12.5	81.2	6.2		25	50	25		44.4	51.9	3.7		
PHF	.000	.417	.750	.700	.500	.464	.250	.571	.500	.500	.250	.500	.750	.500	.250	.614	

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Site Code : 05122446
Start Date : 6/8/2022
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Groups Printed- 3 Axle Vehicles

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	3	0	4	0	1	0	0	1	3	2	0	0	5	3	0	2	2	5	2	15	17
07:15 AM	0	2	2	1	4	0	6	2	0	8	2	3	0	0	5	1	1	0	0	2	1	19	20
07:30 AM	0	0	2	1	2	1	1	0	0	2	3	2	1	1	6	0	1	7	2	8	4	18	22
07:45 AM	0	1	4	2	5	1	3	0	0	4	1	0	0	0	1	3	4	3	1	10	3	20	23
Total	0	4	11	4	15	2	11	2	0	15	9	7	1	1	17	7	6	12	5	25	10	72	82
08:00 AM	0	2	4	0	6	0	1	0	0	1	1	2	1	0	4	5	2	3	1	10	1	21	22
08:15 AM	0	2	7	4	9	0	2	2	0	4	3	4	1	0	8	2	1	4	1	7	5	28	33
08:30 AM	0	0	6	3	6	0	0	0	0	0	1	2	0	0	3	3	4	4	2	11	5	20	25
08:45 AM	0	1	5	1	6	0	0	0	0	0	4	2	3	1	9	6	6	4	0	16	2	31	33
Total	0	5	22	8	27	0	3	2	0	5	9	10	5	1	24	16	13	15	4	44	13	100	113
Grand Total	0	9	33	12	42	2	14	4	0	20	18	17	6	2	41	23	19	27	9	69	23	172	195
Apprch %	0	21.4	78.6			10	70	20			43.9	41.5	14.6			33.3	27.5	39.1					
Total %	0	5.2	19.2		24.4	1.2	8.1	2.3		11.6	10.5	9.9	3.5		23.8	13.4	11	15.7		40.1	11.8	88.2	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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	3	4	0	1	0	1	**3**	2	0	5	**3**	0	2	5	15
07:15 AM	0	**2**	2	4	0	**6**	**2**	**8**	2	**3**	0	5	1	1	0	2	19
07:30 AM	0	0	2	2	**1**	1	0	2	3	2	**1**	**6**	0	1	**7**	8	18
07:45 AM	0	1	**4**	**5**	1	3	0	4	1	0	0	1	3	**4**	3	**10**	**20**
Total Volume	0	4	11	15	2	11	2	15	9	7	1	17	7	6	12	25	72
% App. Total	0	26.7	73.3		13.3	73.3	13.3		52.9	41.2	5.9		28	24	48		
PHF	.000	.500	.688	.750	.500	.458	.250	.469	.750	.583	.250	.708	.583	.375	.429	.625	.900

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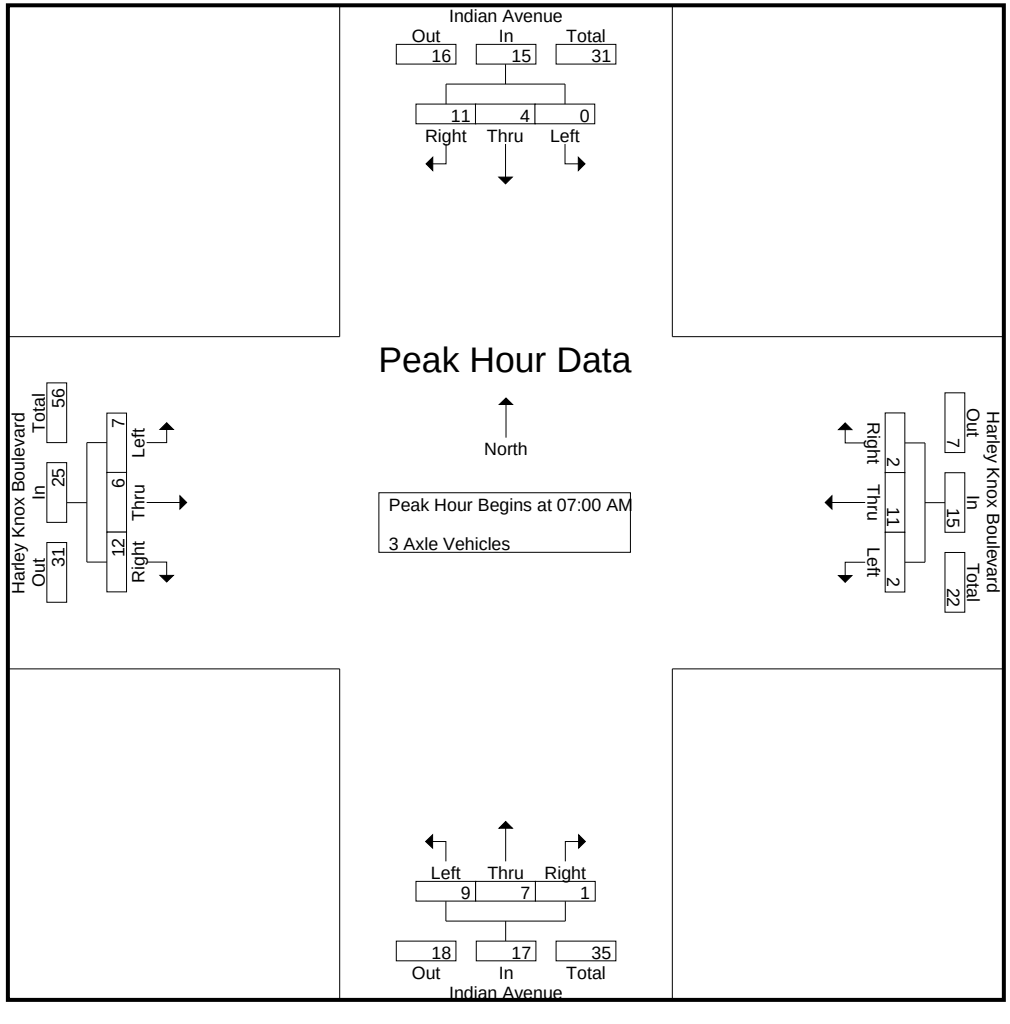

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	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	3	4	0	1	0	1	**3**	2	0	5	**3**	0	2	5	
+15 mins.	0	**2**	2	4	0	**6**	**2**	**8**	2	**3**	0	5	1	1	0	2	
+30 mins.	0	0	2	2	**1**	1	0	2	3	2	**1**	**6**	0	1	**7**	8	
+45 mins.	0	1	**4**	**5**	1	3	0	4	1	0	0	1	3	**4**	3	**10**	
Total Volume	0	4	11	15	2	11	2	15	9	7	1	17	7	6	12	25	
% App. Total	0	26.7	73.3		13.3	73.3	13.3		52.9	41.2	5.9		28	24	48		
PHF	.000	.500	.688	.750	.500	.458	.250	.469	.750	.583	.250	.708	.583	.375	.429	.625	

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E/W: Harley Knox Boulevard
Weather: Clear

File Name : 04_PER_Ind_HK AM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	10	2	12	2	5	0	0	7	1	1	0	0	2	12	9	1	1	22	3	43	46
07:15 AM	0	1	2	0	3	0	5	0	0	5	5	1	0	0	6	12	10	2	1	24	1	38	39
07:30 AM	0	3	4	1	7	0	2	0	0	2	0	3	0	0	3	4	6	4	1	14	2	26	28
07:45 AM	0	4	7	1	11	1	3	2	2	6	7	7	0	0	14	7	4	3	0	14	3	45	48
Total	0	10	23	4	33	3	15	2	2	20	13	12	0	0	25	35	29	10	3	74	9	152	161
08:00 AM	1	4	5	3	10	1	5	0	0	6	2	3	1	0	6	5	3	2	2	10	5	32	37
08:15 AM	1	1	11	5	13	2	11	0	0	13	2	5	0	0	7	6	8	5	1	19	6	52	58
08:30 AM	0	2	11	4	13	0	7	0	0	7	1	2	0	0	3	11	6	6	1	23	5	46	51
08:45 AM	0	1	8	4	9	1	7	0	0	8	2	5	0	0	7	8	6	2	0	16	4	40	44
Total	2	8	35	16	45	4	30	0	0	34	7	15	1	0	23	30	23	15	4	68	20	170	190
Grand Total	2	18	58	20	78	7	45	2	2	54	20	27	1	0	48	65	52	25	7	142	29	322	351
Apprch %	2.6	23.1	74.4			13	83.3	3.7			41.7	56.2	2.1			45.8	36.6	17.6					
Total %	0.6	5.6	18		24.2	2.2	14	0.6		16.8	6.2	8.4	0.3		14.9	20.2	16.1	7.8		44.1	8.3	91.7	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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	2	**10**	**12**	**2**	**5**	0	**7**	1	1	0	2	**12**	9	1	22	43
07:15 AM	0	1	2	3	0	5	0	5	5	1	0	6	12	**10**	2	**24**	38
07:30 AM	0	3	4	7	0	2	0	2	0	3	0	3	4	6	**4**	14	26
07:45 AM	0	**4**	7	11	1	3	**2**	6	**7**	**7**	0	**14**	7	4	3	14	**45**
Total Volume	0	10	23	33	3	15	2	20	13	12	0	25	35	29	10	74	152
% App. Total	0	30.3	69.7		15	75	10		52	48	0		47.3	39.2	13.5		
PHF	.000	.625	.575	.688	.375	.750	.250	.714	.464	.429	.000	.446	.729	.725	.625	.771	.844

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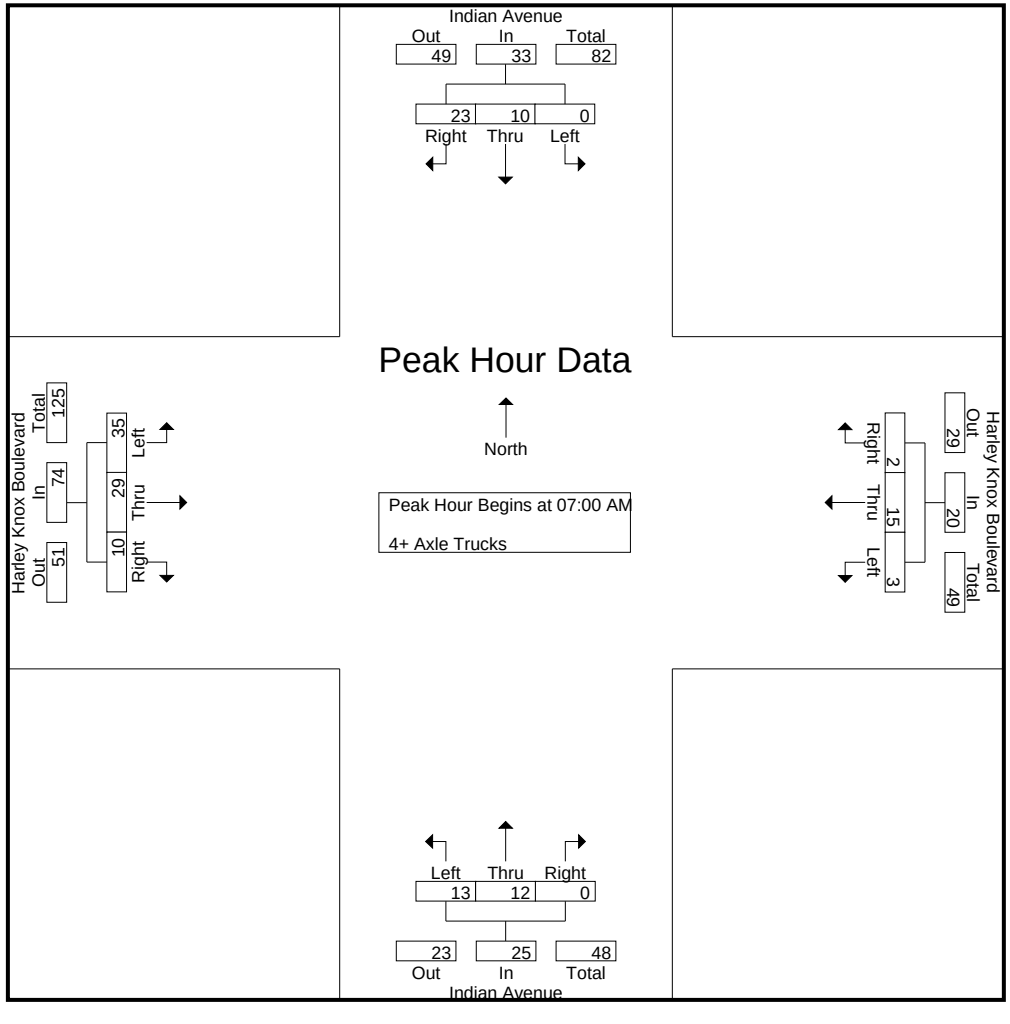

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	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	2	**10**	**12**	**2**	**5**	0	**7**	1	1	0	2	**12**	9	1	22	
+15 mins.	0	1	2	3	0	5	0	5	5	1	0	6	12	**10**	2	**24**	
+30 mins.	0	3	4	7	0	2	0	2	0	3	0	3	4	6	**4**	14	
+45 mins.	0	**4**	7	11	1	3	**2**	6	**7**	**7**	0	**14**	7	4	3	14	
Total Volume	0	10	23	33	3	15	2	20	13	12	0	25	35	29	10	74	
% App. Total	0	30.3	69.7		15	75	10		52	48	0		47.3	39.2	13.5		
PHF	.000	.625	.575	.688	.375	.750	.250	.714	.464	.429	.000	.446	.729	.725	.625	.771	

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

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	15	36	69	28	120	2	78	9	4	89	14	45	2	2	61	42	72	3	1	117	35	387	422
04:15 PM	13	41	69	23	123	4	73	8	5	85	9	34	2	1	45	50	65	10	3	125	32	378	410
04:30 PM	24	70	122	53	216	1	93	7	1	101	18	62	7	5	87	69	78	8	1	155	60	559	619
04:45 PM	26	77	69	31	172	5	92	9	4	106	12	42	3	0	57	45	63	7	1	115	36	450	486
Total	78	224	329	135	631	12	336	33	14	381	53	183	14	8	250	206	278	28	6	512	163	1774	1937
05:00 PM	14	46	83	38	143	7	62	6	4	75	14	28	4	3	46	31	86	6	2	123	47	387	434
05:15 PM	11	46	55	27	112	2	63	9	5	74	3	17	2	1	22	39	89	5	0	133	33	341	374
05:30 PM	25	52	82	32	159	3	68	7	5	78	11	24	1	1	36	42	92	9	2	143	40	416	456
05:45 PM	18	52	67	22	137	3	63	4	2	70	7	20	2	2	29	41	74	8	1	123	27	359	386
Total	68	196	287	119	551	15	256	26	16	297	35	89	9	7	133	153	341	28	5	522	147	1503	1650
Grand Total	146	420	616	254	1182	27	592	59	30	678	88	272	23	15	383	359	619	56	11	1034	310	3277	3587
Apprch %	12.4	35.5	52.1			4	87.3	8.7			23	71	6			34.7	59.9	5.4					
Total %	4.5	12.8	18.8		36.1	0.8	18.1	1.8		20.7	2.7	8.3	0.7		11.7	11	18.9	1.7		31.6	8.6	91.4	
Passenger Vehicles	142	393	540		1298	24	535	52		638	56	237	18		324	252	557	26		842	0	0	3102
% Passenger Vehicles	97.3	93.6	87.7	87.8	90.4	88.9	90.4	88.1	90	90.1	63.6	87.1	78.3	86.7	81.4	70.2	90	46.4	63.6	80.6	0	0	86.5
Large 2 Axle Vehicles	1	4	12		24	1	13	0		14	4	2	0		6	10	16	0		26	0	0	70
% Large 2 Axle Vehicles	0.7	1	1.9	2.8	1.7	3.7	2.2	0	0	2	4.5	0.7	0	0	1.5	2.8	2.6	0	0	2.5	0	0	2
3 Axle Vehicles	2	15	17		41	1	12	6		22	4	13	1		18	63	18	5		88	0	0	169
% 3 Axle Vehicles	1.4	3.6	2.8	2.8	2.9	3.7	2	10.2	10	3.1	4.5	4.8	4.3	0	4.5	17.5	2.9	8.9	18.2	8.4	0	0	4.7
4+ Axle Trucks	1	8	47		73	1	32	1		34	24	20	4		50	34	28	25		89	0	0	246
% 4+ Axle Trucks	0.7	1.9	7.6	6.7	5.1	3.7	5.4	1.7	0	4.8	27.3	7.4	17.4	13.3	12.6	9.5	4.5	44.6	18.2	8.5	0	0	6.9

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 04:00 PM																	
04:00 PM	15	36	69	120	2	78	**9**	89	14	45	2	61	42	72	3	117	387
04:15 PM	13	41	69	123	4	73	8	85	9	34	2	45	50	65	**10**	125	378
04:30 PM	24	70	**122**	**216**	1	**93**	7	101	**18**	**62**	**7**	**87**	**69**	**78**	8	**155**	**559**
04:45 PM	**26**	**77**	69	172	**5**	92	9	**106**	12	42	3	57	45	63	7	115	450
Total Volume	78	224	329	631	12	336	33	381	53	183	14	250	206	278	28	512	1774
% App. Total	12.4	35.5	52.1		3.1	88.2	8.7		21.2	73.2	5.6		40.2	54.3	5.5		
PHF	.750	.727	.674	.730	.600	.903	.917	.899	.736	.738	.500	.718	.746	.891	.700	.826	.793

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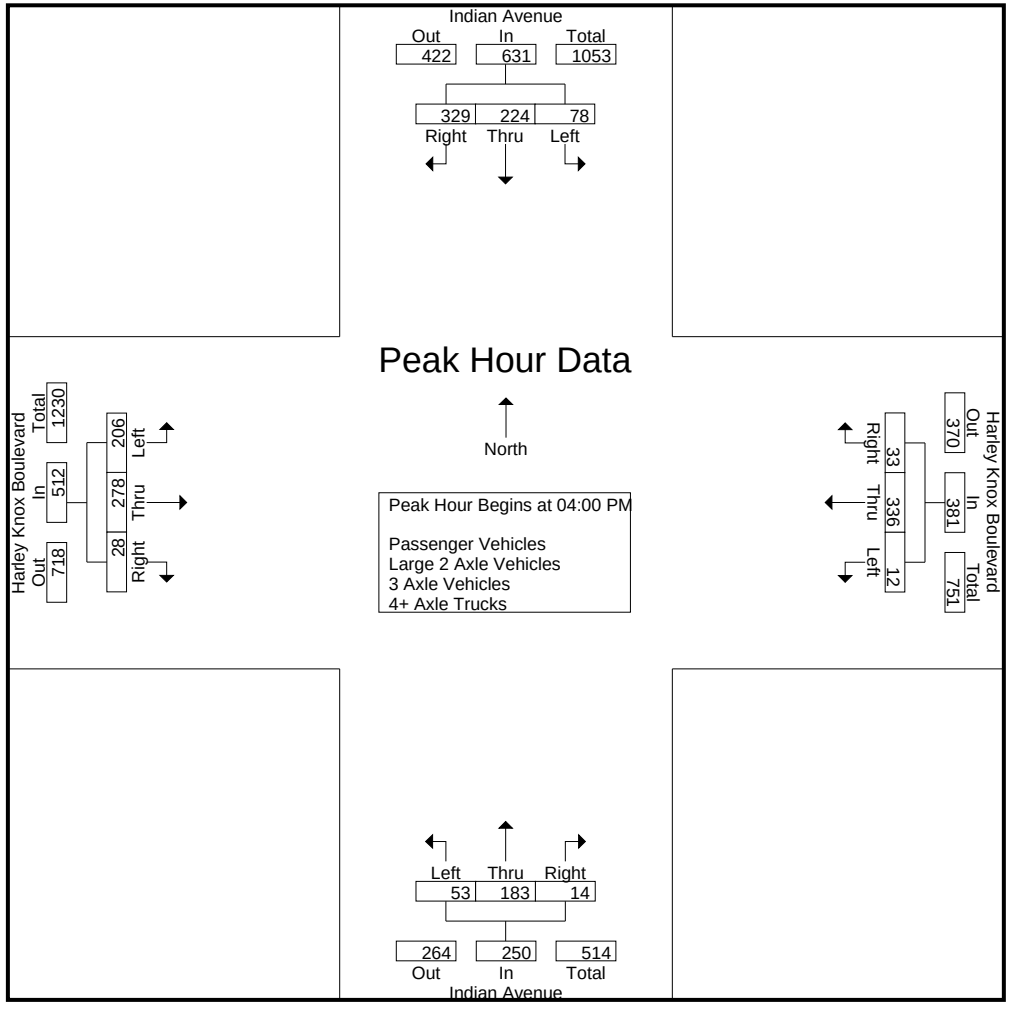

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	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:00 PM				04:30 PM				
+0 mins.	13	41	69	123	2	78	**9**	89	14	45	2	61	**69**	78	**8**	**155**	
+15 mins.	24	70	**122**	**216**	4	73	8	85	9	34	2	45	45	63	7	115	
+30 mins.	**26**	**77**	69	172	1	**93**	7	101	**18**	**62**	**7**	**87**	31	86	6	123	
+45 mins.	14	46	83	143	**5**	92	9	**106**	12	42	3	57	39	**89**	5	133	
Total Volume	77	234	343	654	12	336	33	381	53	183	14	250	184	316	26	526	
% App. Total	11.8	35.8	52.4		3.1	88.2	8.7		21.2	73.2	5.6		35	60.1	4.9		
PHF	.740	.760	.703	.757	.600	.903	.917	.899	.736	.738	.500	.718	.667	.888	.813	.848	

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Groups Printed- Passenger Vehicles

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	35	53	23	102	2	69	9	4	80	9	33	1	1	43	30	62	1	1	93	29	318	347
04:15 PM	13	37	50	16	100	4	63	8	5	75	4	29	1	1	34	33	57	4	1	94	23	303	326
04:30 PM	24	66	112	47	202	1	84	5	1	90	13	57	7	5	77	57	69	5	1	131	54	500	554
04:45 PM	26	69	57	26	152	5	87	9	4	101	8	41	3	0	52	36	56	3	0	95	30	400	430
Total	77	207	272	112	556	12	303	31	14	346	34	160	12	7	206	156	244	13	3	413	136	1521	1657
05:00 PM	13	46	76	35	135	6	54	4	3	64	6	26	3	3	35	15	80	3	2	98	43	332	375
05:15 PM	11	42	54	26	107	2	59	8	4	69	2	13	1	1	16	18	80	1	0	99	31	291	322
05:30 PM	24	49	77	30	150	2	60	6	4	68	10	22	0	0	32	34	84	4	1	122	35	372	407
05:45 PM	17	49	61	20	127	2	59	3	2	64	4	16	2	2	22	29	69	5	1	103	25	316	341
Total	65	186	268	111	519	12	232	21	13	265	22	77	6	6	105	96	313	13	4	422	134	1311	1445
Grand Total	142	393	540	223	1075	24	535	52	27	611	56	237	18	13	311	252	557	26	7	835	270	2832	3102
Apprch %	13.2	36.6	50.2			3.9	87.6	8.5			18	76.2	5.8			30.2	66.7	3.1					
Total %	5	13.9	19.1		38	0.8	18.9	1.8		21.6	2	8.4	0.6		11	8.9	19.7	0.9		29.5	8.7	91.3	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	14	35	53	102	2	69	**9**	80	9	33	1	43	30	62	1	93	318
04:15 PM	13	37	50	100	4	63	8	75	4	29	1	34	33	57	4	94	303
04:30 PM	24	66	**112**	**202**	1	84	5	90	**13**	**57**	**7**	**77**	**57**	**69**	**5**	**131**	**500**
04:45 PM	**26**	**69**	57	152	**5**	**87**	9	**101**	8	41	3	52	36	56	3	95	400
Total Volume	77	207	272	556	12	303	31	346	34	160	12	206	156	244	13	413	1521
% App. Total	13.8	37.2	48.9		3.5	87.6	9		16.5	77.7	5.8		37.8	59.1	3.1		
PHF	.740	.750	.607	.688	.600	.871	.861	.856	.654	.702	.429	.669	.684	.884	.650	.788	.761

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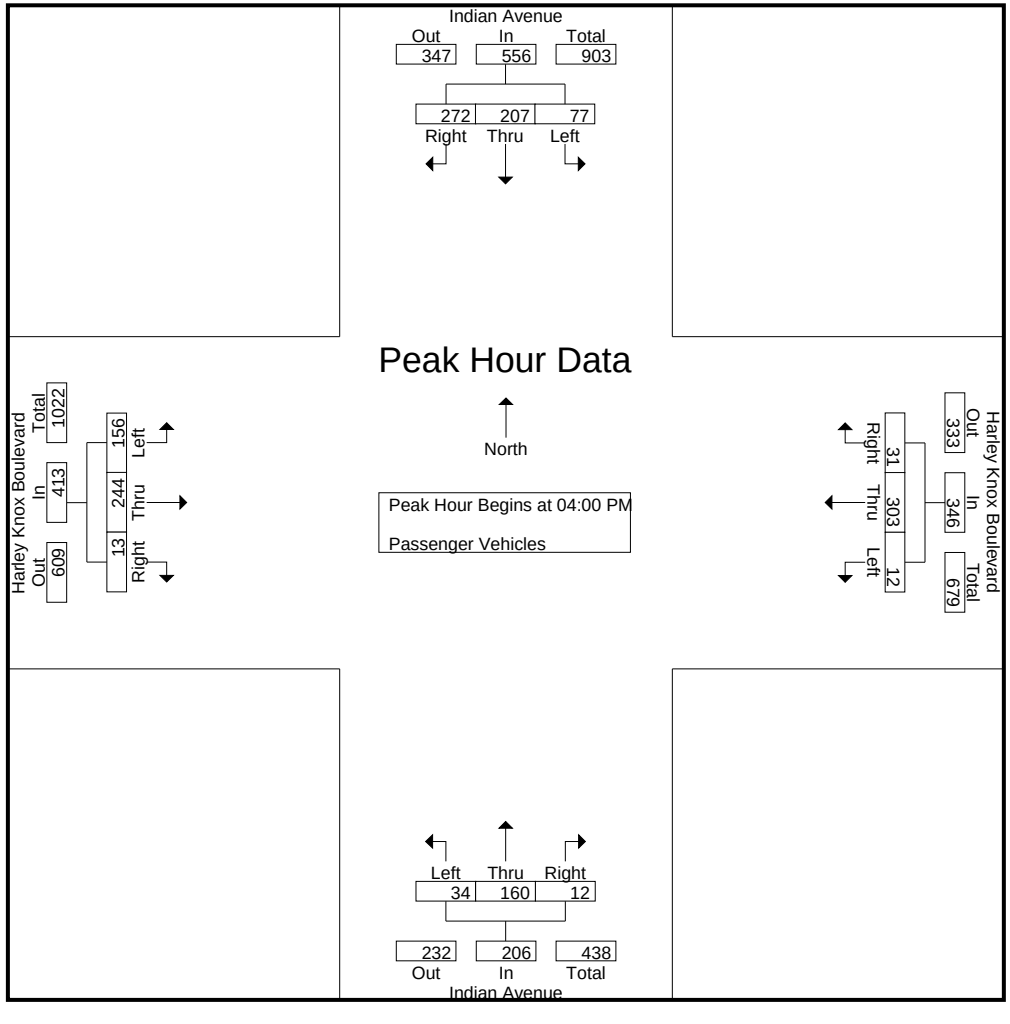

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	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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.	14	35	53	102	2	69	**9**	80	9	33	1	43	30	62	1	93	
+15 mins.	13	37	50	100	4	63	8	75	4	29	1	34	33	57	4	94	
+30 mins.	24	66	**112**	**202**	1	84	5	90	**13**	**57**	**7**	**77**	**57**	**69**	**5**	**131**	
+45 mins.	**26**	**69**	57	152	**5**	**87**	9	**101**	8	41	3	52	36	56	3	95	
Total Volume	77	207	272	556	12	303	31	346	34	160	12	206	156	244	13	413	
% App. Total	13.8	37.2	48.9		3.5	87.6	9		16.5	77.7	5.8		37.8	59.1	3.1		
PHF	.740	.750	.607	.688	.600	.871	.861	.856	.654	.702	.429	.669	.684	.884	.650	.788	

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04:00 PM	0	1	6	4	7	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	4	17	21
04:15 PM	0	0	1	0	1	0	4	0	0	4	1	1	0	0	2	3	4	0	0	7	0	14	14
04:30 PM	0	1	2	1	3	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	1	6	7
04:45 PM	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	5	6
Total	0	2	10	6	12	0	9	0	0	9	2	1	0	0	3	5	13	0	0	18	6	42	48
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	0	5	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:30 PM	1	1	1	0	3	1	4	0	0	5	0	0	0	0	0	1	3	0	0	4	0	12	12
05:45 PM	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	4
Total	1	2	2	1	5	1	4	0	0	5	2	1	0	0	3	5	3	0	0	8	1	21	22
Grand Total	1	4	12	7	17	1	13	0	0	14	4	2	0	0	6	10	16	0	0	26	7	63	70
Apprch %	5.9	23.5	70.6			7.1	92.9	0			66.7	33.3	0			38.5	61.5	0					
Total %	1.6	6.3	19		27	1.6	20.6	0		22.2	6.3	3.2	0		9.5	15.9	25.4	0		41.3	10	90	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	**6**	**7**	0	3	0	3	0	0	0	0	2	**5**	0	**7**	**17**
04:15 PM	0	0	1	1	0	**4**	0	**4**	**1**	**1**	0	**2**	**3**	4	0	7	14
04:30 PM	0	1	2	3	0	0	0	0	1	0	0	1	0	2	0	2	6
04:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total Volume	0	2	10	12	0	9	0	9	2	1	0	3	5	13	0	18	42
% App. Total	0	16.7	83.3		0	100	0		66.7	33.3	0		27.8	72.2	0		
PHF	.000	.500	.417	.429	.000	.563	.000	.563	.500	.250	.000	.375	.417	.650	.000	.643	.618

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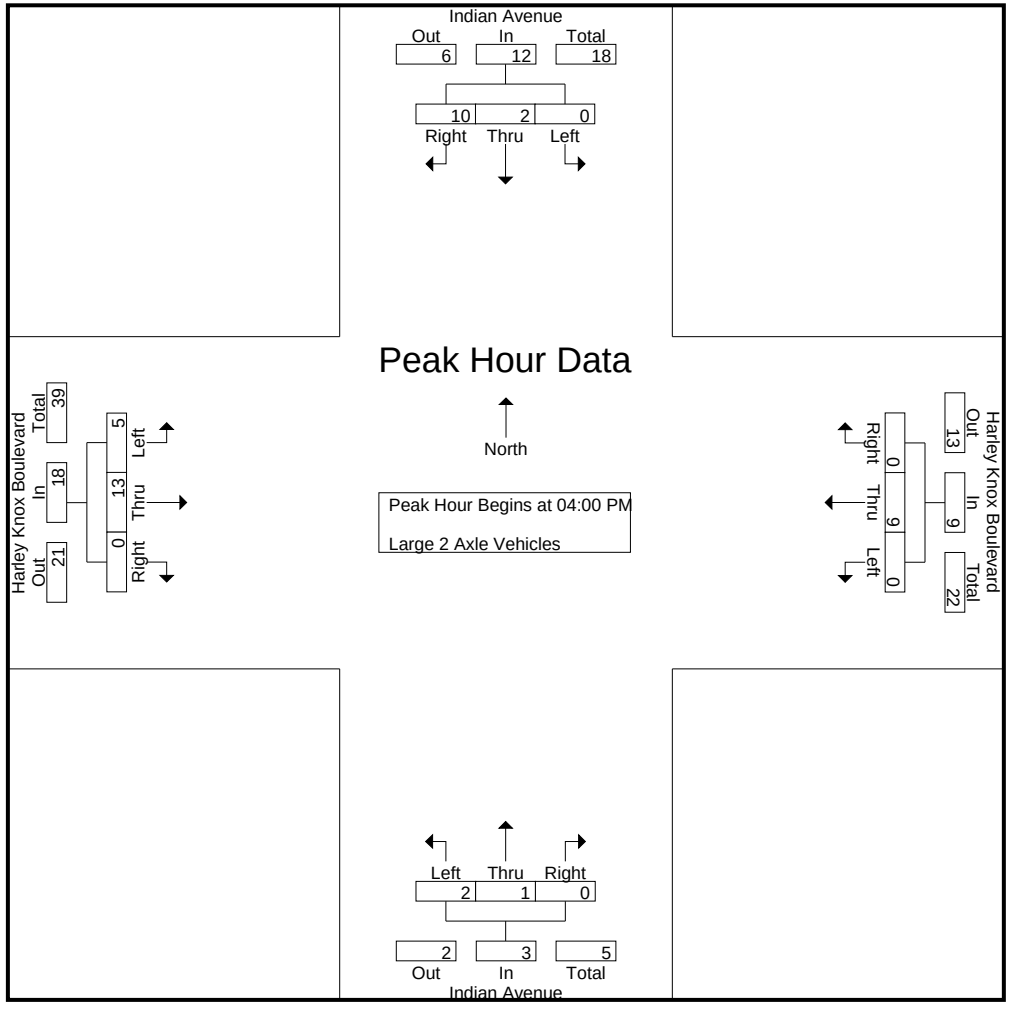
City of Perris
N/S: Indian Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 2



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

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 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**	**6**	**7**	0	3	0	3	0	0	0	0	2	**5**	0	**7**	
+15 mins.	0	0	1	1	0	**4**	0	**4**	**1**	**1**	0	**2**	**3**	4	0	7	
+30 mins.	0	1	2	3	0	0	0	0	1	0	0	1	0	2	0	2	
+45 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	
Total Volume	0	2	10	12	0	9	0	9	2	1	0	3	5	13	0	18	
% App. Total	0	16.7	83.3		0	100	0		66.7	33.3	0		27.8	72.2	0		
PHF	.000	.500	.417	.429	.000	.563	.000	.563	.500	.250	.000	.375	.417	.650	.000	.643	

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

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	3	1	3	0	1	0	0	1	1	3	0	0	4	4	3	0	0	7	1	15	16
04:15 PM	0	2	7	3	9	0	3	0	0	3	1	2	0	0	3	8	4	1	0	13	3	28	31
04:30 PM	0	1	2	2	3	0	3	1	0	4	0	0	0	0	0	10	1	0	0	11	2	18	20
04:45 PM	0	6	3	1	9	0	0	0	0	0	1	1	0	0	2	6	4	1	1	11	2	22	24
Total	0	9	15	7	24	0	7	1	0	8	3	6	0	0	9	28	12	2	1	42	8	83	91
05:00 PM	1	0	1	0	2	1	1	2	1	4	0	1	1	0	2	10	0	0	0	10	1	18	19
05:15 PM	0	3	0	0	3	0	1	1	1	2	0	1	0	0	1	15	4	0	0	19	1	25	26
05:30 PM	0	2	0	0	2	0	1	1	1	2	1	2	0	0	3	5	1	3	1	9	2	16	18
05:45 PM	1	1	1	0	3	0	2	1	0	3	0	3	0	0	3	5	1	0	0	6	0	15	15
Total	2	6	2	0	10	1	5	5	3	11	1	7	1	0	9	35	6	3	1	44	4	74	78
Grand Total	2	15	17	7	34	1	12	6	3	19	4	13	1	0	18	63	18	5	2	86	12	157	169
Apprch %	5.9	44.1	50			5.3	63.2	31.6			22.2	72.2	5.6			73.3	20.9	5.8					
Total %	1.3	9.6	10.8		21.7	0.6	7.6	3.8		12.1	2.5	8.3	0.6		11.5	40.1	11.5	3.2		54.8	7.1	92.9	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	3	3	0	1	0	1	**1**	**3**	0	**4**	4	3	0	7	15
04:15 PM	0	2	**7**	**9**	0	**3**	0	3	1	2	0	3	8	**4**	**1**	**13**	**28**
04:30 PM	0	1	2	3	0	3	**1**	**4**	0	0	0	0	**10**	1	0	11	18
04:45 PM	0	**6**	3	9	0	0	0	0	1	1	0	2	6	4	1	11	22
Total Volume	0	9	15	24	0	7	1	8	3	6	0	9	28	12	2	42	83
% App. Total	0	37.5	62.5		0	87.5	12.5		33.3	66.7	0		66.7	28.6	4.8		
PHF	.000	.375	.536	.667	.000	.583	.250	.500	.750	.500	.000	.563	.700	.750	.500	.808	.741

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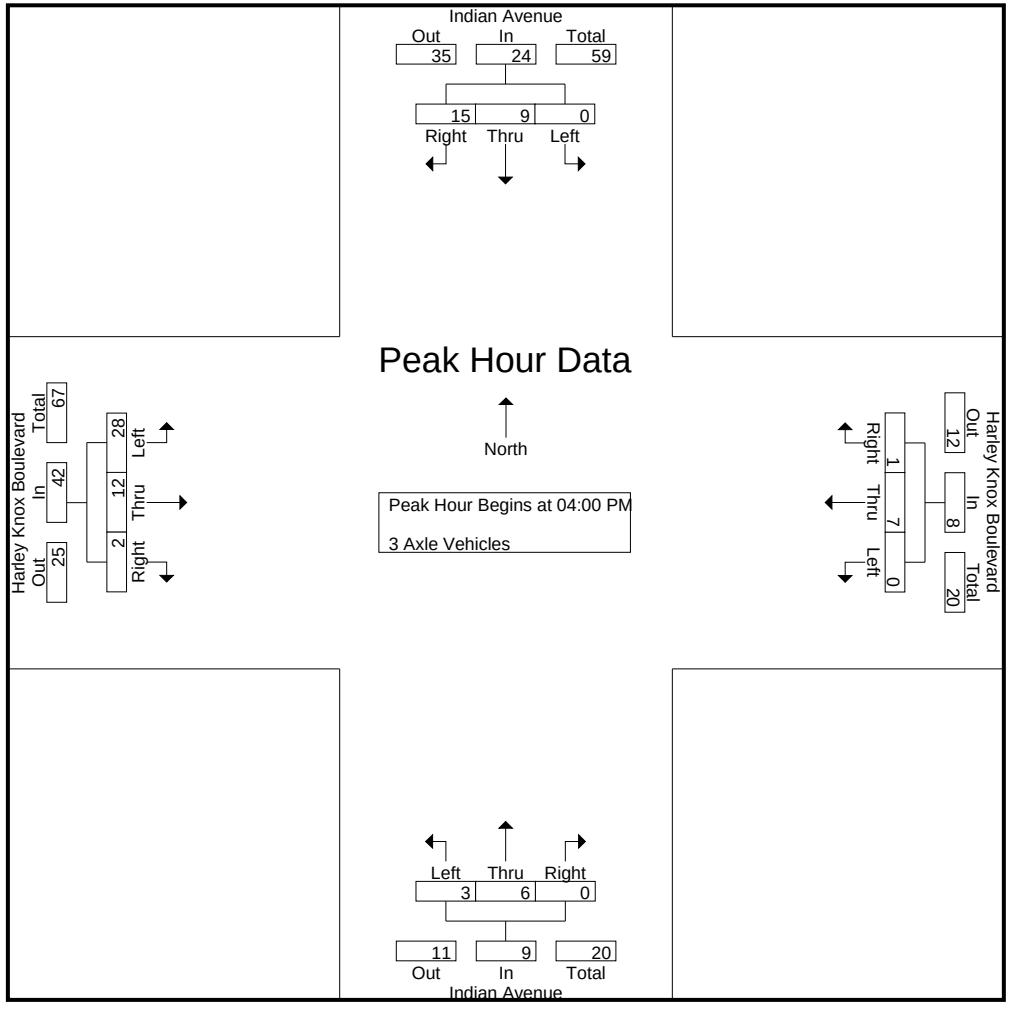
City of Perris
N/S: Indian Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 2



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

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 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	3	3	0	1	0	1	**1**	**3**	0	**4**	4	3	0	7	
+15 mins.	0	2	**7**	**9**	0	**3**	0	3	1	2	0	3	8	**4**	**1**	**13**	
+30 mins.	0	1	2	3	0	3	**1**	**4**	0	0	0	0	**10**	1	0	11	
+45 mins.	0	**6**	3	9	0	0	0	0	1	1	0	2	6	4	1	11	
Total Volume	0	9	15	24	0	7	1	8	3	6	0	9	28	12	2	42	
% App. Total	0	37.5	62.5		0	87.5	12.5		33.3	66.7	0		66.7	28.6	4.8		
PHF	.000	.375	.536	.667	.000	.583	.250	.500	.750	.500	.000	.563	.700	.750	.500	.808	

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

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	7	0	8	0	5	0	0	5	4	9	1	1	14	6	2	2	0	10	1	37	38
04:15 PM	0	2	11	4	13	0	3	0	0	3	3	2	1	0	6	6	0	5	2	11	6	33	39
04:30 PM	0	2	6	3	8	0	6	1	0	7	4	5	0	0	9	2	6	3	0	11	3	35	38
04:45 PM	0	2	8	3	10	0	3	0	0	3	3	0	0	0	3	3	1	3	0	7	3	23	26
Total	1	6	32	10	39	0	17	1	0	18	14	16	2	1	32	17	9	13	2	39	13	128	141
05:00 PM	0	0	6	3	6	0	7	0	0	7	6	0	0	0	6	4	6	3	0	13	3	32	35
05:15 PM	0	1	1	1	2	0	3	0	0	3	1	3	1	0	5	5	5	4	0	14	1	24	25
05:30 PM	0	0	4	2	4	0	3	0	0	3	0	0	1	1	1	2	4	2	0	8	3	16	19
05:45 PM	0	1	4	1	5	1	2	0	0	3	3	1	0	0	4	6	4	3	0	13	1	25	26
Total	0	2	15	7	17	1	15	0	0	16	10	4	2	1	16	17	19	12	0	48	8	97	105
Grand Total	1	8	47	17	56	1	32	1	0	34	24	20	4	2	48	34	28	25	2	87	21	225	246
Apprch %	1.8	14.3	83.9			2.9	94.1	2.9			50	41.7	8.3			39.1	32.2	28.7					
Total %	0.4	3.6	20.9		24.9	0.4	14.2	0.4		15.1	10.7	8.9	1.8		21.3	15.1	12.4	11.1		38.7	8.5	91.5	

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	7	8	0	5	0	5	**4**	**9**	**1**	**14**	**6**	2	2	10	**37**
04:15 PM	0	**2**	**11**	**13**	0	3	0	3	3	2	1	6	6	0	**5**	**11**	33
04:30 PM	0	2	6	8	0	**6**	**1**	**7**	4	5	0	9	2	**6**	3	11	35
04:45 PM	0	2	8	10	0	3	0	3	3	0	0	3	3	1	3	7	23
Total Volume	1	6	32	39	0	17	1	18	14	16	2	32	17	9	13	39	128
% App. Total	2.6	15.4	82.1		0	94.4	5.6		43.8	50	6.2		43.6	23.1	33.3		
PHF	.250	.750	.727	.750	.000	.708	.250	.643	.875	.444	.500	.571	.708	.375	.650	.886	.865

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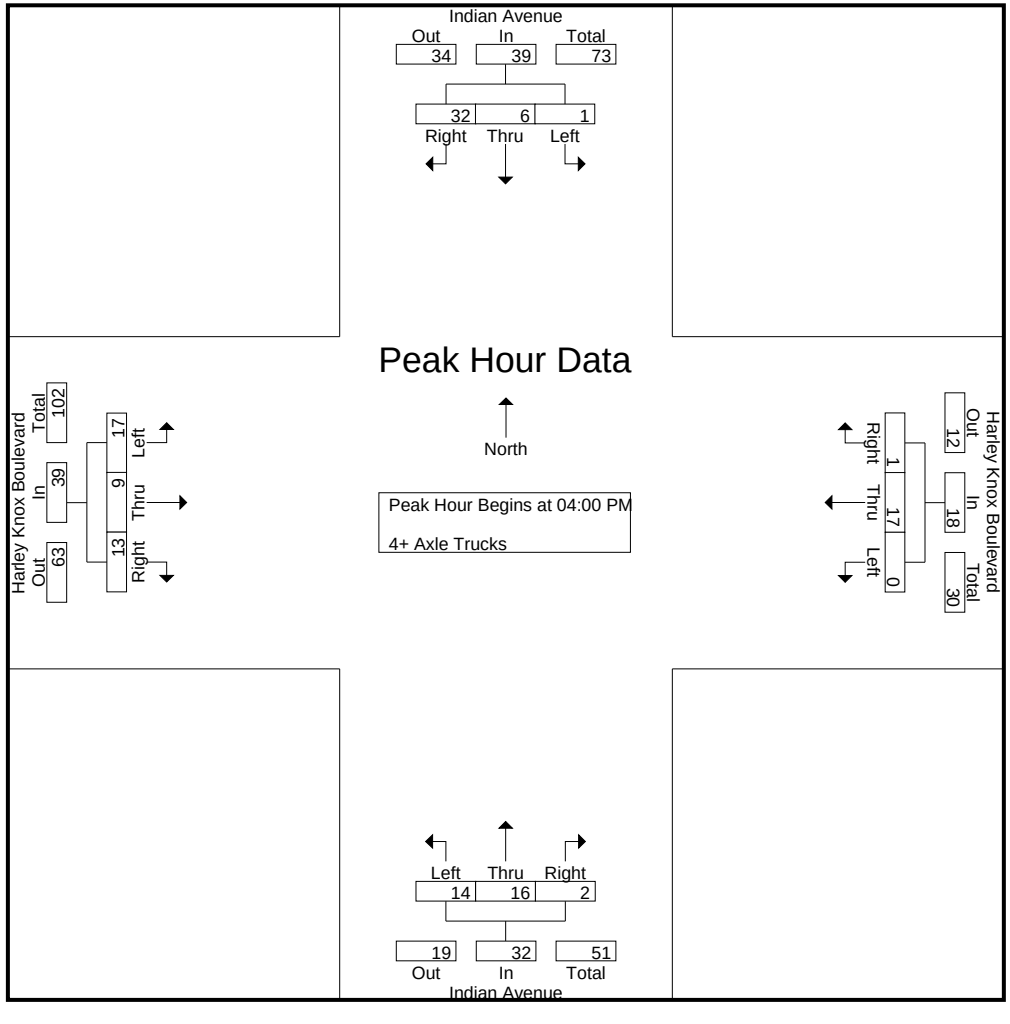
City of Perris
N/S: Indian Avenue
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022
Page No : 2



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

File Name : 04_PER_Ind_HK PM
Site Code : 05122446
Start Date : 6/8/2022

	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian 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 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	7	8	0	5	0	5	**4**	**9**	**1**	**14**	**6**	2	2	10	
+15 mins.	0	**2**	**11**	**13**	0	3	0	3	3	2	1	6	6	0	**5**	**11**	
+30 mins.	0	2	6	8	0	**6**	**1**	**7**	4	5	0	9	2	**6**	3	11	
+45 mins.	0	2	8	10	0	3	0	3	3	0	0	3	3	1	3	7	
Total Volume	1	6	32	39	0	17	1	18	14	16	2	32	17	9	13	39	
% App. Total	2.6	15.4	82.1		0	94.4	5.6		43.8	50	6.2		43.6	23.1	33.3		
PHF	.250	.750	.727	.750	.000	.708	.250	.643	.875	.444	.500	.571	.708	.375	.650	.886	

Location: Perris
N/S: Indian Avenue
E/W: Harley Knox Boulevard

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Indian Avenue	East Leg Harley Knox Boulevard	South Leg Indian Avenue	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Indian Avenue	East Leg Harley Knox Boulevard	South Leg Indian Avenue	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Perris
N/S: Indian Avenue
E/W: Harley Knox Boulevard

Date: 6/8/2022
Day: Wednesday

BICYCLES

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

	Southbound Indian Avenue			Westbound Harley Knox Boulevard			Northbound Indian Avenue			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

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City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	9	4	2	17	6	298	13	6	317	12	17	6	3	35	27	163	6	0	196	11	565	576
07:15 AM	1	7	5	3	13	10	231	17	8	258	9	22	4	0	35	33	143	11	2	187	13	493	506
07:30 AM	1	10	9	8	20	3	281	12	7	296	13	16	9	7	38	20	197	14	3	231	25	585	610
07:45 AM	1	12	10	2	23	15	285	11	7	311	13	12	3	2	28	30	175	12	2	217	13	579	592
Total	7	38	28	15	73	34	1095	53	28	1182	47	67	22	12	136	110	678	43	7	831	62	2222	2284
08:00 AM	1	18	5	4	24	7	232	7	5	246	7	8	2	1	17	11	173	15	2	199	12	486	498
08:15 AM	3	10	9	1	22	6	307	10	4	323	17	13	1	1	31	18	179	14	2	211	8	587	595
08:30 AM	6	16	8	4	30	4	275	9	7	288	15	16	4	2	35	11	166	12	3	189	16	542	558
08:45 AM	6	7	6	3	19	9	212	6	4	227	13	15	5	1	33	11	157	9	4	177	12	456	468
Total	16	51	28	12	95	26	1026	32	20	1084	52	52	12	5	116	51	675	50	11	776	48	2071	2119
Grand Total	23	89	56	27	168	60	2121	85	48	2266	99	119	34	17	252	161	1353	93	18	1607	110	4293	4403
Apprch %	13.7	53	33.3			2.6	93.6	3.8			39.3	47.2	13.5			10	84.2	5.8					
Total %	0.5	2.1	1.3		3.9	1.4	49.4	2		52.8	2.3	2.8	0.8		5.9	3.8	31.5	2.2		37.4	2.5	97.5	
Passenger Vehicles	21	46	20		103	47	2003	82		2178	44	70	25		152	123	1199	40		1372	0	0	3805
% Passenger Vehicles	91.3	51.7	35.7	59.3	52.8	78.3	94.4	96.5	95.8	94.1	44.4	58.8	73.5	76.5	56.5	76.4	88.6	43	55.6	84.4	0	0	86.4
Large 2 Axle Vehicles	1	2	2		5	10	44	2		57	7	6	3		17	11	56	9		78	0	0	157
% Large 2 Axle Vehicles	4.3	2.2	3.6	0	2.6	16.7	2.1	2.4	2.1	2.5	7.1	5	8.8	5.9	6.3	6.8	4.1	9.7	11.1	4.8	0	0	3.6
3 Axle Vehicles	0	21	8		33	1	20	0		21	7	21	3		32	7	23	6		36	0	0	122
% 3 Axle Vehicles	0	23.6	14.3	14.8	16.9	1.7	0.9	0	0	0.9	7.1	17.6	8.8	5.9	11.9	4.3	1.7	6.5	0	2.2	0	0	2.8
4+ Axle Trucks	1	20	26		54	2	54	1		58	41	22	3		68	20	75	38		139	0	0	319
% 4+ Axle Trucks	4.3	22.5	46.4	25.9	27.7	3.3	2.5	1.2	2.1	2.5	41.4	18.5	8.8	11.8	25.3	12.4	5.5	40.9	33.3	8.6	0	0	7.2

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	10	9	20	3	281	**12**	296	13	**16**	**9**	**38**	20	**197**	14	**231**	585
07:45 AM	1	12	**10**	23	**15**	285	11	311	13	12	3	28	**30**	175	12	217	579
08:00 AM	1	**18**	5	**24**	7	232	7	246	7	8	2	17	11	173	**15**	199	486
08:15 AM	**3**	10	9	22	6	**307**	10	**323**	**17**	13	1	31	18	179	14	211	**587**
Total Volume	6	50	33	89	31	1105	40	1176	50	49	15	114	79	724	55	858	2237
% App. Total	6.7	56.2	37.1		2.6	94	3.4		43.9	43	13.2		9.2	84.4	6.4		
PHF	.500	.694	.825	.927	.517	.900	.833	.910	.735	.766	.417	.750	.658	.919	.917	.929	.953

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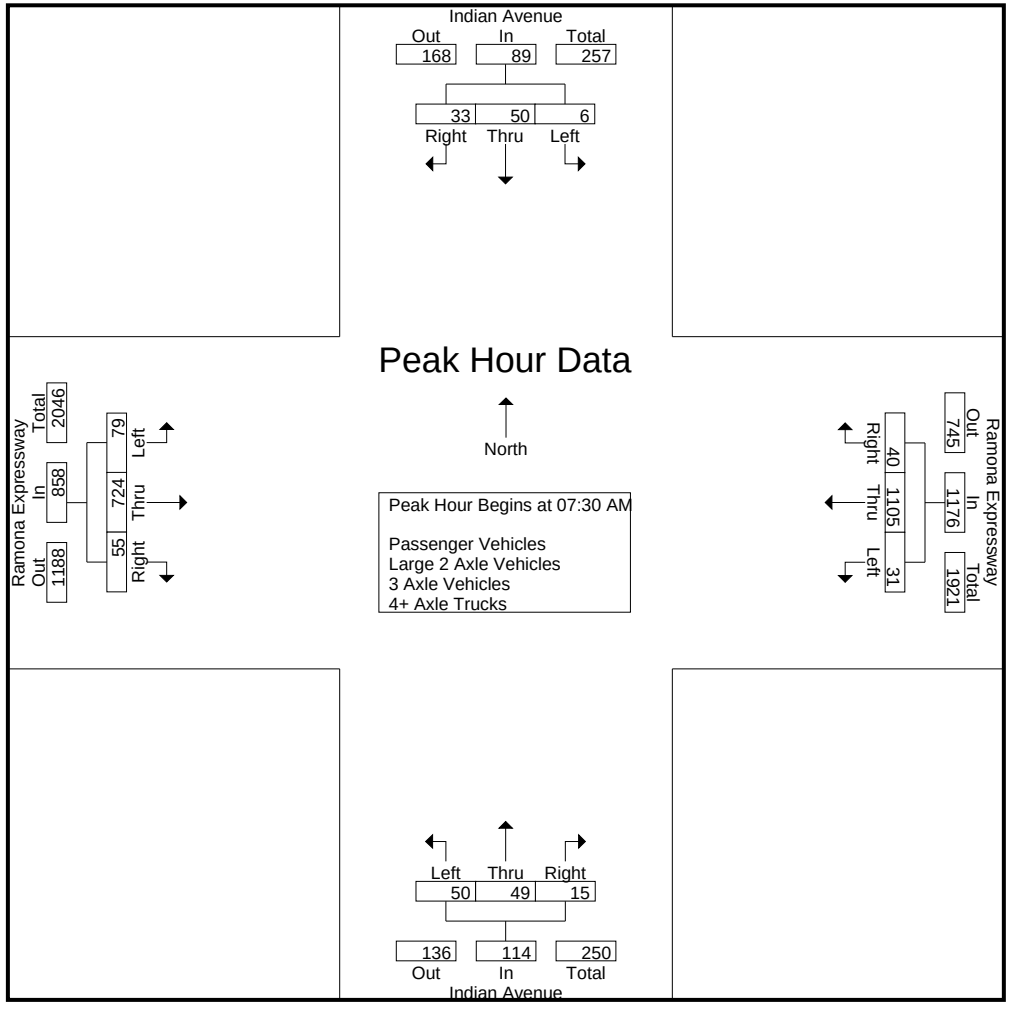
City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Indian Avenue
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File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	1	12	**10**	23	6	**298**	13	**317**	12	17	6	35	20	**197**	14	**231**	
+15 mins.	1	**18**	5	24	10	231	**17**	258	9	**22**	4	35	**30**	175	12	217	
+30 mins.	3	10	9	22	3	281	12	296	**13**	16	**9**	**38**	11	173	**15**	199	
+45 mins.	**6**	16	8	**30**	**15**	285	11	311	13	12	3	28	18	179	14	211	
Total Volume	11	56	32	99	34	1095	53	1182	47	67	22	136	79	724	55	858	
% App. Total	11.1	56.6	32.3		2.9	92.6	4.5		34.6	49.3	16.2		9.2	84.4	6.4		
PHF	.458	.778	.800	.825	.567	.919	.779	.932	.904	.761	.611	.895	.658	.919	.917	.929	

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City of Perris
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File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
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Groups Printed- Passenger Vehicles

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	5	1	1	10	5	274	13	6	292	5	12	3	2	20	23	142	3	0	168	9	490	499
07:15 AM	1	5	2	1	8	7	221	17	8	245	2	11	4	0	17	30	128	4	2	162	11	432	443
07:30 AM	1	7	6	6	14	3	270	12	7	285	7	12	7	5	26	16	180	3	0	199	18	524	542
07:45 AM	0	6	1	1	7	8	269	11	7	288	4	9	2	1	15	21	154	6	2	181	11	491	502
Total	6	23	10	9	39	23	1034	53	28	1110	18	44	16	8	78	90	604	16	4	710	49	1937	1986
08:00 AM	0	8	1	1	9	7	218	5	4	230	3	4	1	1	8	7	156	9	1	172	7	419	426
08:15 AM	3	8	4	1	15	6	292	10	4	308	10	8	1	1	19	12	157	10	2	179	8	521	529
08:30 AM	6	5	4	4	15	3	252	8	6	263	5	10	4	2	19	10	143	2	0	155	12	452	464
08:45 AM	6	2	1	1	9	8	207	6	4	221	8	4	3	1	15	4	139	3	3	146	9	391	400
Total	15	23	10	7	48	24	969	29	18	1022	26	26	9	5	61	33	595	24	6	652	36	1783	1819
Grand Total	21	46	20	16	87	47	2003	82	46	2132	44	70	25	13	139	123	1199	40	10	1362	85	3720	3805
Apprch %	24.1	52.9	23			2.2	93.9	3.8			31.7	50.4	18			9	88	2.9					
Total %	0.6	1.2	0.5		2.3	1.3	53.8	2.2		57.3	1.2	1.9	0.7		3.7	3.3	32.2	1.1		36.6	2.2	97.8	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	7	**6**	14	3	270	**12**	285	7	**12**	**7**	**26**	16	**180**	3	**199**	**524**
07:45 AM	0	6	1	7	**8**	269	11	288	4	9	2	15	**21**	154	6	181	491
08:00 AM	0	**8**	1	9	7	218	5	230	3	4	1	8	7	156	9	172	419
08:15 AM	**3**	8	4	**15**	6	**292**	10	**308**	**10**	8	1	19	12	157	**10**	179	521
Total Volume	4	29	12	45	24	1049	38	1111	24	33	11	68	56	647	28	731	1955
% App. Total	8.9	64.4	26.7		2.2	94.4	3.4		35.3	48.5	16.2		7.7	88.5	3.8		
PHF	.333	.906	.500	.750	.750	.898	.792	.902	.600	.688	.393	.654	.667	.899	.700	.918	.933

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City of Perris
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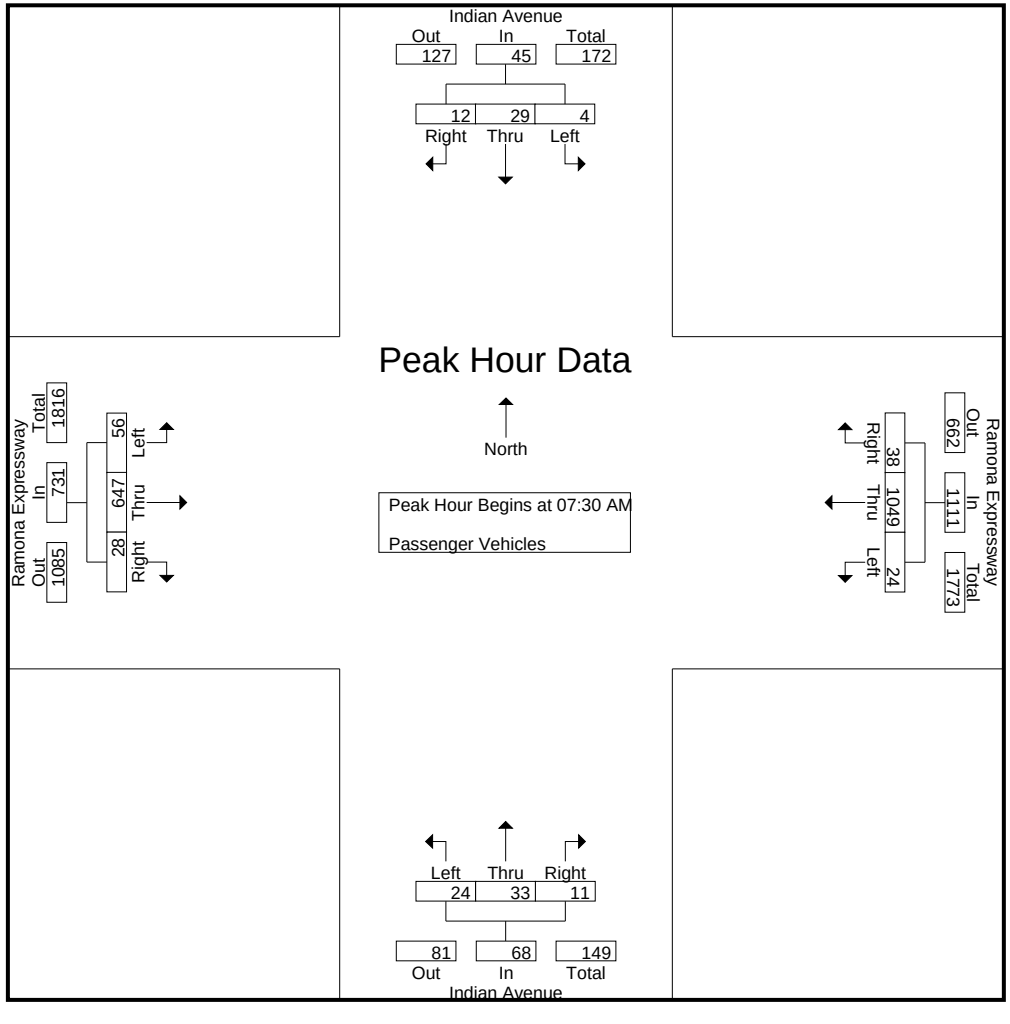
File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Indian Avenue
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File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	7	**6**	14	3	270	**12**	285	7	**12**	**7**	**26**	16	**180**	3	**199**	
+15 mins.	0	6	1	7	**8**	269	11	288	4	9	2	15	**21**	154	6	181	
+30 mins.	0	**8**	1	9	7	218	5	230	3	4	1	8	7	156	9	172	
+45 mins.	**3**	8	4	**15**	6	**292**	10	**308**	**10**	8	1	19	12	157	**10**	179	
Total Volume	4	29	12	45	24	1049	38	1111	24	33	11	68	56	647	28	731	
% App. Total	8.9	64.4	26.7		2.2	94.4	3.4		35.3	48.5	16.2		7.7	88.5	3.8		
PHF	.333	.906	.500	.750	.750	.898	.792	.902	.600	.688	.393	.654	.667	.899	.700	.918	

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City of Perris
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File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	1	9	0	0	10	3	0	0	0	3	0	8	2	0	10	0	24	24
07:15 AM	0	0	0	0	0	2	6	0	0	8	1	1	0	0	2	0	7	1	0	8	0	18	18
07:30 AM	0	1	0	0	1	0	4	0	0	4	0	0	1	1	1	2	5	1	1	8	2	14	16
07:45 AM	1	0	1	0	2	5	8	0	0	13	2	1	0	0	3	3	9	0	0	12	0	30	30
Total	1	2	1	0	4	8	27	0	0	35	6	2	1	1	9	5	29	4	1	38	2	86	88
08:00 AM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	9	1	0	10	0	15	15
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	5	1	0	8	0	13	13
08:30 AM	0	0	0	0	0	1	7	1	1	9	1	1	0	0	2	1	8	3	1	12	2	23	25
08:45 AM	0	0	1	0	1	1	2	0	0	3	0	3	1	0	4	3	5	0	0	8	0	16	16
Total	0	0	1	0	1	2	17	2	1	21	1	4	2	0	7	6	27	5	1	38	2	67	69
Grand Total	1	2	2	0	5	10	44	2	1	56	7	6	3	1	16	11	56	9	2	76	4	153	157
Apprch %	20	40	40			17.9	78.6	3.6			43.8	37.5	18.8			14.5	73.7	11.8					
Total %	0.7	1.3	1.3		3.3	6.5	28.8	1.3		36.6	4.6	3.9	2		10.5	7.2	36.6	5.9		49.7	2.5	97.5	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	1	0	4	0	4	0	0	**1**	1	2	5	**1**	8	14
07:45 AM	**1**	0	**1**	**2**	**5**	**8**	0	**13**	**2**	**1**	0	**3**	**3**	**9**	0	**12**	**30**
08:00 AM	0	0	0	0	0	3	**1**	4	0	0	1	1	0	9	1	10	15
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	2	5	1	8	13
Total Volume	1	1	1	3	5	20	1	26	2	1	2	5	7	28	3	38	72
% App. Total	33.3	33.3	33.3		19.2	76.9	3.8		40	20	40		18.4	73.7	7.9		
PHF	.250	.250	.250	.375	.250	.625	.250	.500	.250	.250	.500	.417	.583	.778	.750	.792	.600

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City of Perris
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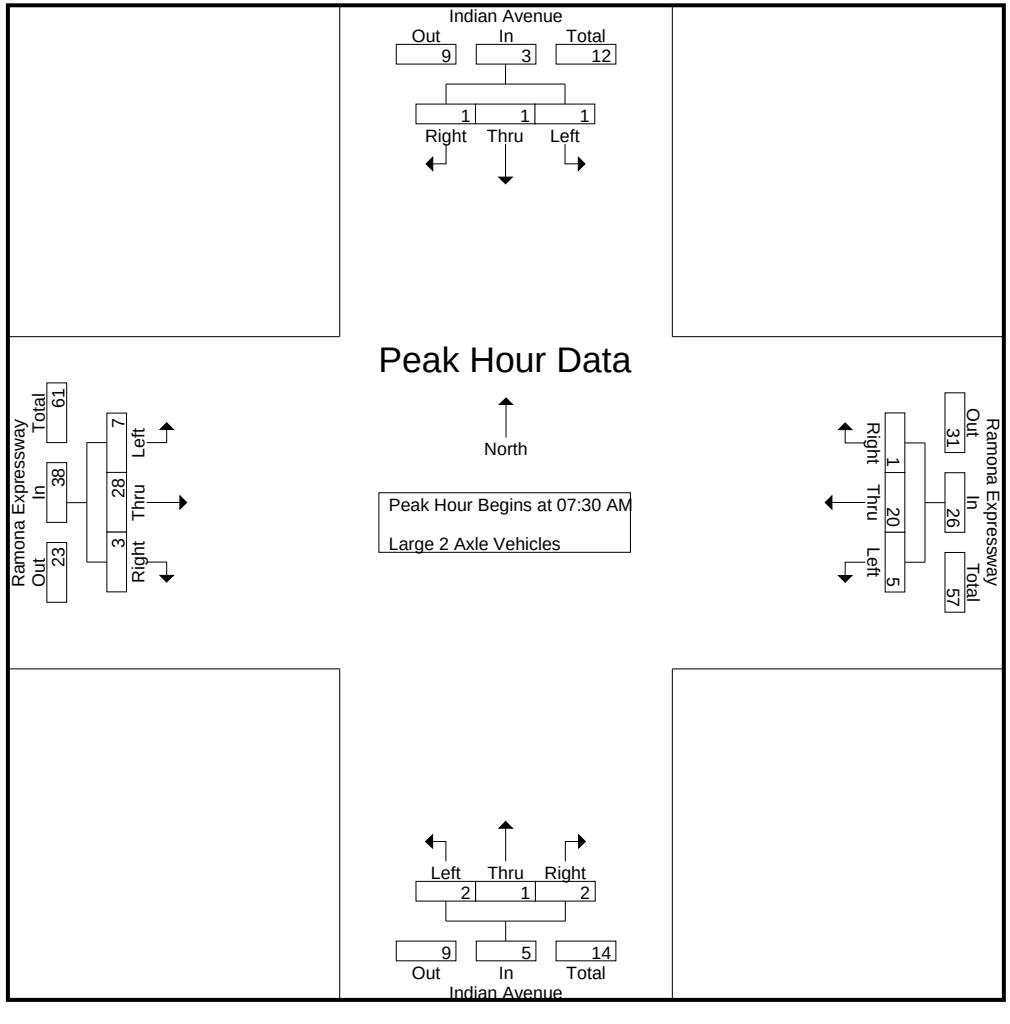
File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	**1**	0	1	0	4	0	4	0	0	**1**	1	2	5	**1**	8	
+15 mins.	**1**	0	**1**	**2**	**5**	**8**	0	**13**	**2**	**1**	0	**3**	**3**	**9**	0	**12**	
+30 mins.	0	0	0	0	0	3	**1**	4	0	0	1	1	0	9	1	10	
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	2	5	1	8	
Total Volume	1	1	1	3	5	20	1	26	2	1	2	5	7	28	3	38	
% App. Total	33.3	33.3	33.3		19.2	76.9	3.8		40	20	40		18.4	73.7	7.9		
PHF	.250	.250	.250	.375	.250	.625	.250	.500	.250	.250	.500	.417	.583	.778	.750	.792	

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File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- 3 Axle Vehicles

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	0	4	0	3	0	0	3	0	1	2	1	3	3	2	0	0	5	1	15	16
07:15 AM	0	1	1	1	2	1	2	0	0	3	1	5	0	0	6	0	3	3	0	6	1	17	18
07:30 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	8	8
07:45 AM	0	4	3	1	7	0	2	0	0	2	2	1	0	0	3	1	5	0	0	6	1	18	19
Total	0	8	6	2	14	1	11	0	0	12	3	7	2	1	12	5	12	3	0	20	3	58	61
08:00 AM	0	2	1	1	3	0	1	0	0	1	0	3	0	0	3	2	1	1	0	4	1	11	12
08:15 AM	0	0	0	0	0	0	3	0	0	3	1	4	0	0	5	0	5	1	0	6	0	14	14
08:30 AM	0	8	0	0	8	0	3	0	0	3	2	2	0	0	4	0	4	1	0	5	0	20	20
08:45 AM	0	3	1	1	4	0	2	0	0	2	1	5	1	0	7	0	1	0	0	1	1	14	15
Total	0	13	2	2	15	0	9	0	0	9	4	14	1	0	19	2	11	3	0	16	2	59	61
Grand Total	0	21	8	4	29	1	20	0	0	21	7	21	3	1	31	7	23	6	0	36	5	117	122
Apprch %	0	72.4	27.6			4.8	95.2	0			22.6	67.7	9.7			19.4	63.9	16.7					
Total %	0	17.9	6.8		24.8	0.9	17.1	0		17.9	6	17.9	2.6		26.5	6	19.7	5.1		30.8	4.1	95.9	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	**4**	0	**4**	0	0	0	0	1	2	0	3	8
07:45 AM	0	**4**	**3**	**7**	0	2	0	2	**2**	1	0	3	1	**5**	0	**6**	**18**
08:00 AM	0	2	1	3	0	1	0	1	0	3	0	3	**2**	1	**1**	4	11
08:15 AM	0	0	0	0	0	3	0	3	1	**4**	0	**5**	0	5	1	6	14
Total Volume	0	7	4	11	0	10	0	10	3	8	0	11	4	13	2	19	51
% App. Total	0	63.6	36.4		0	100	0		27.3	72.7	0		21.1	68.4	10.5		
PHF	.000	.438	.333	.393	.000	.625	.000	.625	.375	.500	.000	.550	.500	.650	.500	.792	.708

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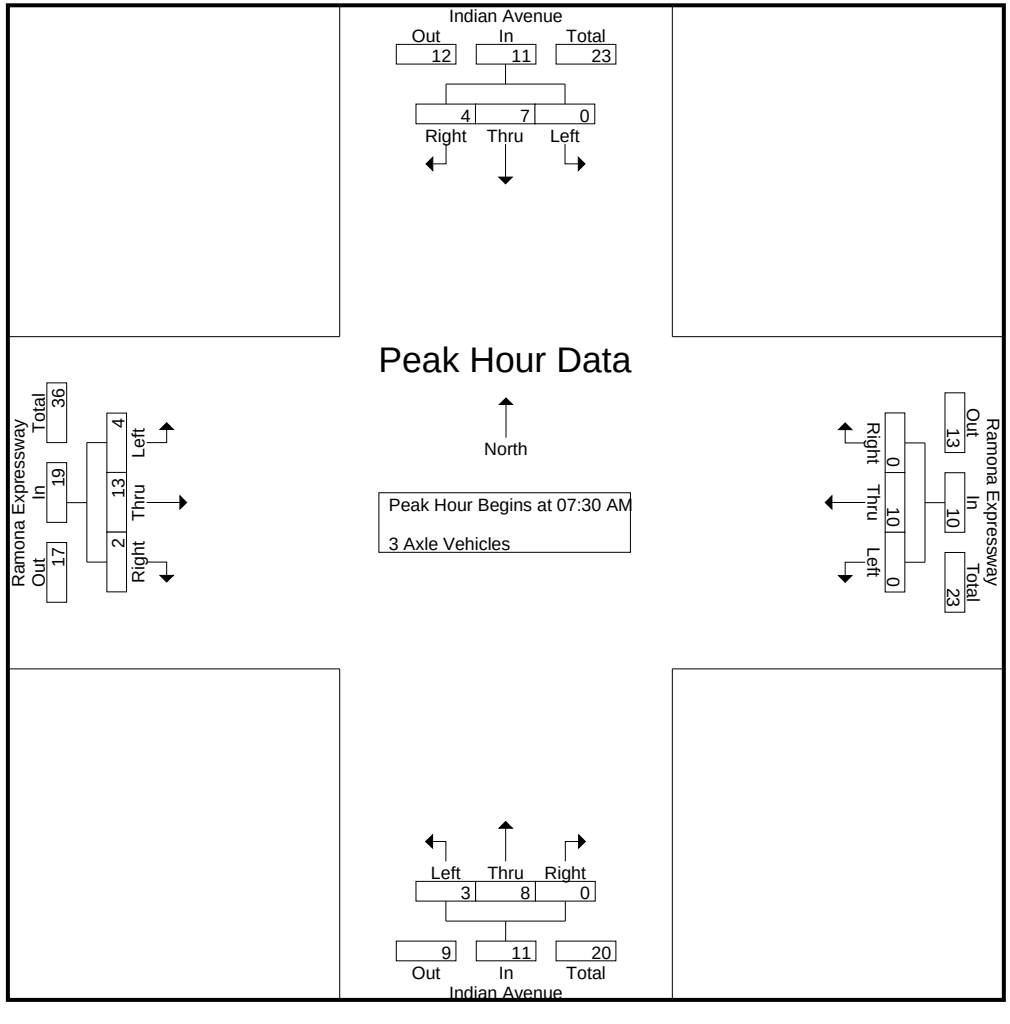

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N/S: Indian Avenue
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Start Date : 6/8/2022

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	1	0	1	0	**4**	0	**4**	0	0	0	0	1	2	0	3	
+15 mins.	0	**4**	**3**	**7**	0	2	0	2	**2**	1	0	3	1	**5**	0	**6**	
+30 mins.	0	2	1	3	0	1	0	1	0	3	0	3	**2**	1	**1**	4	
+45 mins.	0	0	0	0	0	3	0	3	1	**4**	0	**5**	0	5	1	6	
Total Volume	0	7	4	11	0	10	0	10	3	8	0	11	4	13	2	19	
% App. Total	0	63.6	36.4		0	100	0		27.3	72.7	0		21.1	68.4	10.5		
PHF	.000	.438	.333	.393	.000	.625	.000	.625	.375	.500	.000	.550	.500	.650	.500	.792	

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City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

Groups Printed- 4+ Axle Trucks

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	1	2	0	12	0	0	12	4	4	1	0	9	1	11	1	0	13	1	36	37
07:15 AM	0	1	2	1	3	0	2	0	0	2	5	5	0	0	10	3	5	3	0	11	1	26	27
07:30 AM	0	1	3	2	4	0	3	0	0	3	6	4	1	1	11	1	10	10	2	21	5	39	44
07:45 AM	0	2	5	0	7	2	6	0	0	8	5	1	1	1	7	5	7	6	0	18	1	40	41
Total	0	5	11	4	16	2	23	0	0	25	20	14	3	2	37	10	33	20	2	63	8	141	149
08:00 AM	1	8	3	2	12	0	10	1	1	11	4	1	0	0	5	2	7	4	1	13	4	41	45
08:15 AM	0	2	5	0	7	0	7	0	0	7	6	1	0	0	7	4	12	2	0	18	0	39	39
08:30 AM	0	3	4	0	7	0	13	0	0	13	7	3	0	0	10	0	11	6	2	17	2	47	49
08:45 AM	0	2	3	1	5	0	1	0	0	1	4	3	0	0	7	4	12	6	1	22	2	35	37
Total	1	15	15	3	31	0	31	1	1	32	21	8	0	0	29	10	42	18	4	70	8	162	170
Grand Total	1	20	26	7	47	2	54	1	1	57	41	22	3	2	66	20	75	38	6	133	16	303	319
Apprch %	2.1	42.6	55.3			3.5	94.7	1.8			62.1	33.3	4.5			15	56.4	28.6					
Total %	0.3	6.6	8.6		15.5	0.7	17.8	0.3		18.8	13.5	7.3	1		21.8	6.6	24.8	12.5		43.9	5	95	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	3	4	0	3	0	3	**6**	**4**	**1**	**11**	1	10	**10**	**21**	39
07:45 AM	0	2	**5**	7	**2**	6	0	8	5	1	1	7	**5**	7	6	18	40
08:00 AM	**1**	**8**	3	**12**	0	**10**	**1**	**11**	4	1	0	5	2	7	4	13	**41**
08:15 AM	0	2	5	7	0	7	0	7	6	1	0	7	4	**12**	2	18	39
Total Volume	1	13	16	30	2	26	1	29	21	7	2	30	12	36	22	70	159
% App. Total	3.3	43.3	53.3		6.9	89.7	3.4		70	23.3	6.7		17.1	51.4	31.4		
PHF	.250	.406	.800	.625	.250	.650	.250	.659	.875	.438	.500	.682	.600	.750	.550	.833	.970

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File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
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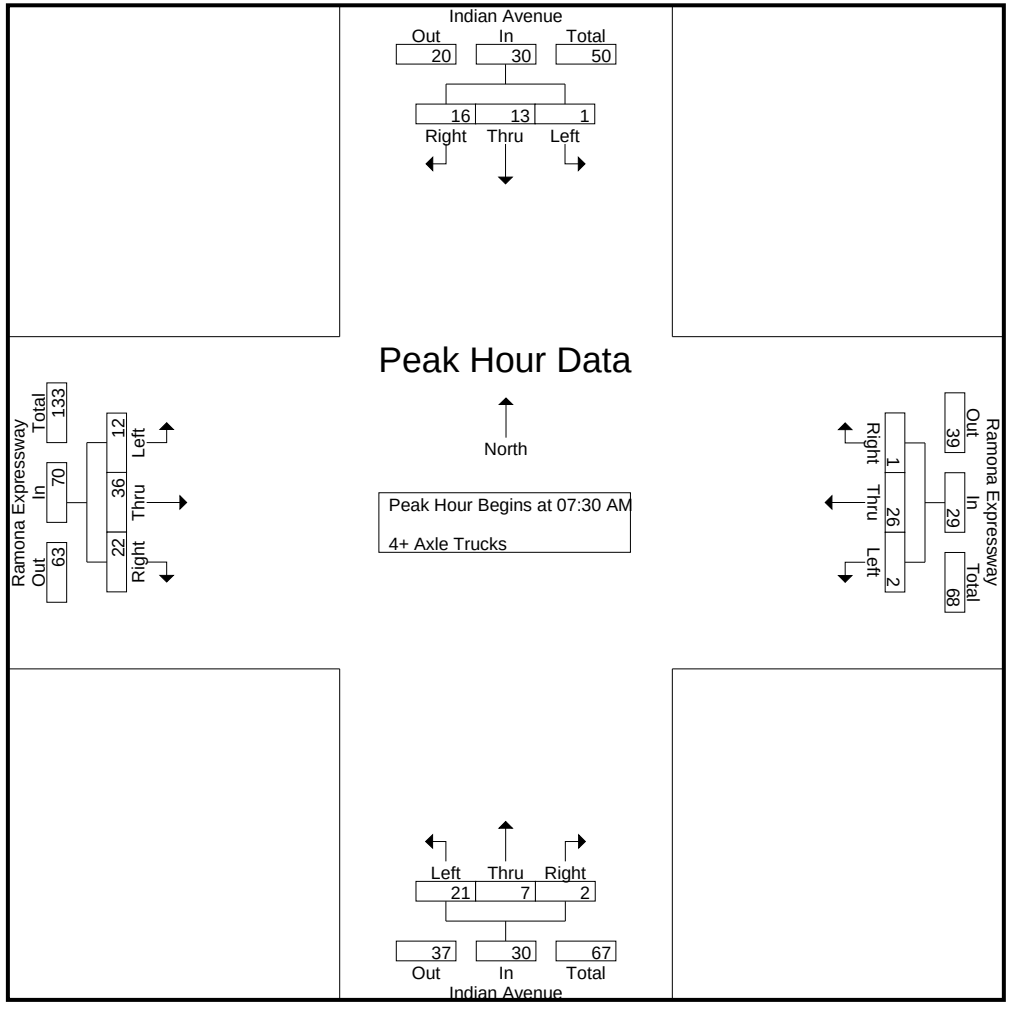

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File Name : 04_PER_Ind_Ram AM
Site Code : 05122445
Start Date : 6/8/2022

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	1	3	4	0	3	0	3	**6**	**4**	**1**	**11**	1	10	**10**	**21**	
+15 mins.	0	2	**5**	7	**2**	6	0	8	5	1	1	7	**5**	7	6	18	
+30 mins.	**1**	**8**	3	**12**	0	**10**	**1**	**11**	4	1	0	5	2	7	4	13	
+45 mins.	0	2	5	7	0	7	0	7	6	1	0	7	4	**12**	2	18	
Total Volume	1	13	16	30	2	26	1	29	21	7	2	30	12	36	22	70	
% App. Total	3.3	43.3	53.3		6.9	89.7	3.4		70	23.3	6.7		17.1	51.4	31.4		
PHF	.250	.406	.800	.625	.250	.650	.250	.659	.875	.438	.500	.682	.600	.750	.550	.833	

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Site Code : 05122445
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	15	27	13	9	55	8	210	15	6	233	20	20	10	4	50	9	274	12	1	295	20	633	653
04:15 PM	14	13	9	5	36	6	239	13	7	258	36	26	23	4	85	16	298	13	3	327	19	706	725
04:30 PM	11	38	20	11	69	9	245	16	4	270	44	35	31	9	110	32	299	15	5	346	29	795	824
04:45 PM	9	32	6	4	47	10	219	12	8	241	18	13	7	3	38	21	298	14	1	333	16	659	675
Total	49	110	48	29	207	33	913	56	25	1002	118	94	71	20	283	78	1169	54	10	1301	84	2793	2877
05:00 PM	8	21	12	5	41	9	236	8	5	253	14	21	10	1	45	7	304	8	1	319	12	658	670
05:15 PM	14	32	9	5	55	25	221	6	2	252	20	14	7	0	41	4	338	21	6	363	13	711	724
05:30 PM	8	42	14	7	64	29	217	7	2	253	14	15	6	3	35	6	300	24	7	330	19	682	701
05:45 PM	7	25	12	3	44	26	264	8	1	298	11	8	12	9	31	17	303	23	6	343	19	716	735
Total	37	120	47	20	204	89	938	29	10	1056	59	58	35	13	152	34	1245	76	20	1355	63	2767	2830
Grand Total	86	230	95	49	411	122	1851	85	35	2058	177	152	106	33	435	112	2414	130	30	2656	147	5560	5707
Apprch %	20.9	56	23.1			5.9	89.9	4.1			40.7	34.9	24.4			4.2	90.9	4.9					
Total %	1.5	4.1	1.7		7.4	2.2	33.3	1.5		37	3.2	2.7	1.9		7.8	2	43.4	2.3		47.8	2.6	97.4	
Passenger Vehicles	82	191	76		393	104	1783	78		1996	143	113	105		394	86	2330	93		2533	0	0	5316
% Passenger Vehicles	95.3	83	80	89.8	85.4	85.2	96.3	91.8	88.6	95.4	80.8	74.3	99.1	100	84.2	76.8	96.5	71.5	80	94.3	0	0	93.1
Large 2 Axle Vehicles	0	2	6		11	15	25	1		41	2	2	0		4	5	49	2		57	0	0	113
% Large 2 Axle Vehicles	0	0.9	6.3	6.1	2.4	12.3	1.4	1.2	0	2	1.1	1.3	0	0	0.9	4.5	2	1.5	3.3	2.1	0	0	2
3 Axle Vehicles	1	22	1		25	1	8	3		14	6	9	0		15	7	7	6		21	0	0	75
% 3 Axle Vehicles	1.2	9.6	1.1	2	5.4	0.8	0.4	3.5	5.7	0.7	3.4	5.9	0	0	3.2	6.2	0.3	4.6	3.3	0.8	0	0	1.3
4+ Axle Trucks	3	15	12		31	2	35	3		42	26	28	1		55	14	28	29		75	0	0	203
% 4+ Axle Trucks	3.5	6.5	12.6	2	6.7	1.6	1.9	3.5	5.7	2	14.7	18.4	0.9	0	11.8	12.5	1.2	22.3	13.3	2.8	0	0	3.6

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	11	**38**	**20**	**69**	9	**245**	**16**	**270**	**44**	**35**	**31**	**110**	**32**	299	15	346	**795**
04:45 PM	9	32	6	47	10	219	12	241	18	13	7	38	21	298	14	333	659
05:00 PM	8	21	12	41	9	236	8	253	14	21	10	45	7	304	8	319	658
05:15 PM	**14**	32	9	55	**25**	221	6	252	20	14	7	41	4	**338**	**21**	**363**	711
Total Volume	42	123	47	212	53	921	42	1016	96	83	55	234	64	1239	58	1361	2823
% App. Total	19.8	58	22.2		5.2	90.6	4.1		41	35.5	23.5		4.7	91	4.3		
PHF	.750	.809	.588	.768	.530	.940	.656	.941	.545	.593	.444	.532	.500	.916	.690	.937	.888

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File Name : 04_PER_Ind_Ram PM
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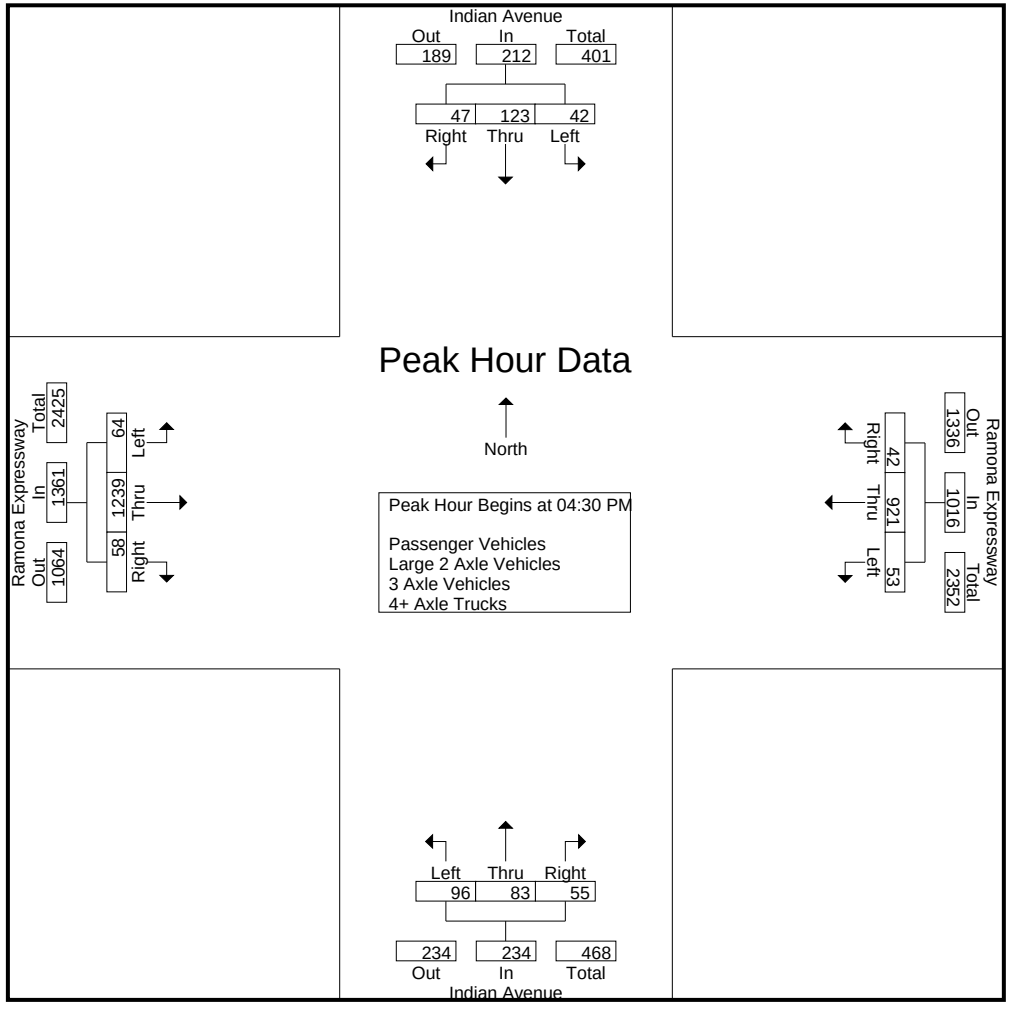

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	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				05:00 PM				04:00 PM				04:30 PM				
+0 mins.	11	**38**	**20**	**69**	9	236	**8**	253	20	20	10	50	**32**	299	15	346	
+15 mins.	9	32	6	47	25	221	6	252	36	26	23	85	21	298	14	333	
+30 mins.	8	21	12	41	**29**	217	7	253	**44**	**35**	**31**	**110**	7	304	8	319	
+45 mins.	**14**	32	9	55	26	**264**	8	**298**	18	13	7	38	4	**338**	**21**	**363**	
Total Volume	42	123	47	212	89	938	29	1056	118	94	71	283	64	1239	58	1361	
% App. Total	19.8	58	22.2		8.4	88.8	2.7		41.7	33.2	25.1		4.7	91	4.3		
PHF	.750	.809	.588	.768	.767	.888	.906	.886	.670	.671	.573	.643	.500	.916	.690	.937	

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Groups Printed- Passenger Vehicles

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	21	12	8	47	6	196	13	5	215	19	12	10	4	41	6	264	6	0	276	17	579	596
04:15 PM	13	10	4	3	27	3	233	13	7	249	31	21	23	4	75	14	281	8	3	303	17	654	671
04:30 PM	11	31	18	11	60	6	237	16	4	259	38	31	31	9	100	29	287	11	5	327	29	746	775
04:45 PM	8	25	5	4	38	8	210	11	7	229	14	9	7	3	30	14	286	11	0	311	14	608	622
Total	46	87	39	26	172	23	876	53	23	952	102	73	71	20	246	63	1118	36	8	1217	77	2587	2664
05:00 PM	8	17	11	5	36	6	231	7	4	244	11	18	10	1	39	5	295	3	0	303	10	622	632
05:15 PM	14	27	6	3	47	23	208	5	2	236	16	8	7	0	31	2	328	18	6	348	11	662	673
05:30 PM	7	37	10	7	54	28	215	6	1	249	7	10	6	3	23	6	298	19	6	323	17	649	666
05:45 PM	7	23	10	3	40	24	253	7	1	284	7	4	11	9	22	10	291	17	4	318	17	664	681
Total	36	104	37	18	177	81	907	25	8	1013	41	40	34	13	115	23	1212	57	16	1292	55	2597	2652
Grand Total	82	191	76	44	349	104	1783	78	31	1965	143	113	105	33	361	86	2330	93	24	2509	132	5184	5316
Apprch %	23.5	54.7	21.8			5.3	90.7	4			39.6	31.3	29.1			3.4	92.9	3.7					
Total %	1.6	3.7	1.5		6.7	2	34.4	1.5		37.9	2.8	2.2	2		7	1.7	44.9	1.8		48.4	2.5	97.5	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	11	**31**	**18**	**60**	6	**237**	**16**	**259**	**38**	**31**	**31**	**100**	**29**	287	11	327	**746**
04:45 PM	8	25	5	38	8	210	11	229	14	9	7	30	14	286	11	311	608
05:00 PM	8	17	11	36	6	231	7	244	11	18	10	39	5	295	3	303	622
05:15 PM	**14**	27	6	47	**23**	208	5	236	16	8	7	31	2	**328**	**18**	**348**	662
Total Volume	41	100	40	181	43	886	39	968	79	66	55	200	50	1196	43	1289	2638
% App. Total	22.7	55.2	22.1		4.4	91.5	4		39.5	33	27.5		3.9	92.8	3.3		
PHF	.732	.806	.556	.754	.467	.935	.609	.934	.520	.532	.444	.500	.431	.912	.597	.926	.884

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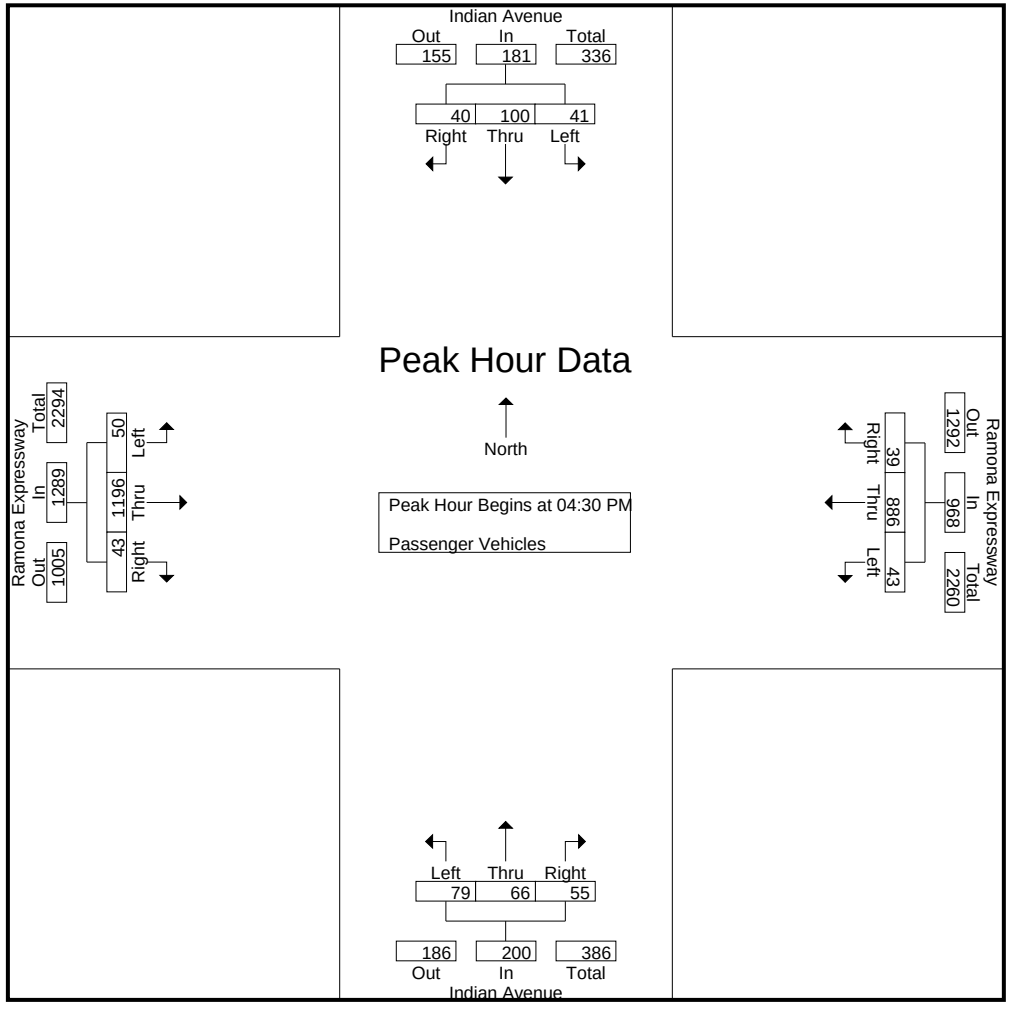

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	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	11	**31**	**18**	**60**	6	**237**	**16**	**259**	**38**	**31**	**31**	**100**	**29**	287	11	327	
+15 mins.	8	25	5	38	8	210	11	229	14	9	7	30	14	286	11	311	
+30 mins.	8	17	11	36	6	231	7	244	11	18	10	39	5	295	3	303	
+45 mins.	**14**	27	6	47	**23**	208	5	236	16	8	7	31	2	**328**	**18**	**348**	
Total Volume	41	100	40	181	43	886	39	968	79	66	55	200	50	1196	43	1289	
% App. Total	22.7	55.2	22.1		4.4	91.5	4		39.5	33	27.5		3.9	92.8	3.3		
PHF	.732	.806	.556	.754	.467	.935	.609	.934	.520	.532	.444	.500	.431	.912	.597	.926	

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Groups Printed- Large 2 Axle Vehicles

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	1	1	2	5	0	0	7	0	1	0	0	1	1	7	0	0	8	1	17	18
04:15 PM	0	0	4	2	4	2	5	0	0	7	0	1	0	0	1	0	9	1	0	10	2	22	24
04:30 PM	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	2	8	0	0	10	0	15	15
04:45 PM	0	0	0	0	0	2	2	0	0	4	1	0	0	0	1	2	6	0	0	8	0	13	13
Total	0	0	5	3	5	8	14	0	0	22	2	2	0	0	4	5	30	1	0	36	3	67	70
05:00 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	6	6
05:15 PM	0	1	0	0	1	2	6	1	0	9	0	0	0	0	0	0	6	0	0	6	0	16	16
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
05:45 PM	0	1	0	0	1	2	5	0	0	7	0	0	0	0	0	0	8	1	1	9	1	17	18
Total	0	2	1	0	3	7	11	1	0	19	0	0	0	0	0	0	19	1	1	20	1	42	43
Grand Total	0	2	6	3	8	15	25	1	0	41	2	2	0	0	4	5	49	2	1	56	4	109	113
Apprch %	0	25	75			36.6	61	2.4			50	50	0			8.9	87.5	3.6					
Total %	0	1.8	5.5		7.3	13.8	22.9	0.9		37.6	1.8	1.8	0		3.7	4.6	45	1.8		51.4	3.5	96.5	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**2**	2	0	4	**1**	0	0	**1**	**2**	**8**	0	**10**	15
04:45 PM	0	0	0	0	2	2	0	4	1	0	0	1	2	6	0	8	13
05:00 PM	0	0	**1**	**1**	2	0	0	2	0	0	0	0	0	3	0	3	6
05:15 PM	0	**1**	0	1	2	**6**	**1**	**9**	0	0	0	0	0	6	0	6	**16**
Total Volume	0	1	1	2	8	10	1	19	2	0	0	2	4	23	0	27	50
% App. Total	0	50	50		42.1	52.6	5.3		100	0	0		14.8	85.2	0		
PHF	.000	.250	.250	.500	1.00	.417	.250	.528	.500	.000	.000	.500	.500	.719	.000	.675	.781

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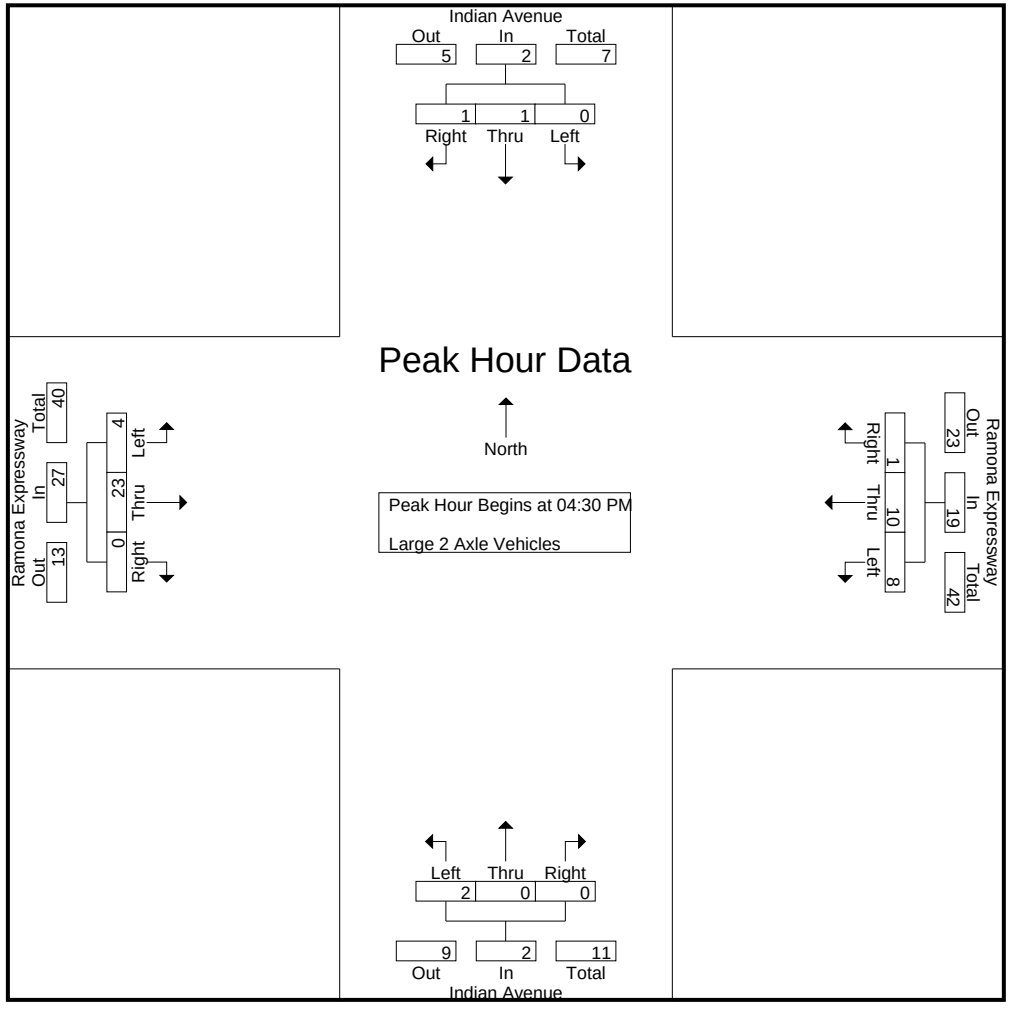
City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	**2**	2	0	4	**1**	0	0	**1**	**2**	**8**	0	**10**	
+15 mins.	0	0	0	0	2	2	0	4	1	0	0	1	2	6	0	8	
+30 mins.	0	0	**1**	**1**	2	0	0	2	0	0	0	0	0	3	0	3	
+45 mins.	0	**1**	0	1	2	**6**	**1**	**9**	0	0	0	0	0	6	0	6	
Total Volume	0	1	1	2	8	10	1	19	2	0	0	2	4	23	0	27	
% App. Total	0	50	50		42.1	52.6	5.3		100	0	0		14.8	85.2	0		
PHF	.000	.250	.250	.500	1.000	.417	.250	.528	.500	.000	.000	.500	.500	.719	.000	.675	

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City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	0	0	4	0	4	1	0	5	0	3	0	0	3	2	0	2	0	4	0	16	16
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	5	5
04:30 PM	0	3	0	0	3	0	1	0	0	1	1	1	0	0	2	0	0	1	0	1	0	7	7
04:45 PM	1	6	0	0	7	0	0	1	1	1	1	1	0	0	2	1	1	0	0	2	1	12	13
Total	1	15	0	0	16	0	5	2	1	7	2	5	0	0	7	4	3	3	0	10	1	40	41
05:00 PM	0	2	0	0	2	1	0	1	1	2	1	1	0	0	2	1	1	1	0	3	1	9	10
05:15 PM	0	2	1	1	3	0	2	0	0	2	1	1	0	0	2	0	2	0	0	2	1	9	10
05:30 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	2	1	2	1	6	7
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	2	1	0	0	3	0	7	7
Total	0	7	1	1	8	1	3	1	1	5	4	4	0	0	8	3	4	3	1	10	3	31	34
Grand Total	1	22	1	1	24	1	8	3	2	12	6	9	0	0	15	7	7	6	1	20	4	71	75
Apprch %	4.2	91.7	4.2			8.3	66.7	25			40	60	0			35	35	30					
Total %	1.4	31	1.4		33.8	1.4	11.3	4.2		16.9	8.5	12.7	0		21.1	9.9	9.9	8.5		28.2	5.3	94.7	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	3	0	3	0	1	0	1	**1**	**1**	0	**2**	0	0	**1**	1	7
04:45 PM	**1**	**6**	0	**7**	0	0	**1**	1	1	1	0	2	**1**	1	0	2	**12**
05:00 PM	0	2	0	2	**1**	0	1	**2**	1	1	0	2	1	1	1	**3**	9
05:15 PM	0	2	**1**	3	0	**2**	0	2	1	1	0	2	0	**2**	0	2	9
Total Volume	1	13	1	15	1	3	2	6	4	4	0	8	2	4	2	8	37
% App. Total	6.7	86.7	6.7		16.7	50	33.3		50	50	0		25	50	25		
PHF	.250	.542	.250	.536	.250	.375	.500	.750	1.00	1.00	.000	1.00	.500	.500	.500	.667	.771

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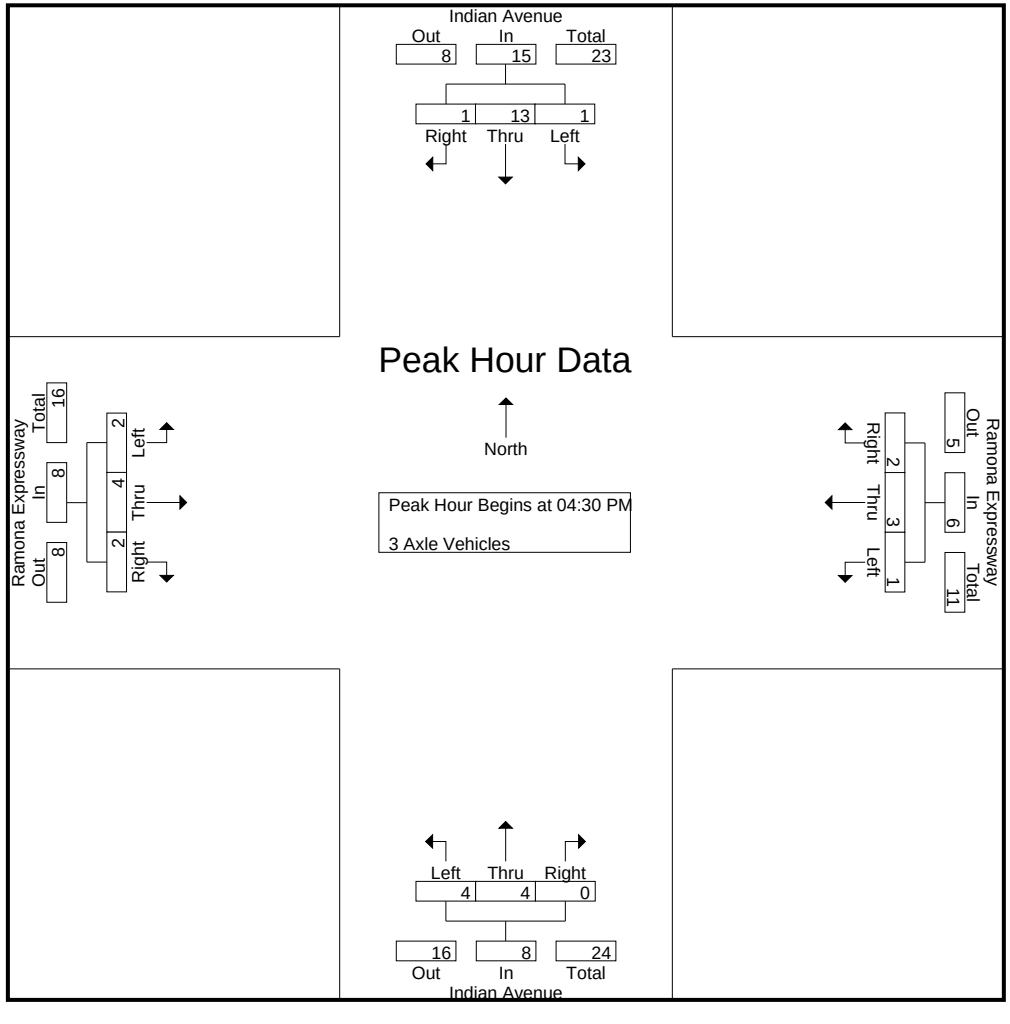
City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	3	0	3	0	1	0	1	**1**	**1**	0	**2**	0	0	**1**	1	
+15 mins.	**1**	**6**	0	**7**	0	0	**1**	1	1	1	0	2	**1**	1	0	2	
+30 mins.	0	2	0	2	**1**	0	1	**2**	1	1	0	2	1	1	1	**3**	
+45 mins.	0	2	**1**	3	0	**2**	0	2	1	1	0	2	0	**2**	0	2	
Total Volume	1	13	1	15	1	3	2	6	4	4	0	8	2	4	2	8	
% App. Total	6.7	86.7	6.7		16.7	50	33.3		50	50	0		25	50	25		
PHF	.250	.542	.250	.536	.250	.375	.500	.750	1.000	1.000	.000	1.000	.500	.500	.500	.667	

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City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	2	0	0	3	0	5	1	1	6	1	4	0	0	5	0	3	4	1	7	2	21	23
04:15 PM	1	1	1	0	3	1	1	0	0	2	5	4	0	0	9	1	6	4	0	11	0	25	25
04:30 PM	0	4	2	0	6	1	5	0	0	6	4	3	0	0	7	1	4	3	0	8	0	27	27
04:45 PM	0	1	1	0	2	0	7	0	0	7	2	3	0	0	5	4	5	3	1	12	1	26	27
Total	2	8	4	0	14	2	18	1	1	21	12	14	0	0	26	6	18	14	2	38	3	99	102
05:00 PM	0	2	0	0	2	0	5	0	0	5	2	2	0	0	4	1	5	4	1	10	1	21	22
05:15 PM	0	2	2	1	4	0	5	0	0	5	3	5	0	0	8	2	2	3	0	7	1	24	25
05:30 PM	1	3	4	0	8	0	2	1	1	3	5	5	0	0	10	0	0	3	0	3	1	24	25
05:45 PM	0	0	2	0	2	0	5	1	0	6	4	2	1	0	7	5	3	5	1	13	1	28	29
Total	1	7	8	1	16	0	17	2	1	19	14	14	1	0	29	8	10	15	2	33	4	97	101
Grand Total	3	15	12	1	30	2	35	3	2	40	26	28	1	0	55	14	28	29	4	71	7	196	203
Apprch %	10	50	40			5	87.5	7.5			47.3	50.9	1.8			19.7	39.4	40.8					
Total %	1.5	7.7	6.1		15.3	1	17.9	1.5		20.4	13.3	14.3	0.5		28.1	7.1	14.3	14.8		36.2	3.4	96.6	

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**4**	**2**	**6**	**1**	5	0	6	**4**	3	0	7	1	4	3	8	**27**
04:45 PM	0	1	1	2	0	**7**	0	**7**	2	3	0	5	**4**	**5**	3	**12**	26
05:00 PM	0	2	0	2	0	5	0	5	2	2	0	4	1	5	**4**	10	21
05:15 PM	0	2	2	4	0	5	0	5	3	**5**	0	**8**	2	2	3	7	24
Total Volume	0	9	5	14	1	22	0	23	11	13	0	24	8	16	13	37	98
% App. Total	0	64.3	35.7		4.3	95.7	0		45.8	54.2	0		21.6	43.2	35.1		
PHF	.000	.563	.625	.583	.250	.786	.000	.821	.688	.650	.000	.750	.500	.800	.813	.771	.907

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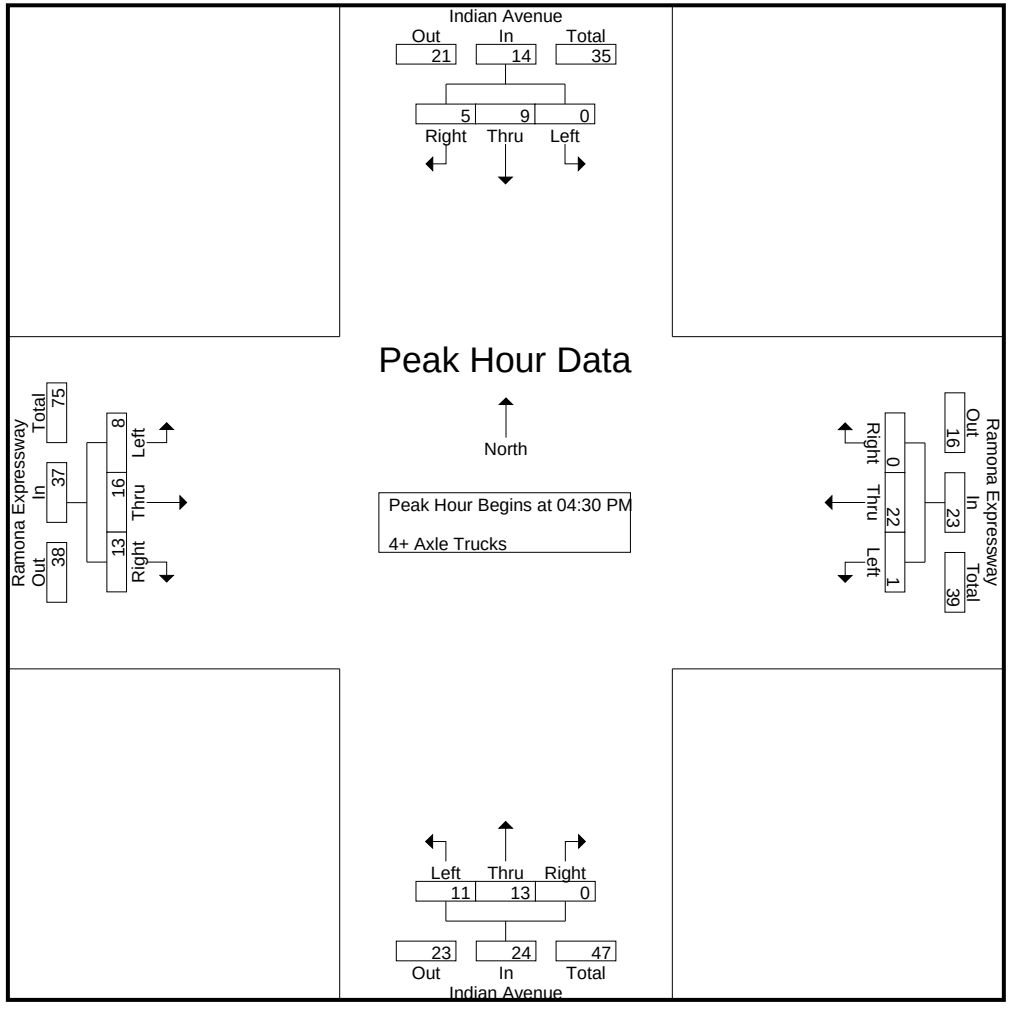
City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Indian Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 04_PER_Ind_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	**4**	**2**	**6**	**1**	5	0	6	**4**	3	0	7	1	4	3	8	
+15 mins.	0	1	1	2	0	**7**	0	**7**	2	3	0	5	**4**	**5**	3	**12**	
+30 mins.	0	2	0	2	0	5	0	5	2	2	0	4	1	5	**4**	10	
+45 mins.	0	2	2	4	0	5	0	5	3	**5**	0	**8**	2	2	3	7	
Total Volume	0	9	5	14	1	22	0	23	11	13	0	24	8	16	13	37	
% App. Total	0	64.3	35.7		4.3	95.7	0		45.8	54.2	0		21.6	43.2	35.1		
PHF	.000	.563	.625	.583	.250	.786	.000	.821	.688	.650	.000	.750	.500	.800	.813	.771	

Location: Perris
N/S: Indian Avenue
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Indian Avenue	East Leg Ramona Expressway	South Leg Indian Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	4	0	0	0	4
TOTAL VOLUMES:	6	0	0	0	6

	North Leg Indian Avenue	East Leg Ramona Expressway	South Leg Indian Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	1	0	0	2

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Location: Perris
N/S: Indian Avenue
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Indian Avenue			Westbound Ramona Expressway			Northbound Indian Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Indian Avenue			Westbound Ramona Expressway			Northbound Indian Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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

File Name : 05_PER_Perris_HK AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	18	102	51	7	171	0	91	40	11	131	36	180	4	1	220	33	11	10	8	54	27	576	603
07:15 AM	15	103	62	7	180	2	75	43	14	120	28	218	5	2	251	39	8	6	2	53	25	604	629
07:30 AM	11	103	36	13	150	0	66	56	22	122	31	202	2	0	235	37	16	3	1	56	36	563	599
07:45 AM	18	160	57	20	235	1	67	38	12	106	26	183	0	0	209	39	7	4	2	50	34	600	634
Total	62	468	206	47	736	3	299	177	59	479	121	783	11	3	915	148	42	23	13	213	122	2343	2465
08:00 AM	11	127	56	14	194	1	49	28	14	78	25	143	0	0	168	22	13	11	5	46	33	486	519
08:15 AM	17	103	46	12	166	3	44	18	7	65	14	123	0	0	137	37	10	8	4	55	23	423	446
08:30 AM	5	105	26	7	136	0	27	23	10	50	12	115	2	1	129	33	9	6	3	48	21	363	384
08:45 AM	15	101	27	6	143	1	28	19	8	48	14	102	0	0	116	31	5	4	2	40	16	347	363
Total	48	436	155	39	639	5	148	88	39	241	65	483	2	1	550	123	37	29	14	189	93	1619	1712
Grand Total	110	904	361	86	1375	8	447	265	98	720	186	1266	13	4	1465	271	79	52	27	402	215	3962	4177
Apprch %	8	65.7	26.3			1.1	62.1	36.8			12.7	86.4	0.9			67.4	19.7	12.9					
Total %	2.8	22.8	9.1		34.7	0.2	11.3	6.7		18.2	4.7	32	0.3		37	6.8	2	1.3		10.1	5.1	94.9	
Passenger Vehicles	91	841	300		1297	4	417	248		760	172	1188	10		1373	214	50	43		330	0	0	3760
% Passenger Vehicles	82.7	93	83.1	75.6	88.8	50	93.3	93.6	92.9	92.9	92.5	93.8	76.9	75	93.5	79	63.3	82.7	85.2	76.9	0	0	90
Large 2 Axle Vehicles	4	37	14		60	1	8	4		14	6	50	1		58	19	7	4		31	0	0	163
% Large 2 Axle Vehicles	3.6	4.1	3.9	5.8	4.1	12.5	1.8	1.5	1	1.7	3.2	3.9	7.7	25	3.9	7	8.9	7.7	3.7	7.2	0	0	3.9
3 Axle Vehicles	7	8	11		31	0	3	0		3	4	7	1		12	13	5	3		22	0	0	68
% 3 Axle Vehicles	6.4	0.9	3	5.8	2.1	0	0.7	0	0	0.4	2.2	0.6	7.7	0	0.8	4.8	6.3	5.8	3.7	5.1	0	0	1.6
4+ Axle Trucks	8	18	36		73	3	19	13		41	4	21	1		26	25	17	2		46	0	0	186
% 4+ Axle Trucks	7.3	2	10	12.8	5	37.5	4.3	4.9	6.1	5	2.2	1.7	7.7	0	1.8	9.2	21.5	3.8	7.4	10.7	0	0	4.5

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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	**18**	102	51	171	0	**91**	40	**131**	**36**	180	4	220	33	11	**10**	54	576
07:15 AM	15	103	**62**	180	**2**	75	43	120	28	**218**	**5**	**251**	**39**	8	6	53	**604**
07:30 AM	11	103	36	150	0	66	**56**	122	31	202	2	235	37	**16**	3	**56**	563
07:45 AM	18	**160**	57	**235**	1	67	38	106	26	183	0	209	39	7	4	50	600
Total Volume	62	468	206	736	3	299	177	479	121	783	11	915	148	42	23	213	2343
% App. Total	8.4	63.6	28		0.6	62.4	37		13.2	85.6	1.2		69.5	19.7	10.8		
PHF	.861	.731	.831	.783	.375	.821	.790	.914	.840	.898	.550	.911	.949	.656	.575	.951	.970

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City of Perris
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E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Perris_HK AM
Site Code : 05122445
Start Date : 6/8/2022
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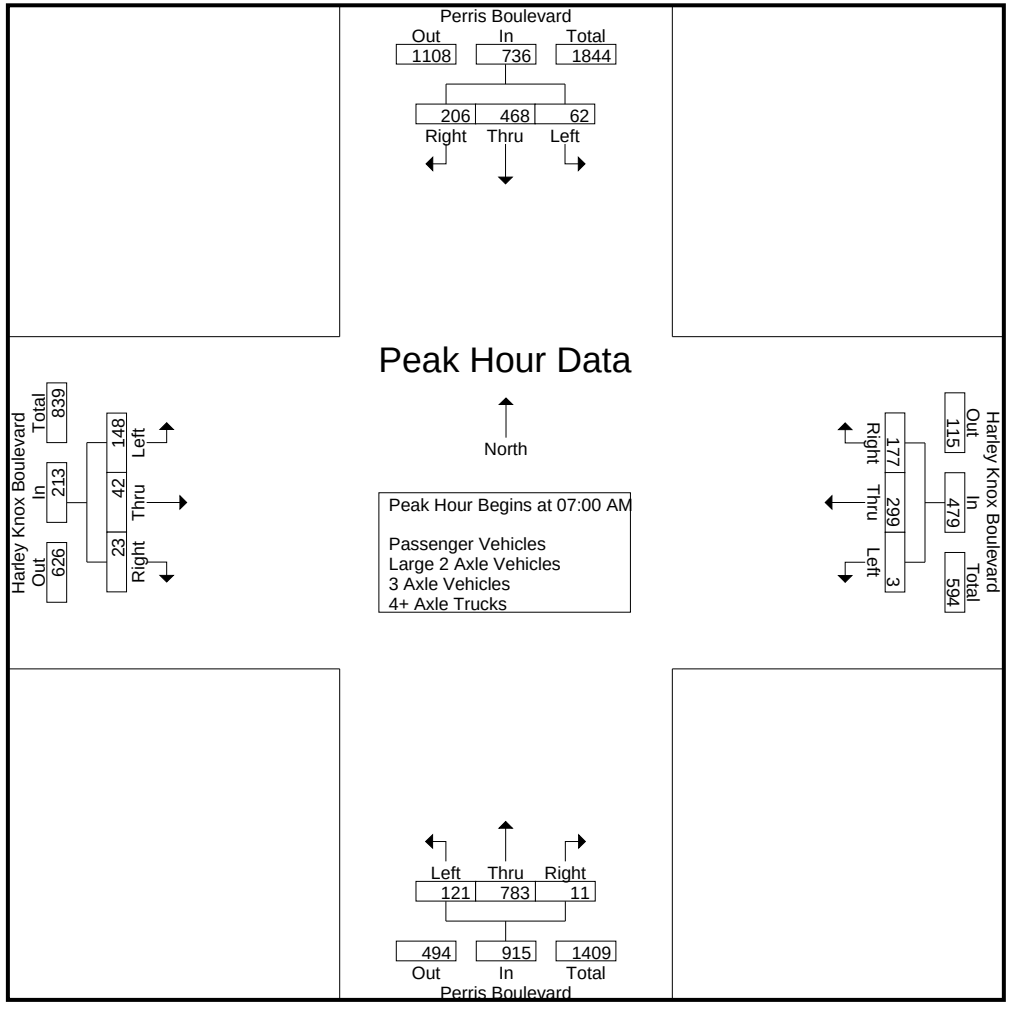

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City of Perris
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Start Date : 6/8/2022

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	15	103	**62**	180	0	**91**	40	**131**	**36**	180	4	220	33	11	**10**	54	
+15 mins.	11	103	36	150	**2**	75	43	120	28	**218**	**5**	**251**	**39**	8	6	53	
+30 mins.	**18**	**160**	57	**235**	0	66	**56**	122	31	202	2	235	37	**16**	3	**56**	
+45 mins.	11	127	56	194	1	67	38	106	26	183	0	209	39	7	4	50	
Total Volume	55	493	211	759	3	299	177	479	121	783	11	915	148	42	23	213	
% App. Total	7.2	65	27.8		0.6	62.4	37		13.2	85.6	1.2		69.5	19.7	10.8		
PHF	.764	.770	.851	.807	.375	.821	.790	.914	.840	.898	.550	.911	.949	.656	.575	.951	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	13	89	43	3	145	0	85	35	9	120	33	168	3	1	204	26	4	10	8	40	21	509	530
07:15 AM	14	97	53	4	164	1	73	41	13	115	26	205	5	2	236	30	5	5	1	40	20	555	575
07:30 AM	10	98	31	11	139	0	63	52	21	115	29	187	1	0	217	32	12	1	0	45	32	516	548
07:45 AM	15	151	50	17	216	0	65	37	12	102	25	172	0	0	197	31	7	4	2	42	31	557	588
Total	52	435	177	35	664	1	286	165	55	452	113	732	9	3	854	119	28	20	11	167	104	2137	2241
08:00 AM	7	119	49	14	175	1	47	28	14	76	24	133	0	0	157	16	11	10	5	37	33	445	478
08:15 AM	16	95	33	8	144	2	41	17	7	60	12	119	0	0	131	29	5	6	2	40	17	375	392
08:30 AM	3	101	20	4	124	0	22	22	9	44	10	109	1	0	120	29	5	4	3	38	16	326	342
08:45 AM	13	91	21	4	125	0	21	16	6	37	13	95	0	0	108	21	1	3	2	25	12	295	307
Total	39	406	123	30	568	3	131	83	36	217	59	456	1	0	516	95	22	23	12	140	78	1441	1519
Grand Total	91	841	300	65	1232	4	417	248	91	669	172	1188	10	3	1370	214	50	43	23	307	182	3578	3760
Apprch %	7.4	68.3	24.4			0.6	62.3	37.1			12.6	86.7	0.7			69.7	16.3	14					
Total %	2.5	23.5	8.4		34.4	0.1	11.7	6.9		18.7	4.8	33.2	0.3		38.3	6	1.4	1.2		8.6	4.8	95.2	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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	13	89	43	145	0	**85**	35	**120**	**33**	168	3	204	26	4	**10**	40	509
07:15 AM	14	97	**53**	164	**1**	73	41	115	26	**205**	**5**	**236**	30	5	5	40	555
07:30 AM	10	98	31	139	0	63	**52**	115	29	187	1	217	**32**	**12**	1	**45**	516
07:45 AM	**15**	**151**	50	**216**	0	65	37	102	25	172	0	197	31	7	4	42	**557**
Total Volume	52	435	177	664	1	286	165	452	113	732	9	854	119	28	20	167	2137
% App. Total	7.8	65.5	26.7		0.2	63.3	36.5		13.2	85.7	1.1		71.3	16.8	12		
PHF	.867	.720	.835	.769	.250	.841	.793	.942	.856	.893	.450	.905	.930	.583	.500	.928	.959

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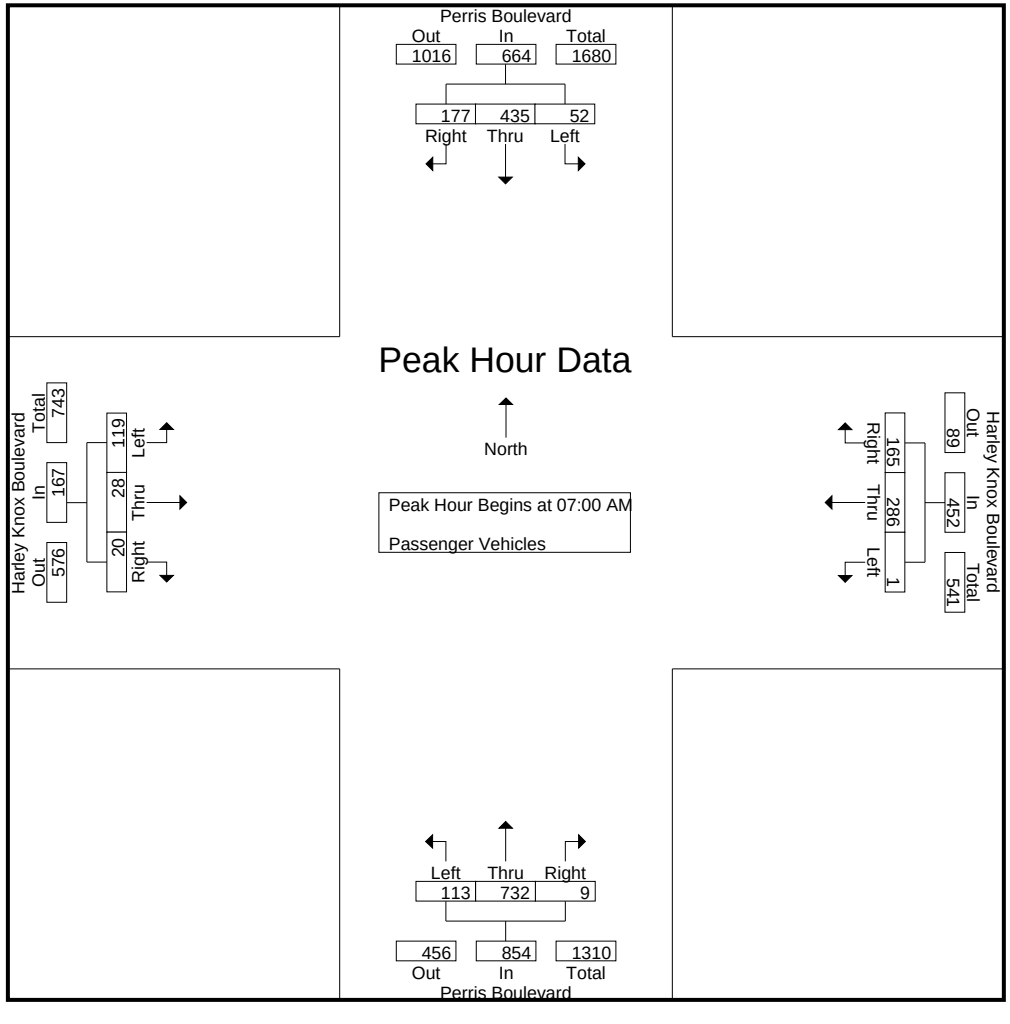

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	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	13	89	43	145	0	**85**	35	**120**	**33**	168	3	204	26	4	**10**	40	
+15 mins.	14	97	**53**	164	**1**	73	41	115	26	**205**	**5**	**236**	30	5	5	40	
+30 mins.	10	98	31	139	0	63	**52**	115	29	187	1	217	**32**	**12**	1	**45**	
+45 mins.	**15**	**151**	50	**216**	0	65	37	102	25	172	0	197	31	7	4	42	
Total Volume	52	435	177	664	1	286	165	452	113	732	9	854	119	28	20	167	
% App. Total	7.8	65.5	26.7		0.2	63.3	36.5		13.2	85.7	1.1		71.3	16.8	12		
PHF	.867	.720	.835	.769	.250	.841	.793	.942	.856	.893	.450	.905	.930	.583	.500	.928	

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File Name : 05_PER_Perris_HK AM
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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	7	2	0	10	0	2	2	0	4	1	10	0	0	11	1	3	0	0	4	0	29	29
07:15 AM	0	4	2	1	6	0	0	0	0	0	1	7	0	0	8	6	1	0	0	7	1	21	22
07:30 AM	0	1	4	2	5	0	0	1	1	1	1	8	0	0	9	1	2	1	0	4	3	19	22
07:45 AM	1	8	0	0	9	0	0	0	0	0	0	7	0	0	7	3	0	0	0	3	0	19	19
Total	2	20	8	3	30	0	2	3	1	5	3	32	0	0	35	11	6	1	0	18	4	88	92
08:00 AM	2	6	1	0	9	0	1	0	0	1	0	8	0	0	8	1	0	1	0	2	0	20	20
08:15 AM	0	5	3	1	8	1	1	1	0	3	0	3	0	0	3	4	0	1	1	5	2	19	21
08:30 AM	0	2	1	0	3	0	2	0	0	2	2	3	1	1	6	1	0	1	0	2	1	13	14
08:45 AM	0	4	1	1	5	0	2	0	0	2	1	4	0	0	5	2	1	0	0	3	1	15	16
Total	2	17	6	2	25	1	6	1	0	8	3	18	1	1	22	8	1	3	1	12	4	67	71
Grand Total	4	37	14	5	55	1	8	4	1	13	6	50	1	1	57	19	7	4	1	30	8	155	163
Apprch %	7.3	67.3	25.5			7.7	61.5	30.8			10.5	87.7	1.8			63.3	23.3	13.3					
Total %	2.6	23.9	9		35.5	0.6	5.2	2.6		8.4	3.9	32.3	0.6		36.8	12.3	4.5	2.6		19.4	4.9	95.1	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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**	7	2	**10**	0	**2**	**2**	**4**	**1**	**10**	0	**11**	1	**3**	0	4	**29**
07:15 AM	0	4	2	6	0	0	0	0	1	7	0	8	**6**	1	0	**7**	21
07:30 AM	0	1	**4**	5	0	0	1	1	1	8	0	9	1	2	**1**	4	19
07:45 AM	1	**8**	0	9	0	0	0	0	0	7	0	7	3	0	0	3	19
Total Volume	2	20	8	30	0	2	3	5	3	32	0	35	11	6	1	18	88
% App. Total	6.7	66.7	26.7		0	40	60		8.6	91.4	0		61.1	33.3	5.6		
PHF	.500	.625	.500	.750	.000	.250	.375	.313	.750	.800	.000	.795	.458	.500	.250	.643	.759

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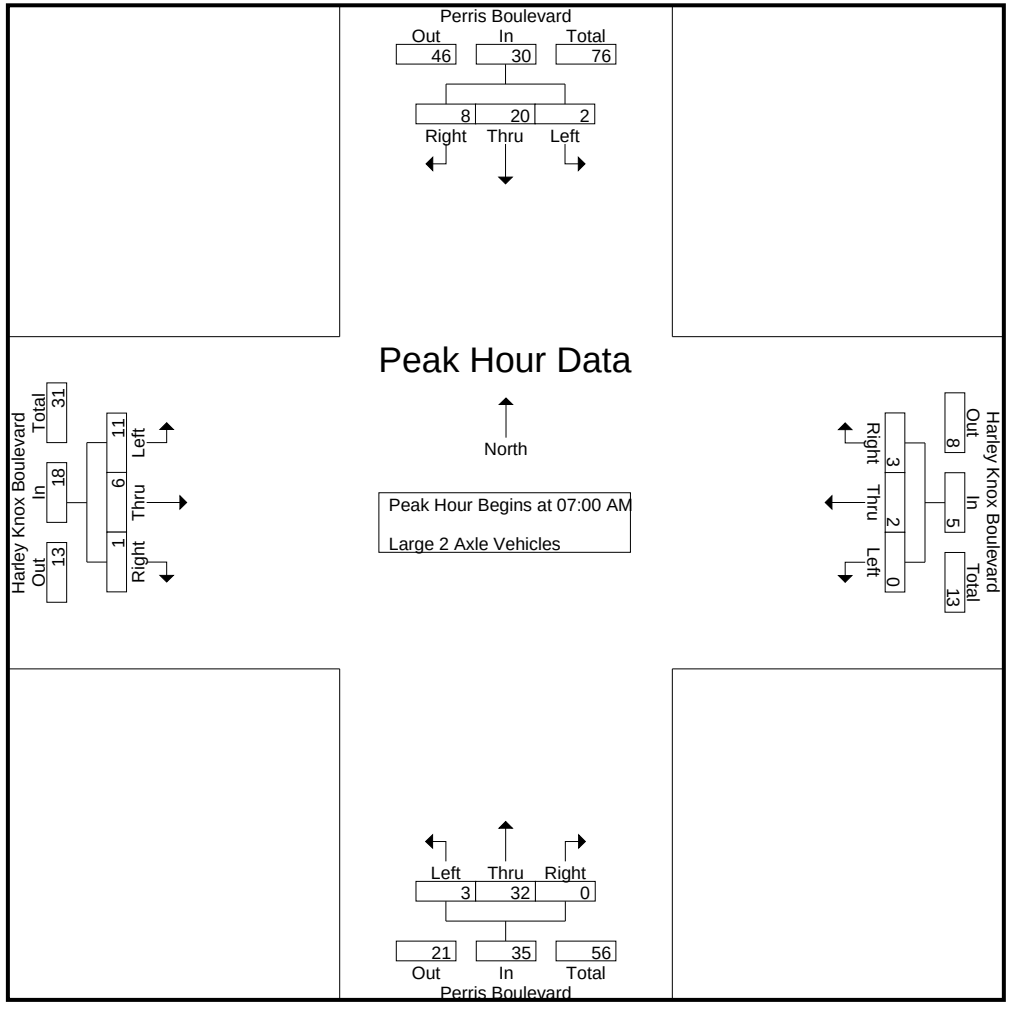

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	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**1**	7	2	**10**	0	**2**	**2**	**4**	**1**	**10**	0	**11**	1	**3**	0	4	
+15 mins.	0	4	2	6	0	0	0	0	1	7	0	8	**6**	1	0	**7**	
+30 mins.	0	1	**4**	5	0	0	1	1	1	8	0	9	1	2	**1**	4	
+45 mins.	1	**8**	0	9	0	0	0	0	0	7	0	7	3	0	0	3	
Total Volume	2	20	8	30	0	2	3	5	3	32	0	35	11	6	1	18	
% App. Total	6.7	66.7	26.7		0	40	60		8.6	91.4	0		61.1	33.3	5.6		
PHF	.500	.625	.500	.750	.000	.250	.375	.313	.750	.800	.000	.795	.458	.500	.250	.643	

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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	3	4	3	11	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	3	15	18
07:15 AM	0	1	2	0	3	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	6	6
07:30 AM	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	2	1	0	0	3	0	7	7
07:45 AM	1	0	3	2	4	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	2	8	10
Total	6	4	9	5	19	0	3	0	0	3	3	3	1	0	7	5	2	0	0	7	5	36	41
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	0	7	7
08:15 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	0	1	1	1	2	1	6	7
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	5	5
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1	1	0	7	0	8	8
Total	1	4	2	0	7	0	0	0	0	0	1	4	0	0	5	8	3	3	1	14	1	26	27
Grand Total	7	8	11	5	26	0	3	0	0	3	4	7	1	0	12	13	5	3	1	21	6	62	68
Apprch %	26.9	30.8	42.3			0	100	0			33.3	58.3	8.3			61.9	23.8	14.3					
Total %	11.3	12.9	17.7		41.9	0	4.8	0		4.8	6.5	11.3	1.6		19.4	21	8.1	4.8		33.9	8.8	91.2	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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	**4**	**3**	**4**	**11**	0	0	0	0	**1**	**1**	**1**	**3**	0	**1**	0	1	**15**
07:15 AM	0	1	2	3	0	**2**	0	**2**	0	1	0	1	0	0	0	0	6
07:30 AM	1	0	0	1	0	1	0	1	1	1	0	2	2	1	0	**3**	7
07:45 AM	1	0	3	4	0	0	0	0	1	0	0	1	**3**	0	0	3	8
Total Volume	6	4	9	19	0	3	0	3	3	3	1	7	5	2	0	7	36
% App. Total	31.6	21.1	47.4		0	100	0		42.9	42.9	14.3		71.4	28.6	0		
PHF	.375	.333	.563	.432	.000	.375	.000	.375	.750	.750	.250	.583	.417	.500	.000	.583	.600

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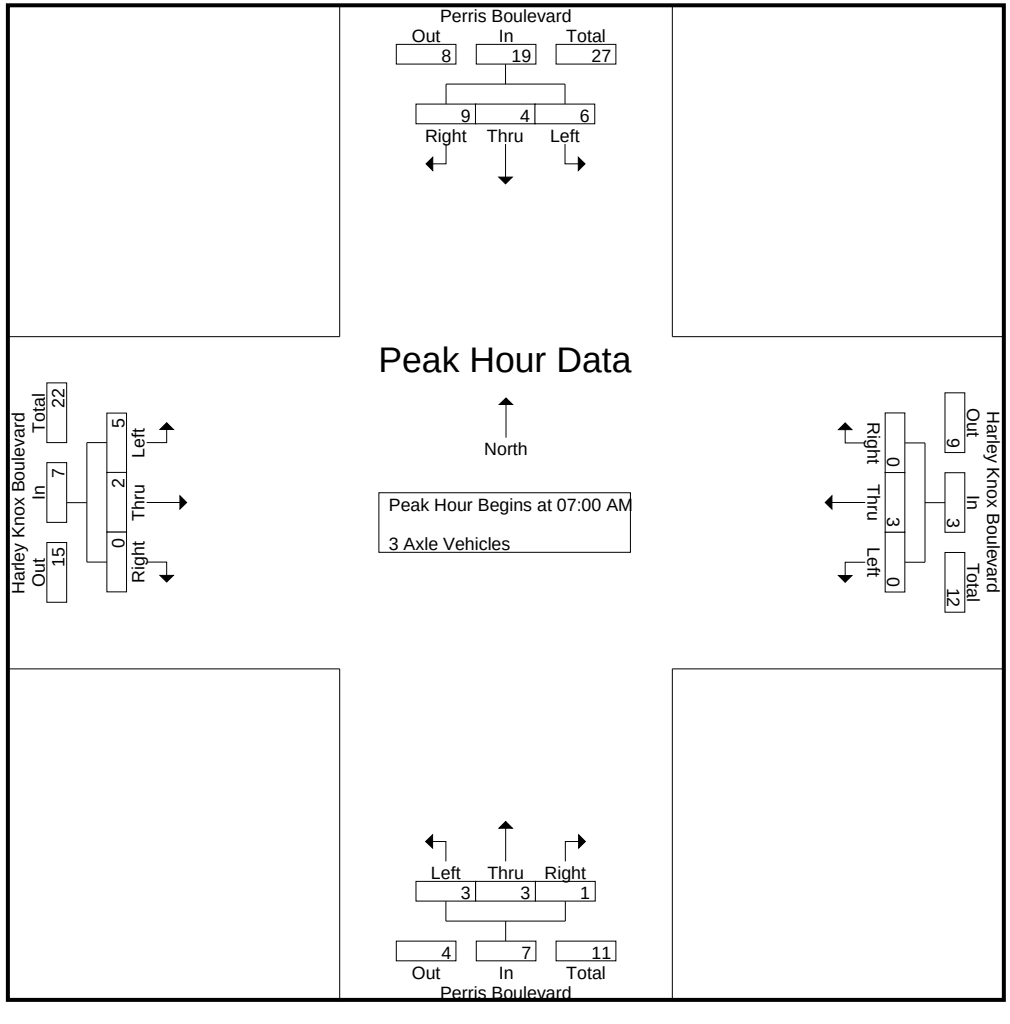

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	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**4**	**3**	**4**	**11**	0	0	0	0	**1**	**1**	**1**	**3**	0	**1**	0	1	
+15 mins.	0	1	2	3	0	**2**	0	**2**	0	1	0	1	0	0	0	0	
+30 mins.	1	0	0	1	0	1	0	1	1	1	0	2	2	1	0	**3**	
+45 mins.	1	0	3	4	0	0	0	0	1	0	0	1	**3**	0	0	3	
Total Volume	6	4	9	19	0	3	0	3	3	3	1	7	5	2	0	7	
% App. Total	31.6	21.1	47.4		0	100	0		42.9	42.9	14.3		71.4	28.6	0		
PHF	.375	.333	.563	.432	.000	.375	.000	.375	.750	.750	.250	.583	.417	.500	.000	.583	

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

File Name : 05_PER_Perris_HK AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	2	1	5	0	4	3	2	7	1	1	0	0	2	6	3	0	0	9	3	23	26
07:15 AM	1	1	5	2	7	1	0	2	1	3	1	5	0	0	6	3	2	1	1	6	4	22	26
07:30 AM	0	4	1	0	5	0	2	3	0	5	0	6	1	0	7	2	1	1	1	4	1	21	22
07:45 AM	1	1	4	1	6	1	2	1	0	4	0	4	0	0	4	2	0	0	0	2	1	16	17
Total	2	9	12	4	23	2	8	9	3	19	2	16	1	0	19	13	6	2	2	21	9	82	91
08:00 AM	2	1	5	0	8	0	1	0	0	1	1	0	0	0	1	3	1	0	0	4	0	14	14
08:15 AM	1	1	9	3	11	0	2	0	0	2	1	1	0	0	2	4	4	0	0	8	3	23	26
08:30 AM	2	1	5	3	8	0	3	1	1	4	0	1	0	0	1	2	4	0	0	6	4	19	23
08:45 AM	1	6	5	1	12	1	5	3	2	9	0	3	0	0	3	3	2	0	0	5	3	29	32
Total	6	9	24	7	39	1	11	4	3	16	2	5	0	0	7	12	11	0	0	23	10	85	95
Grand Total	8	18	36	11	62	3	19	13	6	35	4	21	1	0	26	25	17	2	2	44	19	167	186
Apprch %	12.9	29	58.1			8.6	54.3	37.1			15.4	80.8	3.8			56.8	38.6	4.5					
Total %	4.8	10.8	21.6		37.1	1.8	11.4	7.8		21	2.4	12.6	0.6		15.6	15	10.2	1.2		26.3	10.2	89.8	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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	3	2	5	0	**4**	**3**	**7**	**1**	1	0	2	**6**	**3**	0	**9**	**23**
07:15 AM	**1**	1	**5**	**7**	**1**	0	2	3	1	5	0	6	3	2	**1**	6	22
07:30 AM	0	**4**	1	5	0	2	3	5	0	**6**	**1**	**7**	2	1	1	4	21
07:45 AM	1	1	4	6	1	2	1	4	0	4	0	4	2	0	0	2	16
Total Volume	2	9	12	23	2	8	9	19	2	16	1	19	13	6	2	21	82
% App. Total	8.7	39.1	52.2		10.5	42.1	47.4		10.5	84.2	5.3		61.9	28.6	9.5		
PHF	.500	.563	.600	.821	.500	.500	.750	.679	.500	.667	.250	.679	.542	.500	.500	.583	.891

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File Name : 05_PER_Perris_HK AM
Site Code : 05122445
Start Date : 6/8/2022
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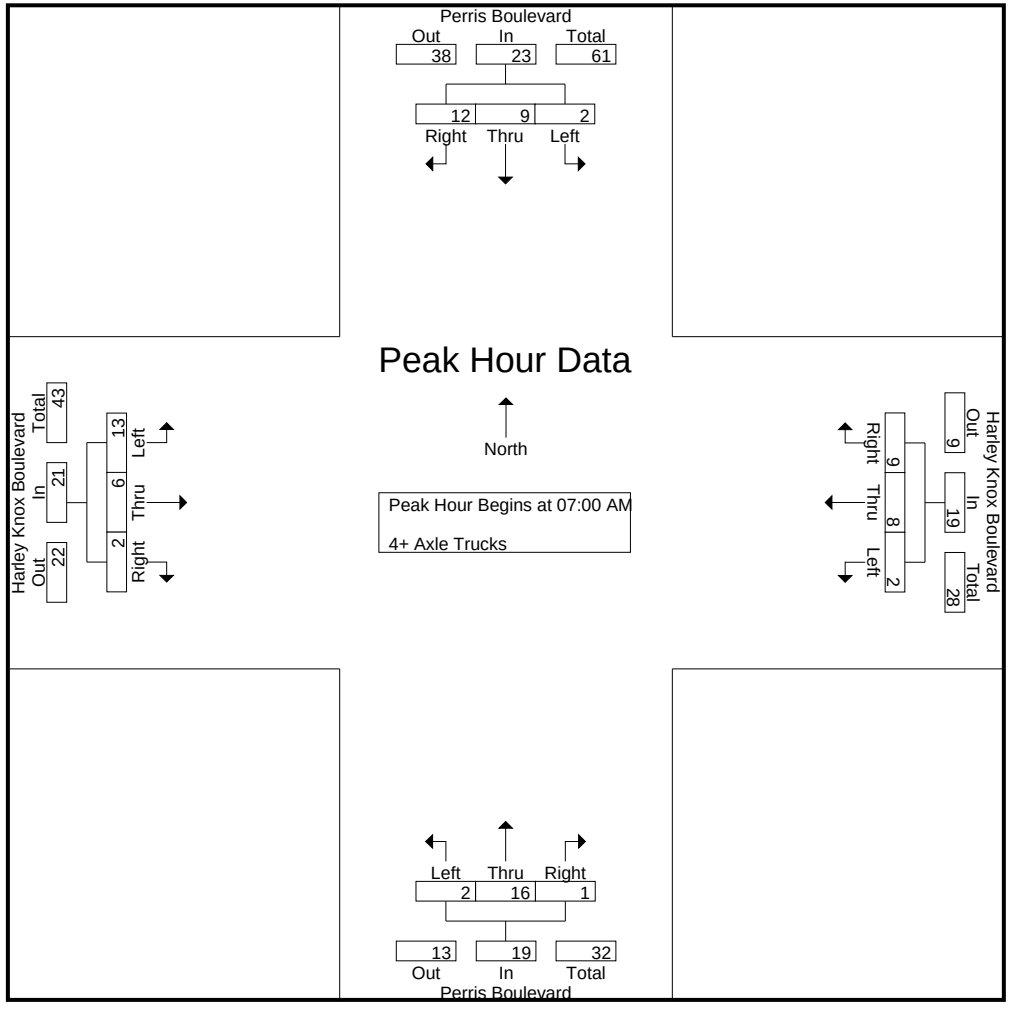

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File Name : 05_PER_Perris_HK AM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	3	2	5	0	**4**	**3**	**7**	**1**	1	0	2	**6**	**3**	0	**9**	
+15 mins.	**1**	1	**5**	**7**	**1**	0	2	3	1	5	0	6	3	2	**1**	6	
+30 mins.	0	**4**	1	5	0	2	3	5	0	**6**	**1**	**7**	2	1	1	4	
+45 mins.	1	1	4	6	1	2	1	4	0	4	0	4	2	0	0	2	
Total Volume	2	9	12	23	2	8	9	19	2	16	1	19	13	6	2	21	
% App. Total	8.7	39.1	52.2		10.5	42.1	47.4		10.5	84.2	5.3		61.9	28.6	9.5		
PHF	.500	.563	.600	.821	.500	.500	.750	.679	.500	.667	.250	.679	.542	.500	.500	.583	

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

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	39	203	45	4	287	2	15	14	6	31	9	152	2	1	163	46	32	14	7	92	18	573	591
04:15 PM	34	204	51	11	289	2	14	21	10	37	13	147	0	0	160	39	28	14	6	81	27	567	594
04:30 PM	51	273	68	20	392	5	25	37	15	67	7	187	0	0	194	63	38	12	3	113	38	766	804
04:45 PM	44	216	72	19	332	2	23	23	10	48	10	183	2	0	195	37	41	16	3	94	32	669	701
Total	168	896	236	54	1300	11	77	95	41	183	39	669	4	1	712	185	139	56	19	380	115	2575	2690
05:00 PM	38	192	55	11	285	1	12	19	9	32	7	137	1	0	145	42	37	14	6	93	26	555	581
05:15 PM	21	176	42	13	239	0	17	16	10	33	13	121	1	1	135	64	29	17	5	110	29	517	546
05:30 PM	41	209	49	7	299	0	15	22	12	37	9	186	0	0	195	56	34	19	10	109	29	640	669
05:45 PM	25	173	43	11	241	0	14	27	13	41	10	155	0	0	165	55	29	20	10	104	34	551	585
Total	125	750	189	42	1064	1	58	84	44	143	39	599	2	1	640	217	129	70	31	416	118	2263	2381
Grand Total	293	1646	425	96	2364	12	135	179	85	326	78	1268	6	2	1352	402	268	126	50	796	233	4838	5071
Apprch %	12.4	69.6	18			3.7	41.4	54.9			5.8	93.8	0.4			50.5	33.7	15.8					
Total %	6.1	34	8.8		48.9	0.2	2.8	3.7		6.7	1.6	26.2	0.1		27.9	8.3	5.5	2.6		16.5	4.6	95.4	
Passenger Vehicles	284	1581	387		2342	8	109	172		374	64	1218	5		1289	367	243	117		775	0	0	4780
% Passenger Vehicles	96.9	96.1	91.1	93.8	95.2	66.7	80.7	96.1	100	91	82.1	96.1	83.3	100	95.2	91.3	90.7	92.9	96	91.6	0	0	94.3
Large 2 Axle Vehicles	7	39	15		64	0	4	2		6	3	25	0		28	13	2	1		17	0	0	115
% Large 2 Axle Vehicles	2.4	2.4	3.5	3.1	2.6	0	3	1.1	0	1.5	3.8	2	0	0	2.1	3.2	0.7	0.8	2	2	0	0	2.3
3 Axle Vehicles	1	10	4		16	2	11	5		18	4	8	0		12	9	10	5		25	0	0	71
% 3 Axle Vehicles	0.3	0.6	0.9	1	0.7	16.7	8.1	2.8	0	4.4	5.1	0.6	0	0	0.9	2.2	3.7	4	2	3	0	0	1.4
4+ Axle Trucks	1	16	19		38	2	11	0		13	7	17	1		25	13	13	3		29	0	0	105
% 4+ Axle Trucks	0.3	1	4.5	2.1	1.5	16.7	8.1	0	0	3.2	9	1.3	16.7	0	1.8	3.2	4.9	2.4	0	3.4	0	0	2.1

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 04:00 PM																	
04:00 PM	39	203	45	287	2	15	14	31	9	152	**2**	163	46	32	14	92	573
04:15 PM	34	204	51	289	2	14	21	37	**13**	147	0	160	39	28	14	81	567
04:30 PM	**51**	**273**	68	**392**	**5**	**25**	**37**	**67**	7	**187**	0	194	**63**	38	12	**113**	**766**
04:45 PM	44	216	**72**	332	2	23	23	48	10	183	2	**195**	37	**41**	**16**	94	669
Total Volume	168	896	236	1300	11	77	95	183	39	669	4	712	185	139	56	380	2575
% App. Total	12.9	68.9	18.2		6	42.1	51.9		5.5	94	0.6		48.7	36.6	14.7		
PHF	.824	.821	.819	.829	.550	.770	.642	.683	.750	.894	.500	.913	.734	.848	.875	.841	.840

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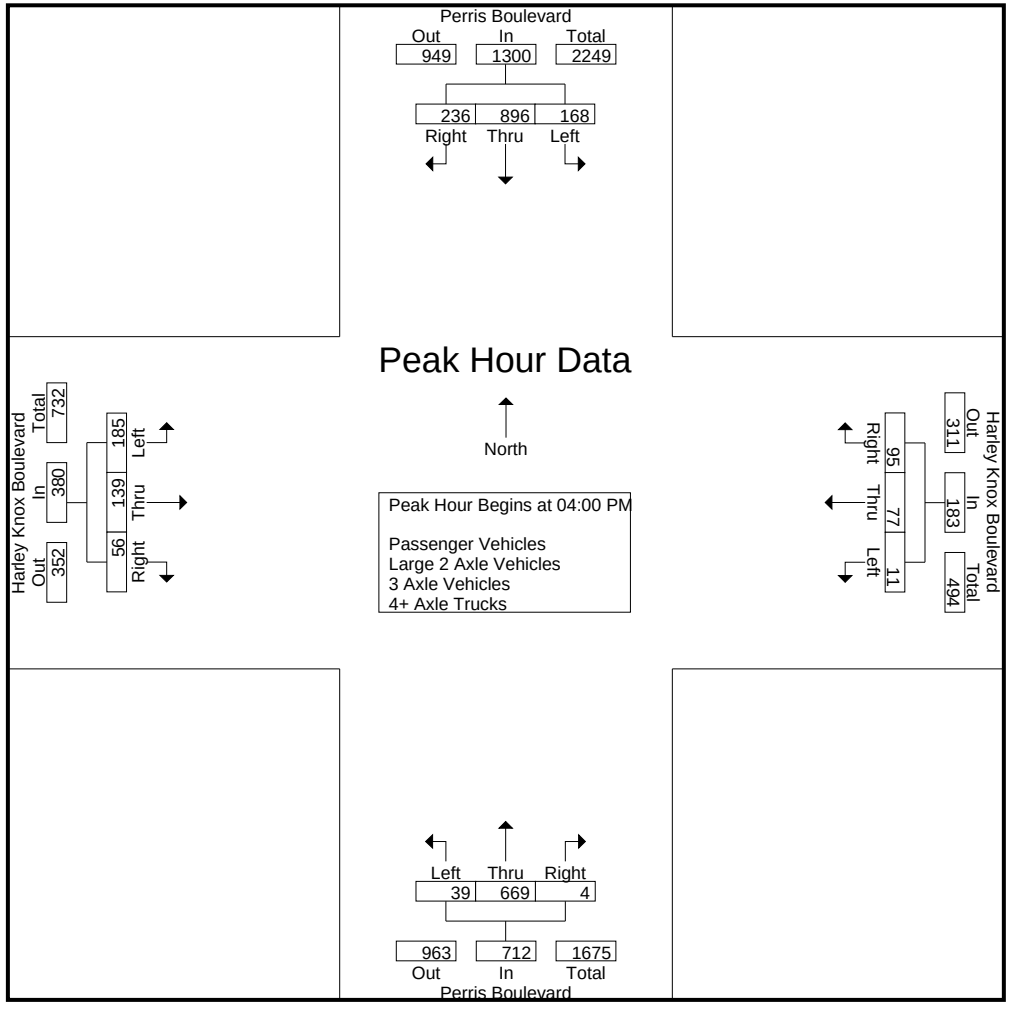

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N/S: Perris Boulevard
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File Name : 05_PER_Perris_HK PM
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Start Date : 6/8/2022

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:00 PM				05:00 PM				
+0 mins.	39	203	45	287	2	14	21	37	9	152	**2**	163	42	**37**	14	93	
+15 mins.	34	204	51	289	**5**	**25**	**37**	**67**	**13**	147	0	160	**64**	29	17	**110**	
+30 mins.	**51**	**273**	68	**392**	2	23	23	48	7	**187**	0	194	56	34	19	109	
+45 mins.	44	216	**72**	332	1	12	19	32	10	183	2	**195**	55	29	**20**	104	
Total Volume	168	896	236	1300	10	74	100	184	39	669	4	712	217	129	70	416	
% App. Total	12.9	68.9	18.2		5.4	40.2	54.3		5.5	94	0.6		52.2	31	16.8		
PHF	.824	.821	.819	.829	.500	.740	.676	.687	.750	.894	.500	.913	.848	.872	.875	.945	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	37	190	42	4	269	2	15	12	6	29	6	149	2	1	157	35	27	14	7	76	18	531	549
04:15 PM	32	196	46	11	274	2	10	20	10	32	11	138	0	0	149	36	25	12	6	73	27	528	555
04:30 PM	51	261	59	19	371	3	21	37	15	61	5	181	0	0	186	59	34	11	3	104	37	722	759
04:45 PM	43	204	69	18	316	1	20	21	10	42	8	180	2	0	190	36	38	14	3	88	31	636	667
Total	163	851	216	52	1230	8	66	90	41	164	30	648	4	1	682	166	124	51	19	341	113	2417	2530
05:00 PM	34	186	49	11	269	0	9	18	9	27	6	127	0	0	133	39	33	13	6	85	26	514	540
05:15 PM	21	174	39	11	234	0	11	16	10	27	12	115	1	1	128	62	24	16	5	102	27	491	518
05:30 PM	41	204	42	7	287	0	12	21	12	33	9	176	0	0	185	49	33	18	9	100	28	605	633
05:45 PM	25	166	41	9	232	0	11	27	13	38	7	152	0	0	159	51	29	19	9	99	31	528	559
Total	121	730	171	38	1022	0	43	82	44	125	34	570	1	1	605	201	119	66	29	386	112	2138	2250
Grand Total	284	1581	387	90	2252	8	109	172	85	289	64	1218	5	2	1287	367	243	117	48	727	225	4555	4780
Apprch %	12.6	70.2	17.2			2.8	37.7	59.5			5	94.6	0.4			50.5	33.4	16.1					
Total %	6.2	34.7	8.5		49.4	0.2	2.4	3.8		6.3	1.4	26.7	0.1		28.3	8.1	5.3	2.6		16	4.7	95.3	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	37	190	42	269	2	15	12	29	6	149	**2**	157	35	27	**14**	76	531
04:15 PM	32	196	46	274	2	10	20	32	**11**	138	0	149	36	25	12	73	528
04:30 PM	**51**	**261**	59	**371**	**3**	**21**	**37**	**61**	5	**181**	0	186	**59**	34	11	**104**	**722**
04:45 PM	43	204	**69**	316	1	20	21	42	8	180	2	**190**	36	**38**	14	88	636
Total Volume	163	851	216	1230	8	66	90	164	30	648	4	682	166	124	51	341	2417
% App. Total	13.3	69.2	17.6		4.9	40.2	54.9		4.4	95	0.6		48.7	36.4	15		
PHF	.799	.815	.783	.829	.667	.786	.608	.672	.682	.895	.500	.897	.703	.816	.911	.820	.837

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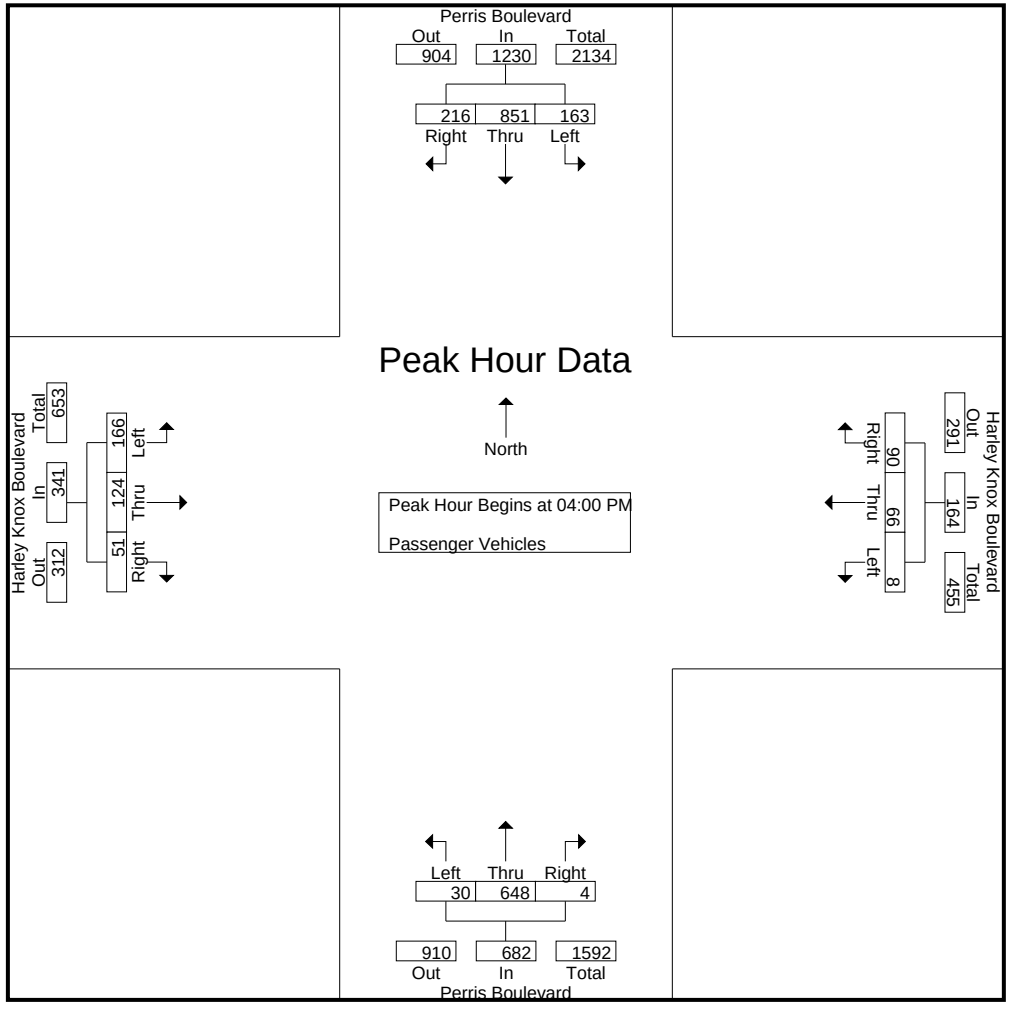

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	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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.	37	190	42	269	2	15	12	29	6	149	**2**	157	35	27	**14**	76	
+15 mins.	32	196	46	274	2	10	20	32	**11**	138	0	149	36	25	12	73	
+30 mins.	**51**	**261**	59	**371**	**3**	**21**	**37**	**61**	5	**181**	0	186	**59**	34	11	**104**	
+45 mins.	43	204	**69**	316	1	20	21	42	8	180	2	**190**	36	**38**	14	88	
Total Volume	163	851	216	1230	8	66	90	164	30	648	4	682	166	124	51	341	
% App. Total	13.3	69.2	17.6		4.9	40.2	54.9		4.4	95	0.6		48.7	36.4	15		
PHF	.799	.815	.783	.829	.667	.786	.608	.672	.682	.895	.500	.897	.703	.816	.911	.820	

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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	6	1	0	8	0	0	0	0	0	1	3	0	0	4	6	0	0	0	6	0	18	18
04:15 PM	2	5	3	0	10	0	2	0	0	2	1	3	0	0	4	2	1	0	0	3	0	19	19
04:30 PM	0	7	2	0	9	0	0	0	0	0	0	3	0	0	3	2	1	0	0	3	0	15	15
04:45 PM	1	7	1	1	9	0	1	1	0	2	1	2	0	0	3	1	0	0	0	1	1	15	16
Total	4	25	7	1	36	0	3	1	0	4	3	11	0	0	14	11	2	0	0	13	1	67	68
05:00 PM	3	5	1	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13	13
05:15 PM	0	1	2	2	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	6	8
05:30 PM	0	3	5	0	8	0	1	1	0	2	0	4	0	0	4	2	0	1	1	3	1	17	18
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	8
Total	3	14	8	2	25	0	1	1	0	2	0	14	0	0	14	2	0	1	1	3	3	44	47
Grand Total	7	39	15	3	61	0	4	2	0	6	3	25	0	0	28	13	2	1	1	16	4	111	115
Apprch %	11.5	63.9	24.6			0	66.7	33.3			10.7	89.3	0			81.2	12.5	6.2					
Total %	6.3	35.1	13.5		55	0	3.6	1.8		5.4	2.7	22.5	0		25.2	11.7	1.8	0.9		14.4	3.5	96.5	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	6	1	8	0	0	0	0	**1**	**3**	0	**4**	**6**	0	0	**6**	18
04:15 PM	**2**	5	**3**	**10**	0	**2**	0	**2**	1	3	0	4	2	**1**	0	3	**19**
04:30 PM	0	**7**	2	9	0	0	0	0	0	3	0	3	2	1	0	3	15
04:45 PM	1	7	1	9	0	1	**1**	2	1	2	0	3	1	0	0	1	15
Total Volume	4	25	7	36	0	3	1	4	3	11	0	14	11	2	0	13	67
% App. Total	11.1	69.4	19.4		0	75	25		21.4	78.6	0		84.6	15.4	0		
PHF	.500	.893	.583	.900	.000	.375	.250	.500	.750	.917	.000	.875	.458	.500	.000	.542	.882

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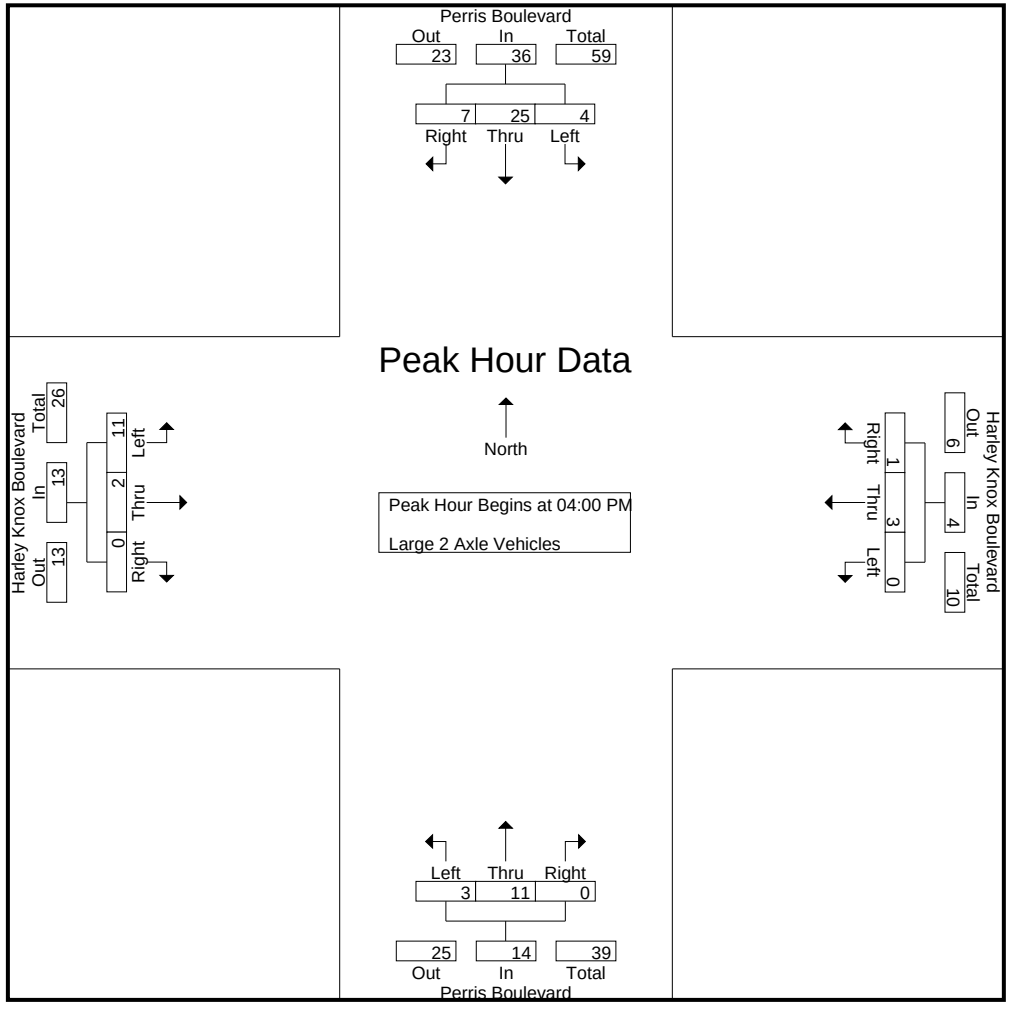
City of Perris
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 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	6	1	8	0	0	0	0	**1**	**3**	0	**4**	**6**	0	0	**6**	
+15 mins.	**2**	5	**3**	**10**	0	**2**	0	**2**	1	3	0	4	2	**1**	0	3	
+30 mins.	0	**7**	2	9	0	0	0	0	0	3	0	3	2	1	0	3	
+45 mins.	1	7	1	9	0	1	**1**	2	1	2	0	3	1	0	0	1	
Total Volume	4	25	7	36	0	3	1	4	3	11	0	14	11	2	0	13	
% App. Total	11.1	69.4	19.4		0	75	25		21.4	78.6	0		84.6	15.4	0		
PHF	.500	.893	.583	.900	.000	.375	.250	.500	.750	.917	.000	.875	.458	.500	.000	.542	

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

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	0	0	2	0	2	1	0	0	0	1	3	3	0	0	6	0	11	11
04:15 PM	0	1	1	0	2	0	2	1	0	3	1	0	0	0	1	1	2	1	0	4	0	10	10
04:30 PM	0	2	3	1	5	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	1	9	10
04:45 PM	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	0	2	2	0	4	0	9	9
Total	1	7	4	1	12	2	2	4	0	8	3	1	0	0	4	5	7	3	0	15	1	39	40
05:00 PM	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	1	1	0	0	2	0	6	6
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	2	1	0	3	0	8	8
05:30 PM	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	0	8	8
05:45 PM	0	1	0	0	1	0	3	0	0	3	1	0	0	0	1	2	0	1	1	3	1	8	9
Total	0	3	0	0	3	0	9	1	0	10	1	7	0	0	8	4	3	2	1	9	1	30	31
Grand Total	1	10	4	1	15	2	11	5	0	18	4	8	0	0	12	9	10	5	1	24	2	69	71
Apprch %	6.7	66.7	26.7			11.1	61.1	27.8			33.3	66.7	0			37.5	41.7	20.8					
Total %	1.4	14.5	5.8		21.7	2.9	15.9	7.2		26.1	5.8	11.6	0		17.4	13	14.5	7.2		34.8	2.8	97.2	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 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	**2**	2	**1**	0	0	**1**	**3**	**3**	0	**6**	**11**
04:15 PM	0	1	1	2	0	**2**	1	**3**	1	0	0	1	1	2	1	4	10
04:30 PM	0	2	**3**	**5**	**2**	0	0	2	0	**1**	0	1	1	0	0	1	9
04:45 PM	0	**3**	0	3	0	0	1	1	1	0	0	1	0	2	**2**	4	9
Total Volume	1	7	4	12	2	2	4	8	3	1	0	4	5	7	3	15	39
% App. Total	8.3	58.3	33.3		25	25	50		75	25	0		33.3	46.7	20		
PHF	.250	.583	.333	.600	.250	.250	.500	.667	.750	.250	.000	1.00	.417	.583	.375	.625	.886

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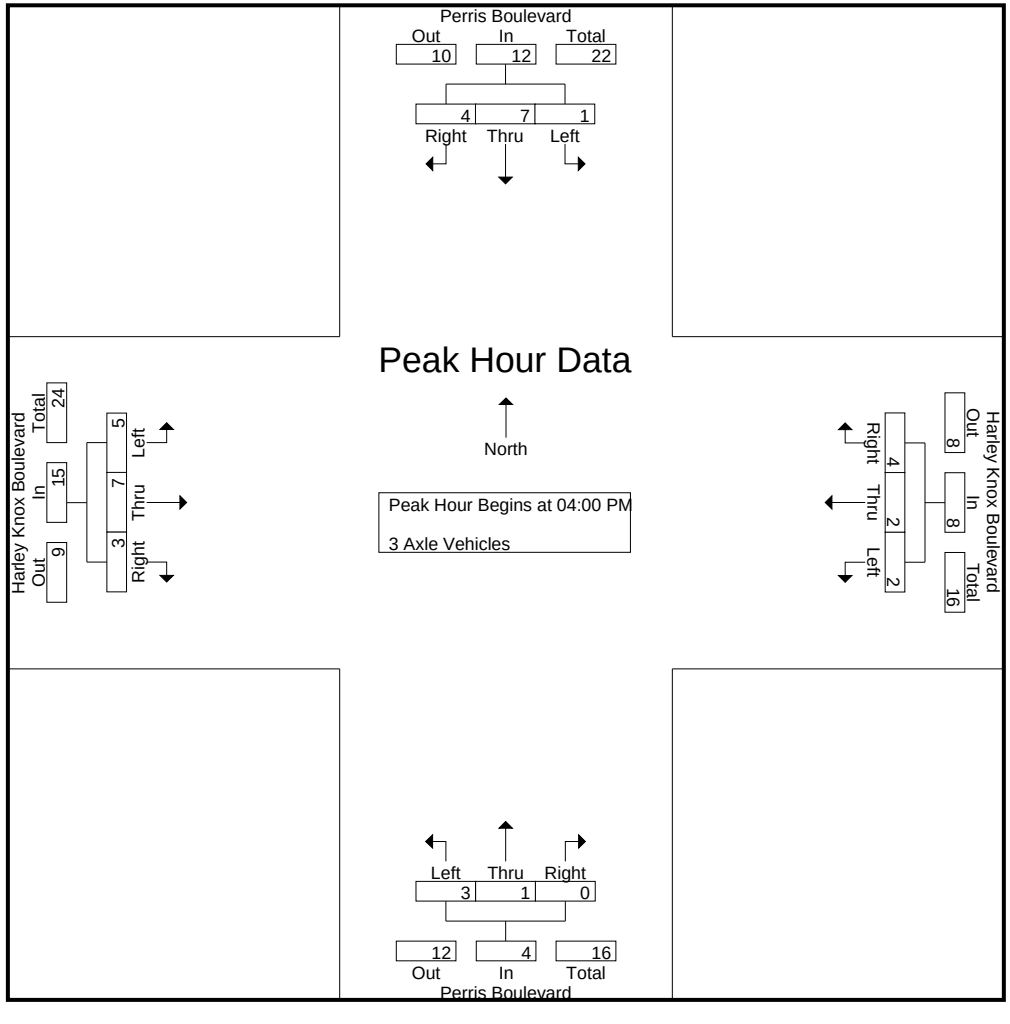
City of Perris
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 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	**2**	2	**1**	0	0	**1**	**3**	**3**	0	**6**	
+15 mins.	0	1	1	2	0	**2**	1	**3**	1	0	0	1	1	2	1	4	
+30 mins.	0	2	**3**	**5**	**2**	0	0	2	0	**1**	0	1	1	0	0	1	
+45 mins.	0	**3**	0	3	0	0	1	1	1	0	0	1	0	2	**2**	4	
Total Volume	1	7	4	12	2	2	4	8	3	1	0	4	5	7	3	15	
% App. Total	8.3	58.3	33.3		25	25	50		75	25	0		33.3	46.7	20		
PHF	.250	.583	.333	.600	.250	.250	.500	.667	.750	.250	.000	1.000	.417	.583	.375	.625	

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

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	6	2	0	8	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	0	13	13
04:15 PM	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	10	10
04:30 PM	0	3	4	0	7	0	4	0	0	4	2	2	0	0	4	1	3	1	0	5	0	20	20
04:45 PM	0	2	2	0	4	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	0	9	9
Total	0	13	9	0	22	1	6	0	0	7	3	9	0	0	12	3	6	2	0	11	0	52	52
05:00 PM	1	1	5	0	7	1	1	0	0	2	1	5	1	0	7	2	3	1	0	6	0	22	22
05:15 PM	0	1	1	0	2	0	3	0	0	3	1	1	0	0	2	2	3	0	0	5	0	12	12
05:30 PM	0	0	2	0	2	0	1	0	0	1	0	2	0	0	2	4	1	0	0	5	0	10	10
05:45 PM	0	1	2	2	3	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	2	7	9
Total	1	3	10	2	14	1	5	0	0	6	4	8	1	0	13	10	7	1	0	18	2	51	53
Grand Total	1	16	19	2	36	2	11	0	0	13	7	17	1	0	25	13	13	3	0	29	2	103	105
Apprch %	2.8	44.4	52.8			15.4	84.6	0			28	68	4			44.8	44.8	10.3					
Total %	1	15.5	18.4		35	1.9	10.7	0		12.6	6.8	16.5	1		24.3	12.6	12.6	2.9		28.2	1.9	98.1	

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**6**	2	**8**	0	0	0	0	1	0	0	1	**2**	2	0	4	13
04:15 PM	0	2	1	3	0	0	0	0	0	**6**	0	**6**	0	0	**1**	1	10
04:30 PM	0	3	**4**	7	0	**4**	0	**4**	**2**	2	0	4	1	**3**	1	**5**	**20**
04:45 PM	0	2	2	4	**1**	2	0	3	0	1	0	1	0	1	0	1	9
Total Volume	0	13	9	22	1	6	0	7	3	9	0	12	3	6	2	11	52
% App. Total	0	59.1	40.9		14.3	85.7	0		25	75	0		27.3	54.5	18.2		
PHF	.000	.542	.563	.688	.250	.375	.000	.438	.375	.375	.000	.500	.375	.500	.500	.550	.650

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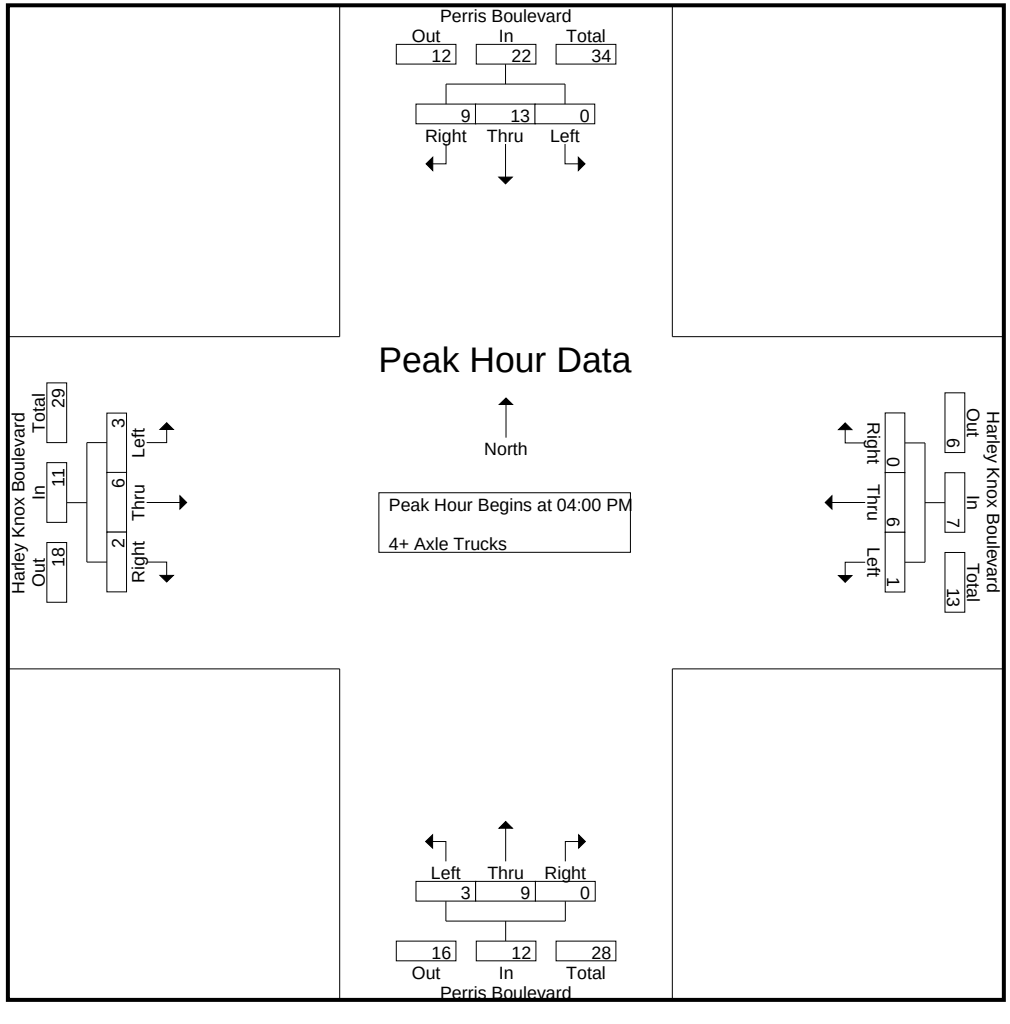
City of Perris
N/S: Perris Boulevard
E/W: Harley Knox Boulevard
Weather: Clear

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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

File Name : 05_PER_Perris_HK PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard 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 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	**6**	2	**8**	0	0	0	0	1	0	0	1	**2**	2	0	4	
+15 mins.	0	2	1	3	0	0	0	0	0	**6**	0	**6**	0	0	**1**	1	
+30 mins.	0	3	**4**	7	0	**4**	0	**4**	**2**	2	0	4	1	**3**	1	**5**	
+45 mins.	0	2	2	4	**1**	2	0	3	0	1	0	1	0	1	0	1	
Total Volume	0	13	9	22	1	6	0	7	3	9	0	12	3	6	2	11	
% App. Total	0	59.1	40.9		14.3	85.7	0		25	75	0		27.3	54.5	18.2		
PHF	.000	.542	.563	.688	.250	.375	.000	.438	.375	.375	.000	.500	.375	.500	.500	.550	

Location: Perris
N/S: Perris Boulevard
E/W: Harley Knox Boulevard

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Harley Knox Boulevard	South Leg Perris Boulevard	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Perris Boulevard	East Leg Harley Knox Boulevard	South Leg Perris Boulevard	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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Location: Perris
N/S: Perris Boulevard
E/W: Harley Knox Boulevard

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Harley Knox Boulevard			Northbound Perris Boulevard			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	1	1	0	0	1	0	4

	Southbound Perris Boulevard			Westbound Harley Knox Boulevard			Northbound Perris Boulevard			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	0	0	0	1	4

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City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	117	0	0	119	3	0	2	1	5	3	243	4	0	250	0	0	5	4	5	5	379	384
07:15 AM	1	90	1	0	92	1	0	2	2	3	3	271	6	0	280	0	0	0	0	0	2	375	377
07:30 AM	0	101	2	0	103	0	1	1	1	2	1	242	2	0	245	0	0	2	0	2	1	352	353
07:45 AM	3	128	6	0	137	0	1	1	0	2	2	202	2	0	206	1	1	2	1	4	1	349	350
Total	6	436	9	0	451	4	2	6	4	12	9	958	14	0	981	1	1	9	5	11	9	1455	1464
08:00 AM	2	127	3	1	132	1	0	0	0	1	6	176	1	0	183	0	0	3	3	3	4	319	323
08:15 AM	1	111	0	0	112	0	0	1	1	1	7	142	1	0	150	1	0	3	2	4	3	267	270
08:30 AM	0	111	2	0	113	8	0	1	1	9	2	117	5	1	124	0	1	3	1	4	3	250	253
08:45 AM	0	99	1	0	100	2	0	1	1	3	7	122	3	0	132	0	0	1	1	1	2	236	238
Total	3	448	6	1	457	11	0	3	3	14	22	557	10	1	589	1	1	10	7	12	12	1072	1084
Grand Total	9	884	15	1	908	15	2	9	7	26	31	1515	24	1	1570	2	2	19	12	23	21	2527	2548
Apprch %	1	97.4	1.7			57.7	7.7	34.6			2	96.5	1.5			8.7	8.7	82.6					
Total %	0.4	35	0.6		35.9	0.6	0.1	0.4		1	1.2	60	0.9		62.1	0.1	0.1	0.8		0.9	0.8	99.2	
Passenger Vehicles	9	816	14		840	13	2	9		31	30	1433	24		1488	2	2	18		34	0	0	2393
% Passenger Vehicles	100	92.3	93.3	100	92.4	86.7	100	100	100	93.9	96.8	94.6	100	100	94.7	100	100	94.7	100	97.1	0	0	93.9
Large 2 Axle Vehicles	0	33	0		33	1	0	0		1	1	39	0		40	0	0	1		1	0	0	75
% Large 2 Axle Vehicles	0	3.7	0	0	3.6	6.7	0	0	0	3	3.2	2.6	0	0	2.5	0	0	5.3	0	2.9	0	0	2.9
3 Axle Vehicles	0	10	0		10	1	0	0		1	0	8	0		8	0	0	0		0	0	0	19
% 3 Axle Vehicles	0	1.1	0	0	1.1	6.7	0	0	0	3	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0.7
4+ Axle Trucks	0	25	1		26	0	0	0		0	0	35	0		35	0	0	0		0	0	0	61
% 4+ Axle Trucks	0	2.8	6.7	0	2.9	0	0	0	0	0	0	2.3	0	0	2.2	0	0	0	0	0	0	0	2.4

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	2	117	0	119	**3**	0	**2**	**5**	**3**	243	4	250	0	0	**5**	**5**	**379**
07:15 AM	1	90	1	92	1	0	2	3	3	**271**	**6**	**280**	0	0	0	0	375
07:30 AM	0	101	2	103	0	**1**	1	2	1	242	2	245	0	0	2	2	352
07:45 AM	**3**	**128**	**6**	**137**	0	1	1	2	2	202	2	206	**1**	**1**	2	4	349
Total Volume	6	436	9	451	4	2	6	12	9	958	14	981	1	1	9	11	1455
% App. Total	1.3	96.7	2		33.3	16.7	50		0.9	97.7	1.4		9.1	9.1	81.8		
PHF	.500	.852	.375	.823	.333	.500	.750	.600	.750	.884	.583	.876	.250	.250	.450	.550	.960

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City of Perris
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File Name : 06_PER_Perris_Per AM
Site Code : 05122445
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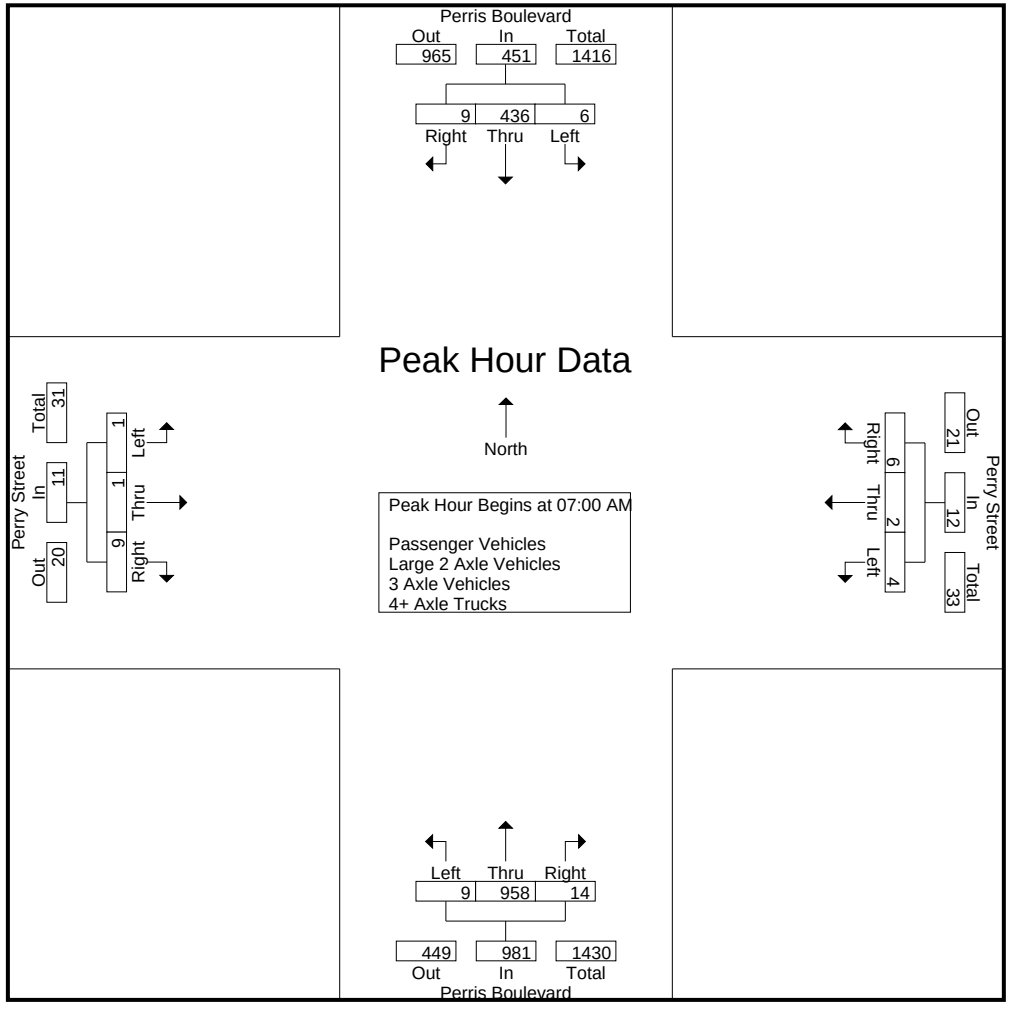

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	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				08:00 AM				07:00 AM				07:45 AM				
+0 mins.	**3**	**128**	**6**	**137**	1	0	0	1	**3**	243	4	250	**1**	**1**	2	**4**	
+15 mins.	2	127	3	132	0	0	**1**	1	3	**271**	**6**	**280**	0	0	**3**	3	
+30 mins.	1	111	0	112	**8**	0	1	**9**	1	242	2	245	1	0	3	4	
+45 mins.	0	111	2	113	2	0	1	3	2	202	2	206	0	1	3	4	
Total Volume	6	477	11	494	11	0	3	14	9	958	14	981	2	2	11	15	
% App. Total	1.2	96.6	2.2		78.6	0	21.4		0.9	97.7	1.4		13.3	13.3	73.3		
PHF	.500	.932	.458	.901	.344	.000	.750	.389	.750	.884	.583	.876	.500	.500	.917	.938	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	102	0	0	104	3	0	2	1	5	3	230	4	0	237	0	0	5	4	5	5	351	356
07:15 AM	1	84	1	0	86	1	0	2	2	3	3	256	6	0	265	0	0	0	0	0	2	354	356
07:30 AM	0	94	2	0	96	0	1	1	1	2	1	227	2	0	230	0	0	1	0	1	1	329	330
07:45 AM	3	121	6	0	130	0	1	1	0	2	2	191	2	0	195	1	1	2	1	4	1	331	332
Total	6	401	9	0	416	4	2	6	4	12	9	904	14	0	927	1	1	8	5	10	9	1365	1374
08:00 AM	2	120	3	1	125	0	0	0	0	0	6	166	1	0	173	0	0	3	3	3	4	301	305
08:15 AM	1	104	0	0	105	0	0	1	1	1	6	139	1	0	146	1	0	3	2	4	3	256	259
08:30 AM	0	104	2	0	106	7	0	1	1	8	2	109	5	1	116	0	1	3	1	4	3	234	237
08:45 AM	0	87	0	0	87	2	0	1	1	3	7	115	3	0	125	0	0	1	1	1	2	216	218
Total	3	415	5	1	423	9	0	3	3	12	21	529	10	1	560	1	1	10	7	12	12	1007	1019
Grand Total	9	816	14	1	839	13	2	9	7	24	30	1433	24	1	1487	2	2	18	12	22	21	2372	2393
Apprch %	1.1	97.3	1.7			54.2	8.3	37.5			2	96.4	1.6			9.1	9.1	81.8					
Total %	0.4	34.4	0.6		35.4	0.5	0.1	0.4		1	1.3	60.4	1		62.7	0.1	0.1	0.8		0.9	0.9	99.1	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	2	102	0	104	**3**	0	**2**	**5**	**3**	230	4	237	0	0	**5**	**5**	351
07:15 AM	1	84	1	86	1	0	2	3	3	**256**	**6**	**265**	0	0	0	0	**354**
07:30 AM	0	94	2	96	0	**1**	1	2	1	227	2	230	0	0	1	1	329
07:45 AM	**3**	**121**	**6**	**130**	0	1	1	2	2	191	2	195	**1**	**1**	2	4	331
Total Volume	6	401	9	416	4	2	6	12	9	904	14	927	1	1	8	10	1365
% App. Total	1.4	96.4	2.2		33.3	16.7	50		1	97.5	1.5		10	10	80		
PHF	.500	.829	.375	.800	.333	.500	.750	.600	.750	.883	.583	.875	.250	.250	.400	.500	.964

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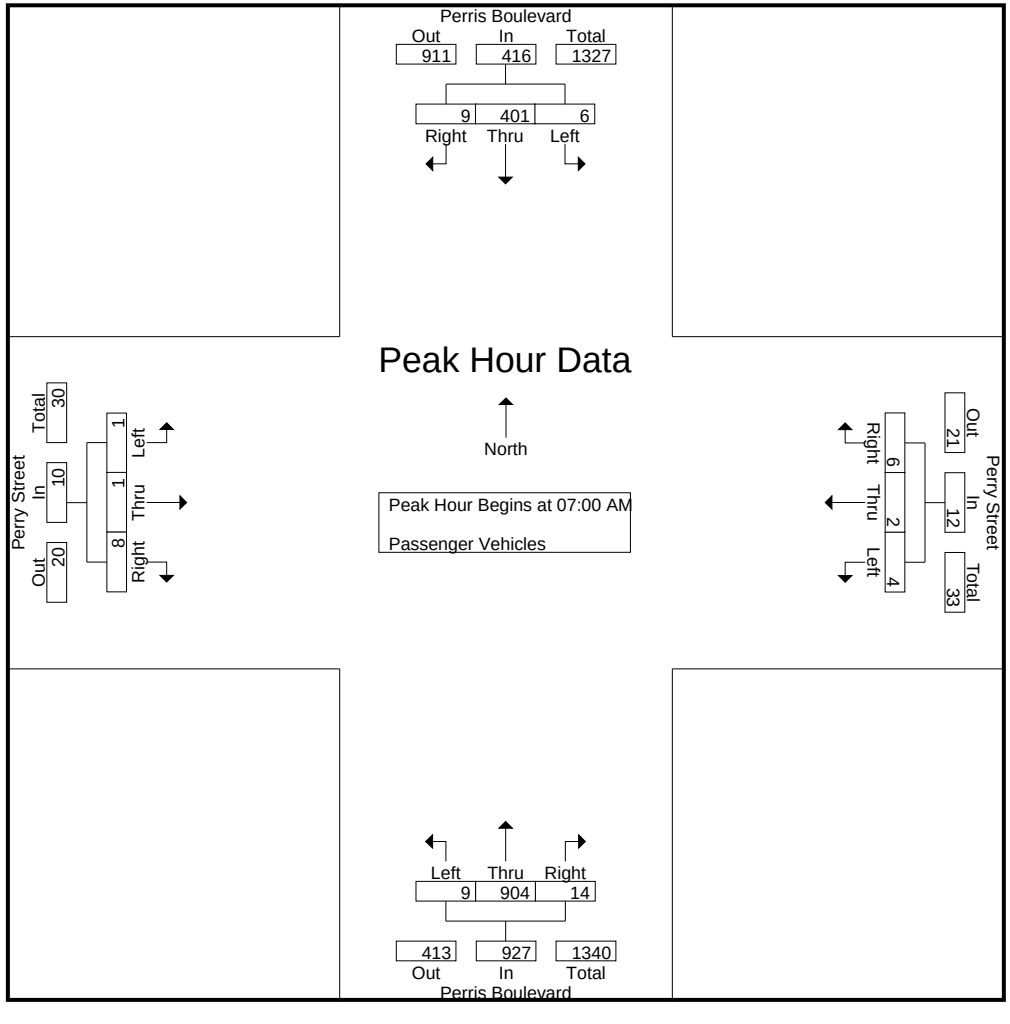

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	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	2	102	0	104	**3**	0	**2**	**5**	**3**	230	4	237	0	0	**5**	**5**	
+15 mins.	1	84	1	86	1	0	2	3	3	**256**	**6**	**265**	0	0	0	0	
+30 mins.	0	94	2	96	0	**1**	1	2	1	227	2	230	0	0	1	1	
+45 mins.	**3**	**121**	**6**	**130**	0	1	1	2	2	191	2	195	**1**	**1**	2	4	
Total Volume	6	401	9	416	4	2	6	12	9	904	14	927	1	1	8	10	
% App. Total	1.4	96.4	2.2		33.3	16.7	50		1	97.5	1.5		10	10	80		
PHF	.500	.829	.375	.800	.333	.500	.750	.600	.750	.883	.583	.875	.250	.250	.400	.500	

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File Name : 06_PER_Perris_Per AM
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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12	12
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	10
07:30 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	12	12
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	7
Total	0	15	0	0	15	0	0	0	0	0	0	25	0	0	25	0	0	1	0	1	0	41	41
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	11
08:15 AM	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	7	7
08:30 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	6
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	10
Total	0	18	0	0	18	1	0	0	0	1	1	14	0	0	15	0	0	0	0	0	0	34	34
Grand Total	0	33	0	0	33	1	0	0	0	1	1	39	0	0	40	0	0	1	0	1	0	75	75
Apprch %	0	100	0			100	0	0			2.5	97.5	0			0	0	100					
Total %	0	44	0		44	1.3	0	0		1.3	1.3	52	0		53.3	0	0	1.3		1.3	0	100	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	**6**	0	**6**	0	0	0	0	0	6	0	6	0	0	0	0	**12**
07:15 AM	0	2	0	2	0	0	0	0	0	**8**	0	**8**	0	0	0	0	10
07:30 AM	0	3	0	3	0	0	0	0	0	8	0	8	0	0	**1**	**1**	12
07:45 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
Total Volume	0	15	0	15	0	0	0	0	0	25	0	25	0	0	1	1	41
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.250	.250	.854

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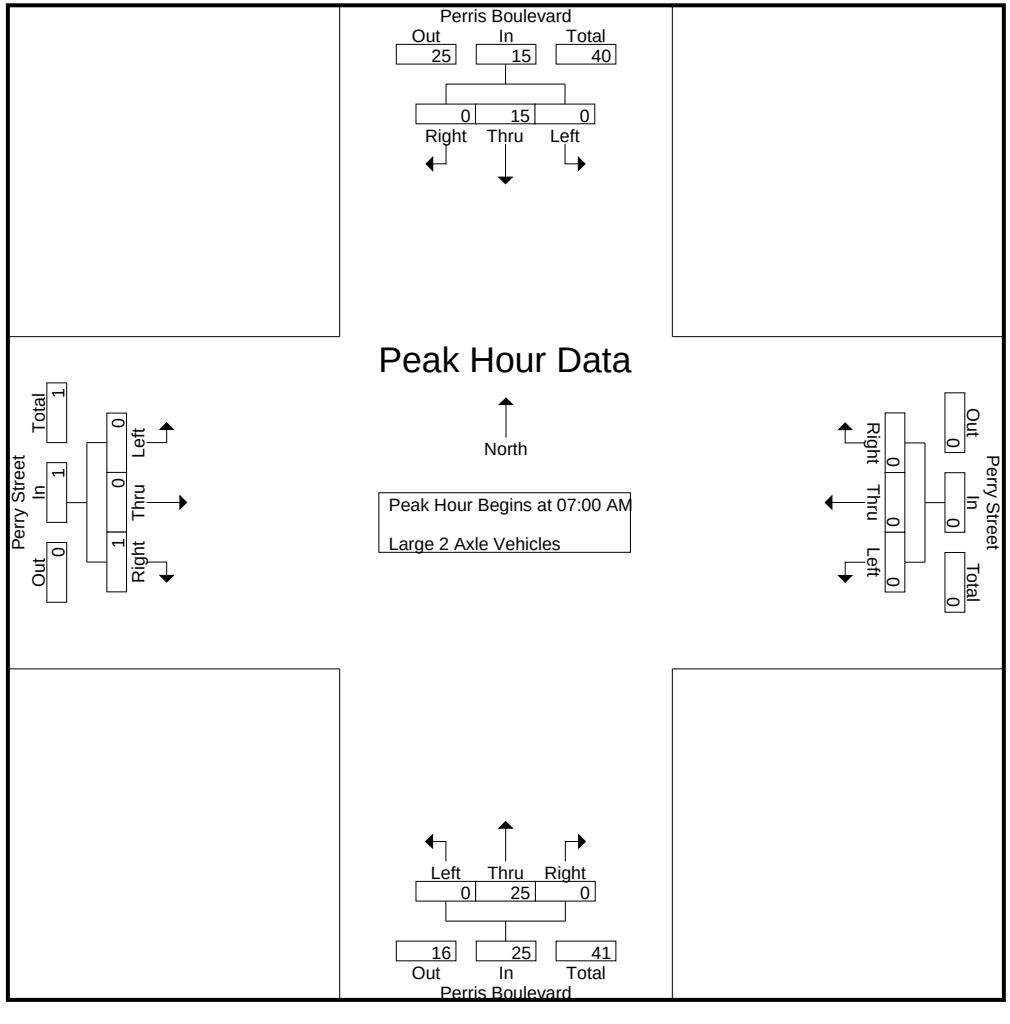

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	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**6**	0	**6**	0	0	0	0	0	6	0	6	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	**8**	0	**8**	0	0	0	0	
+30 mins.	0	3	0	3	0	0	0	0	0	8	0	8	0	0	**1**	**1**	
+45 mins.	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	
Total Volume	0	15	0	15	0	0	0	0	0	25	0	25	0	0	1	1	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.250	.250	

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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	8
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	10
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	9	9
Grand Total	0	10	0	0	10	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	19	19
Apprch %	0	100	0			100	0	0			0	100	0			0	0	0					
Total %	0	52.6	0		52.6	5.3	0	0		5.3	0	42.1	0		42.1	0	0	0		0	0	100	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	**6**	0	**6**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**8**
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.292	.000	.292	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.313

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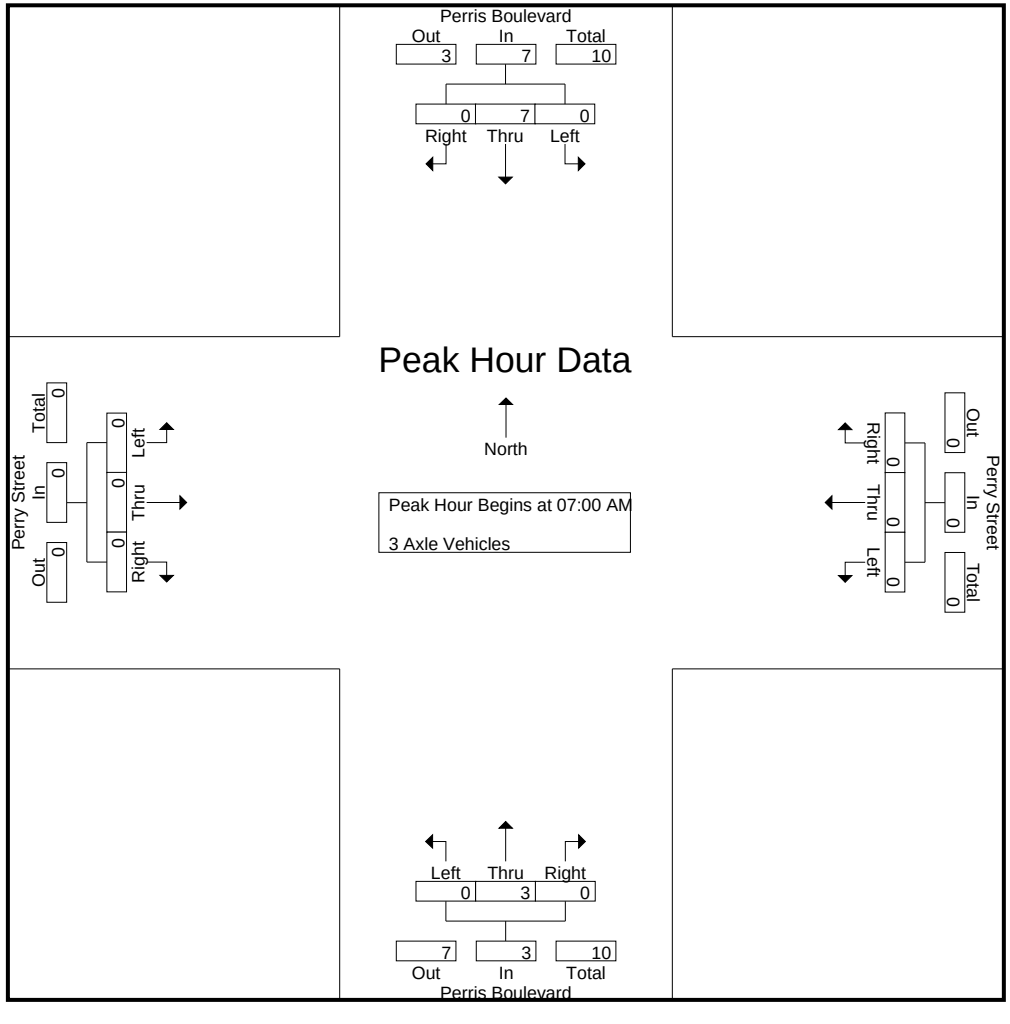

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Start Date : 6/8/2022

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**6**	0	**6**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	7	0	7	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	.292	.000	.292	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	

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City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per AM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	8
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10	10
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11	11
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10	10
Total	0	13	0	0	13	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	39	39
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	7
08:45 AM	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	9
Total	0	12	1	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	22	22
Grand Total	0	25	1	0	26	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	61	61
Apprch %	0	96.2	3.8			0	0	0			0	100	0			0	0	0					
Total %	0	41	1.6		42.6	0	0	0		0	0	57.4	0		57.4	0	0	0		0	0	100	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
07:15 AM	0	3	0	3	0	0	0	0	0	**7**	0	**7**	0	0	0	0	10
07:30 AM	0	**4**	0	**4**	0	0	0	0	0	7	0	7	0	0	0	0	**11**
07:45 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
Total Volume	0	13	0	13	0	0	0	0	0	26	0	26	0	0	0	0	39
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.929	.000	.929	.000	.000	.000	.000	.886

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City of Perris
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Weather: Clear

File Name : 06_PER_Perris_Per AM
Site Code : 05122445
Start Date : 6/8/2022
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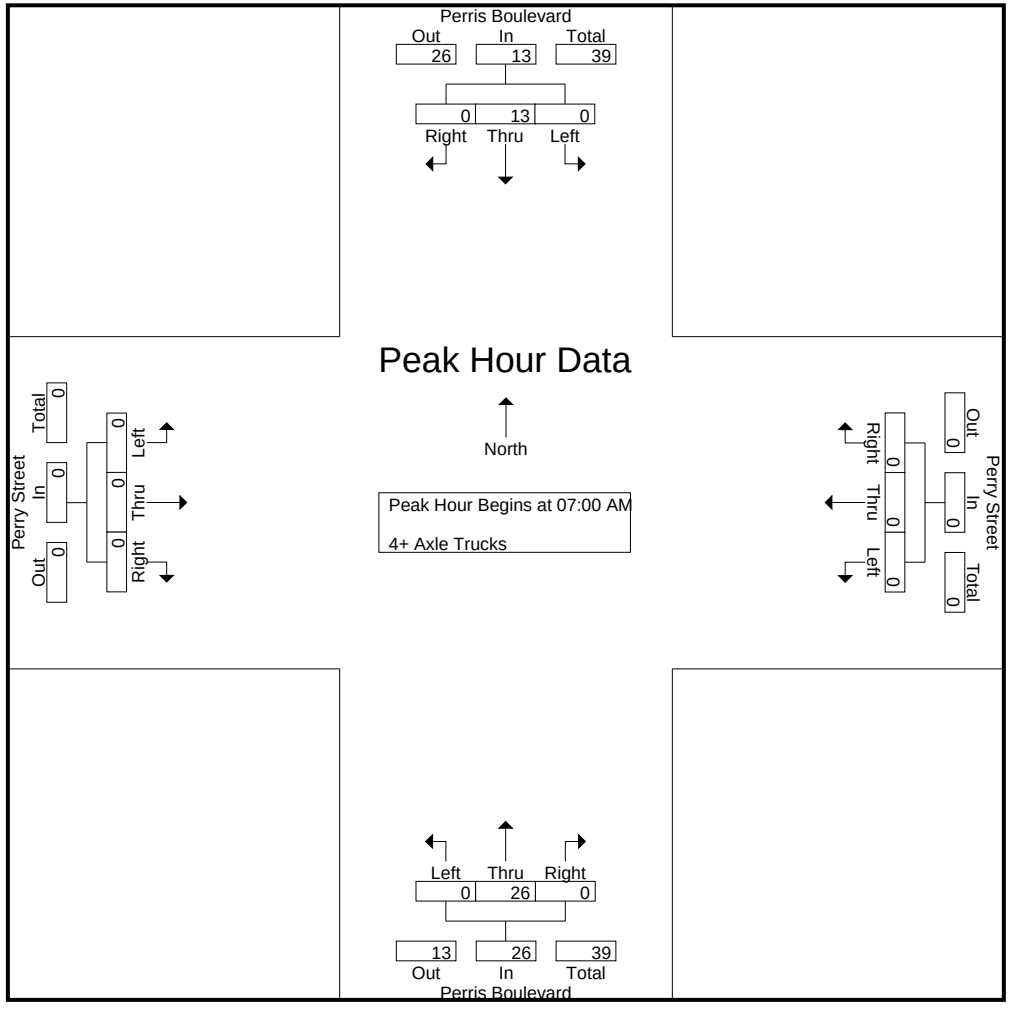

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City of Perris
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File Name : 06_PER_Perris_Per AM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	
+15 mins.	0	3	0	3	0	0	0	0	0	**7**	0	**7**	0	0	0	0	
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	7	0	7	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	
Total Volume	0	13	0	13	0	0	0	0	0	26	0	26	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.929	.000	.929	.000	.000	.000	.000	

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City of Perris
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File Name : 06_PER_Perris_Per PM
Site Code : 05122445
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	209	3	0	213	0	1	3	1	4	1	154	2	0	157	2	1	1	1	4	2	378	380
04:15 PM	1	224	0	0	225	3	0	2	2	5	2	156	1	0	159	0	0	3	3	3	5	392	397
04:30 PM	0	302	3	0	305	3	1	2	2	6	3	174	0	0	177	2	0	14	9	16	11	504	515
04:45 PM	1	205	1	0	207	1	0	0	0	1	2	171	0	0	173	0	0	3	2	3	2	384	386
Total	3	940	7	0	950	7	2	7	5	16	8	655	3	0	666	4	1	21	15	26	20	1658	1678
05:00 PM	2	200	2	0	204	2	0	0	0	2	4	143	2	0	149	0	0	5	5	5	5	360	365
05:15 PM	1	216	2	0	219	2	0	0	0	2	2	156	1	0	159	1	0	1	1	2	1	382	383
05:30 PM	1	223	0	0	224	4	1	2	2	7	1	156	2	0	159	1	0	1	1	2	3	392	395
05:45 PM	7	184	0	0	191	0	0	0	0	0	2	155	5	0	162	2	0	2	2	4	2	357	359
Total	11	823	4	0	838	8	1	2	2	11	9	610	10	0	629	4	0	9	9	13	11	1491	1502
Grand Total	14	1763	11	0	1788	15	3	9	7	27	17	1265	13	0	1295	8	1	30	24	39	31	3149	3180
Apprch %	0.8	98.6	0.6			55.6	11.1	33.3			1.3	97.7	1			20.5	2.6	76.9					
Total %	0.4	56	0.3		56.8	0.5	0.1	0.3		0.9	0.5	40.2	0.4		41.1	0.3	0	1		1.2	1	99	
Passenger Vehicles	14	1702	8		1724	12	2	9		30	16	1203	12		1231	8	1	29		61	0	0	3046
% Passenger Vehicles	100	96.5	72.7	0	96.4	80	66.7	100	100	88.2	94.1	95.1	92.3	0	95.1	100	100	96.7	95.8	96.8	0	0	95.8
Large 2 Axle Vehicles	0	27	1		28	2	0	0		2	0	22	0		22	0	0	0		0	0	0	52
% Large 2 Axle Vehicles	0	1.5	9.1	0	1.6	13.3	0	0	0	5.9	0	1.7	0	0	1.7	0	0	0	0	0	0	0	1.6
3 Axle Vehicles	0	14	1		15	1	0	0		1	0	14	0		14	0	0	1		2	0	0	32
% 3 Axle Vehicles	0	0.8	9.1	0	0.8	6.7	0	0	0	2.9	0	1.1	0	0	1.1	0	0	3.3	4.2	3.2	0	0	1
4+ Axle Trucks	0	20	1		21	0	1	0		1	1	26	1		28	0	0	0		0	0	0	50
% 4+ Axle Trucks	0	1.1	9.1	0	1.2	0	33.3	0	0	2.9	5.9	2.1	7.7	0	2.2	0	0	0	0	0	0	0	1.6

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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**	209	**3**	213	0	**1**	**3**	4	1	154	**2**	157	**2**	**1**	1	4	378
04:15 PM	1	224	0	225	**3**	0	2	5	2	156	1	159	0	0	3	3	392
04:30 PM	0	**302**	3	**305**	3	1	2	**6**	**3**	**174**	0	**177**	2	0	**14**	**16**	**504**
04:45 PM	1	205	1	207	1	0	0	1	2	171	0	173	0	0	3	3	384
Total Volume	3	940	7	950	7	2	7	16	8	655	3	666	4	1	21	26	1658
% App. Total	0.3	98.9	0.7		43.8	12.5	43.8		1.2	98.3	0.5		15.4	3.8	80.8		
PHF	.750	.778	.583	.779	.583	.500	.583	.667	.667	.941	.375	.941	.500	.250	.375	.406	.822

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File Name : 06_PER_Perris_Per PM
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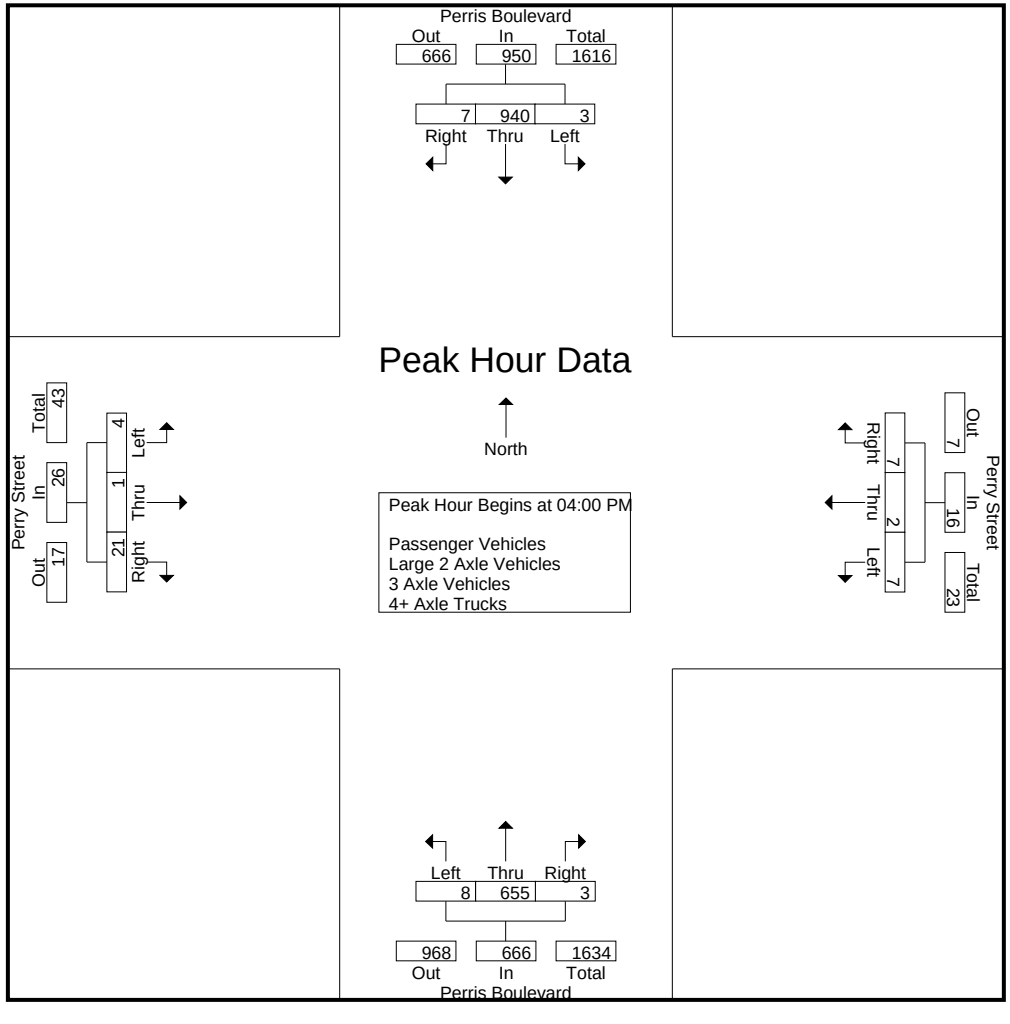

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City of Perris
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Start Date : 6/8/2022

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:15 PM				
+0 mins.	**1**	209	**3**	213	0	**1**	**3**	4	1	154	**2**	157	0	0	3	3	
+15 mins.	1	224	0	225	**3**	0	2	5	2	156	1	159	**2**	0	**14**	**16**	
+30 mins.	0	**302**	3	**305**	3	1	2	**6**	**3**	**174**	0	**177**	0	0	3	3	
+45 mins.	1	205	1	207	1	0	0	1	2	171	0	173	0	0	5	5	
Total Volume	3	940	7	950	7	2	7	16	8	655	3	666	2	0	25	27	
% App. Total	0.3	98.9	0.7		43.8	12.5	43.8		1.2	98.3	0.5		7.4	0	92.6		
PHF	.750	.778	.583	.779	.583	.500	.583	.667	.667	.941	.375	.941	.250	.000	.446	.422	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	200	2	0	203	0	1	3	1	4	1	143	2	0	146	2	1	1	1	4	2	357	359
04:15 PM	1	217	0	0	218	3	0	2	2	5	2	142	1	0	145	0	0	3	3	3	5	371	376
04:30 PM	0	289	2	0	291	1	0	2	2	3	3	170	0	0	173	2	0	13	8	15	10	482	492
04:45 PM	1	196	0	0	197	1	0	0	0	1	2	165	0	0	167	0	0	3	2	3	2	368	370
Total	3	902	4	0	909	5	1	7	5	13	8	620	3	0	631	4	1	20	14	25	19	1578	1597
05:00 PM	2	194	2	0	198	2	0	0	0	2	3	132	2	0	137	0	0	5	5	5	5	342	347
05:15 PM	1	210	2	0	213	2	0	0	0	2	2	150	0	0	152	1	0	1	1	2	1	369	370
05:30 PM	1	218	0	0	219	3	1	2	2	6	1	149	2	0	152	1	0	1	1	2	3	379	382
05:45 PM	7	178	0	0	185	0	0	0	0	0	2	152	5	0	159	2	0	2	2	4	2	348	350
Total	11	800	4	0	815	7	1	2	2	10	8	583	9	0	600	4	0	9	9	13	11	1438	1449
Grand Total	14	1702	8	0	1724	12	2	9	7	23	16	1203	12	0	1231	8	1	29	23	38	30	3016	3046
Apprch %	0.8	98.7	0.5			52.2	8.7	39.1			1.3	97.7	1			21.1	2.6	76.3					
Total %	0.5	56.4	0.3		57.2	0.4	0.1	0.3		0.8	0.5	39.9	0.4		40.8	0.3	0	1		1.3	1	99	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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**	200	**2**	203	0	**1**	**3**	4	1	143	**2**	146	**2**	**1**	1	4	357
04:15 PM	1	217	0	218	**3**	0	2	**5**	2	142	1	145	0	0	3	3	371
04:30 PM	0	**289**	2	**291**	1	0	2	3	**3**	**170**	0	**173**	2	0	**13**	**15**	**482**
04:45 PM	1	196	0	197	1	0	0	1	2	165	0	167	0	0	3	3	368
Total Volume	3	902	4	909	5	1	7	13	8	620	3	631	4	1	20	25	1578
% App. Total	0.3	99.2	0.4		38.5	7.7	53.8		1.3	98.3	0.5		16	4	80		
PHF	.750	.780	.500	.781	.417	.250	.583	.650	.667	.912	.375	.912	.500	.250	.385	.417	.818

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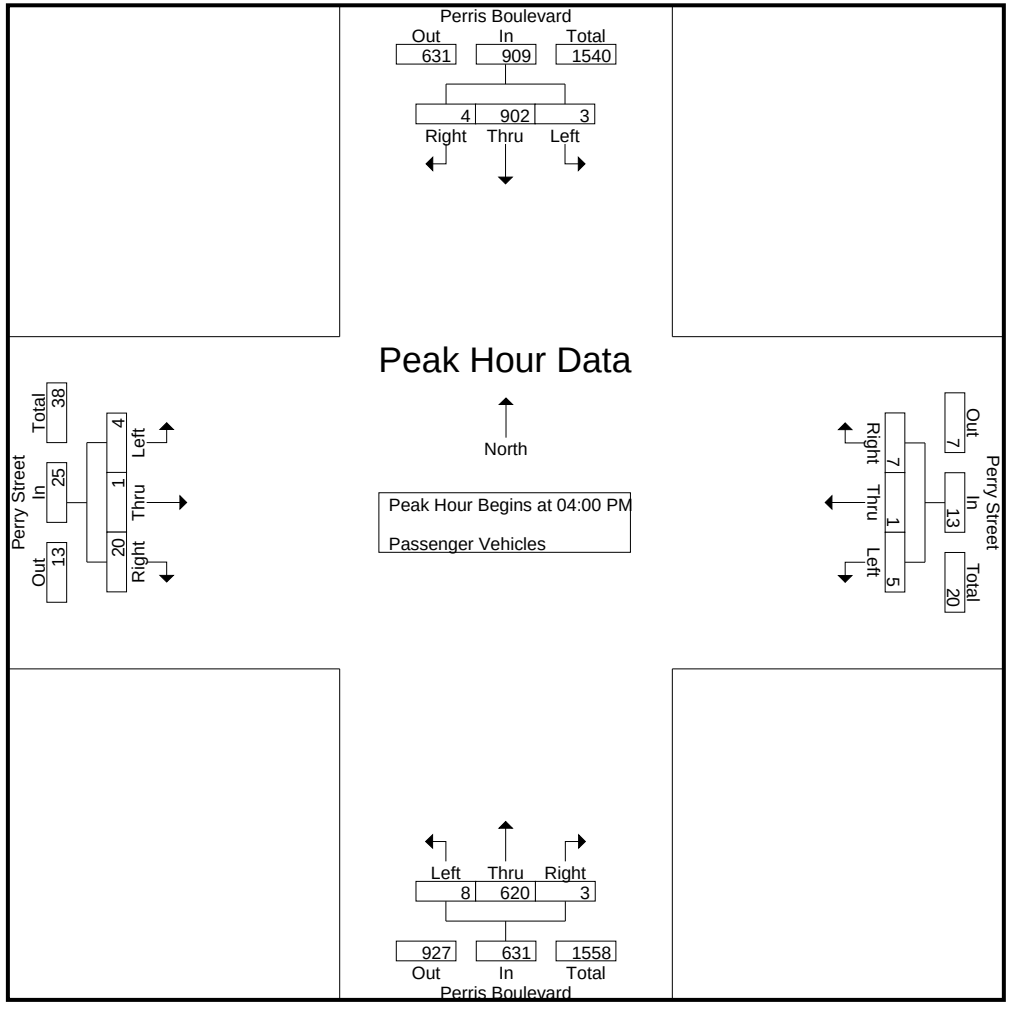

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	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**1**	200	**2**	203	0	**1**	**3**	4	1	143	**2**	146	**2**	**1**	1	4	
+15 mins.	1	217	0	218	**3**	0	2	**5**	2	142	1	145	0	0	3	3	
+30 mins.	0	**289**	2	**291**	1	0	2	3	**3**	**170**	0	**173**	2	0	**13**	**15**	
+45 mins.	1	196	0	197	1	0	0	1	2	165	0	167	0	0	3	3	
Total Volume	3	902	4	909	5	1	7	13	8	620	3	631	4	1	20	25	
% App. Total	0.3	99.2	0.4		38.5	7.7	53.8		1.3	98.3	0.5		16	4	80		
PHF	.750	.780	.500	.781	.417	.250	.583	.650	.667	.912	.375	.912	.500	.250	.385	.417	

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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	10
04:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	9
04:30 PM	0	5	0	0	5	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	9	9
04:45 PM	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	7
Total	0	17	1	0	18	2	0	0	0	2	0	15	0	0	15	0	0	0	0	0	0	35	35
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
Total	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	17	17
Grand Total	0	27	1	0	28	2	0	0	0	2	0	22	0	0	22	0	0	0	0	0	0	52	52
Apprch %	0	96.4	3.6			100	0	0			0	100	0			0	0	0					
Total %	0	51.9	1.9		53.8	3.8	0	0		3.8	0	42.3	0		42.3	0	0	0		0	0	100	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	**5**	0	**5**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**10**
04:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:30 PM	0	5	0	5	**2**	0	0	**2**	0	2	0	2	0	0	0	0	9
04:45 PM	0	2	**1**	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Total Volume	0	17	1	18	2	0	0	2	0	15	0	15	0	0	0	0	35
% App. Total	0	94.4	5.6		100	0	0		0	100	0		0	0	0		
PHF	.000	.850	.250	.900	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.875

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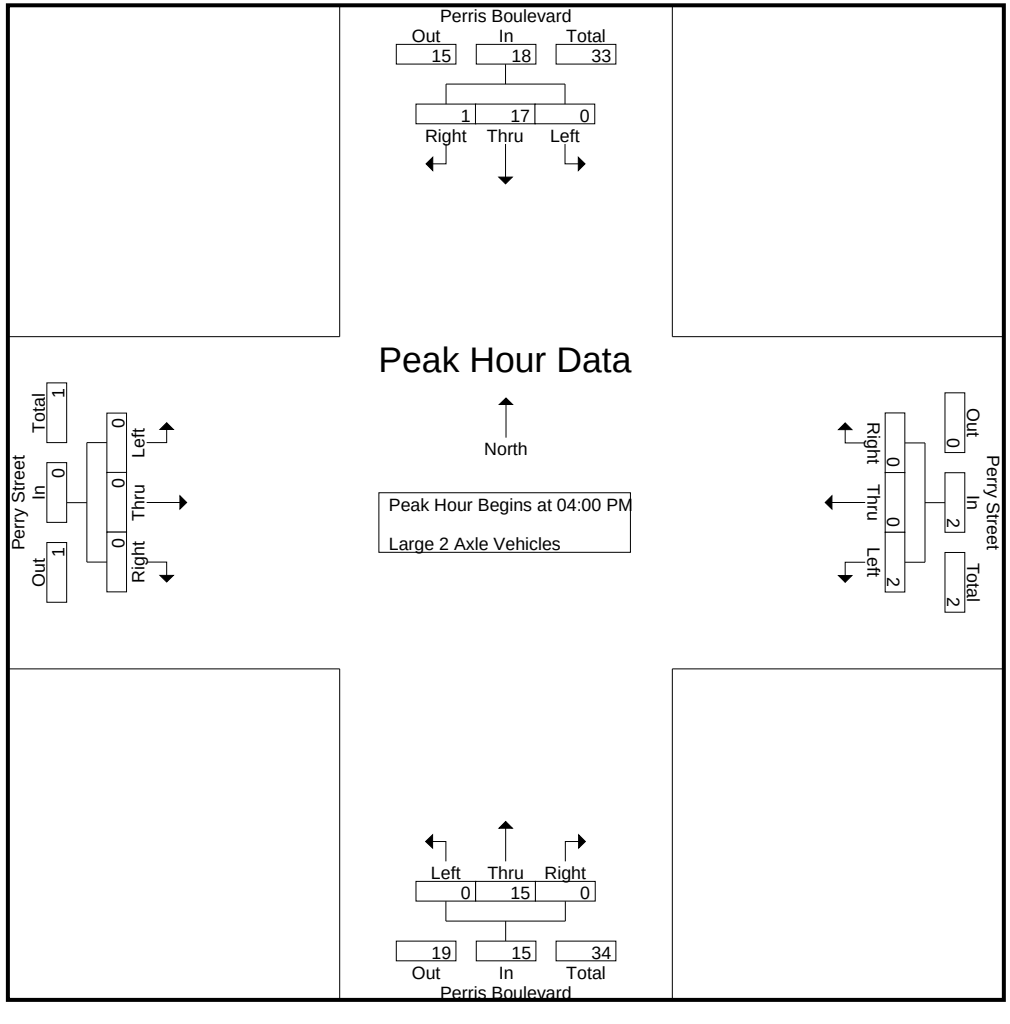
City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	
+15 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	
+30 mins.	0	5	0	5	**2**	0	0	**2**	0	2	0	2	0	0	0	0	
+45 mins.	0	2	**1**	3	0	0	0	0	0	4	0	4	0	0	0	0	
Total Volume	0	17	1	18	2	0	0	2	0	15	0	15	0	0	0	0	
% App. Total	0	94.4	5.6		100	0	0		0	100	0		0	0	0		
PHF	.000	.850	.250	.900	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	

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City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:30 PM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	7	8
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
Total	0	8	1	0	9	0	0	0	0	0	0	6	0	0	6	0	0	1	1	1	1	16	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
05:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	6
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	6	0	0	6	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	15	15
Grand Total	0	14	1	0	15	1	0	0	0	1	0	14	0	0	14	0	0	1	1	1	1	31	32
Apprch %	0	93.3	6.7			100	0	0			0	100	0			0	0	100					
Total %	0	45.2	3.2		48.4	3.2	0	0		3.2	0	45.2	0		45.2	0	0	3.2		3.2	3.1	96.9	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	**3**	0	**3**	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	**4**	**1**	**5**	0	0	0	0	0	1	0	1	0	0	**1**	**1**	**7**
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	8	1	9	0	0	0	0	0	6	0	6	0	0	1	1	16
% App. Total	0	88.9	11.1		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.250	.450	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.571

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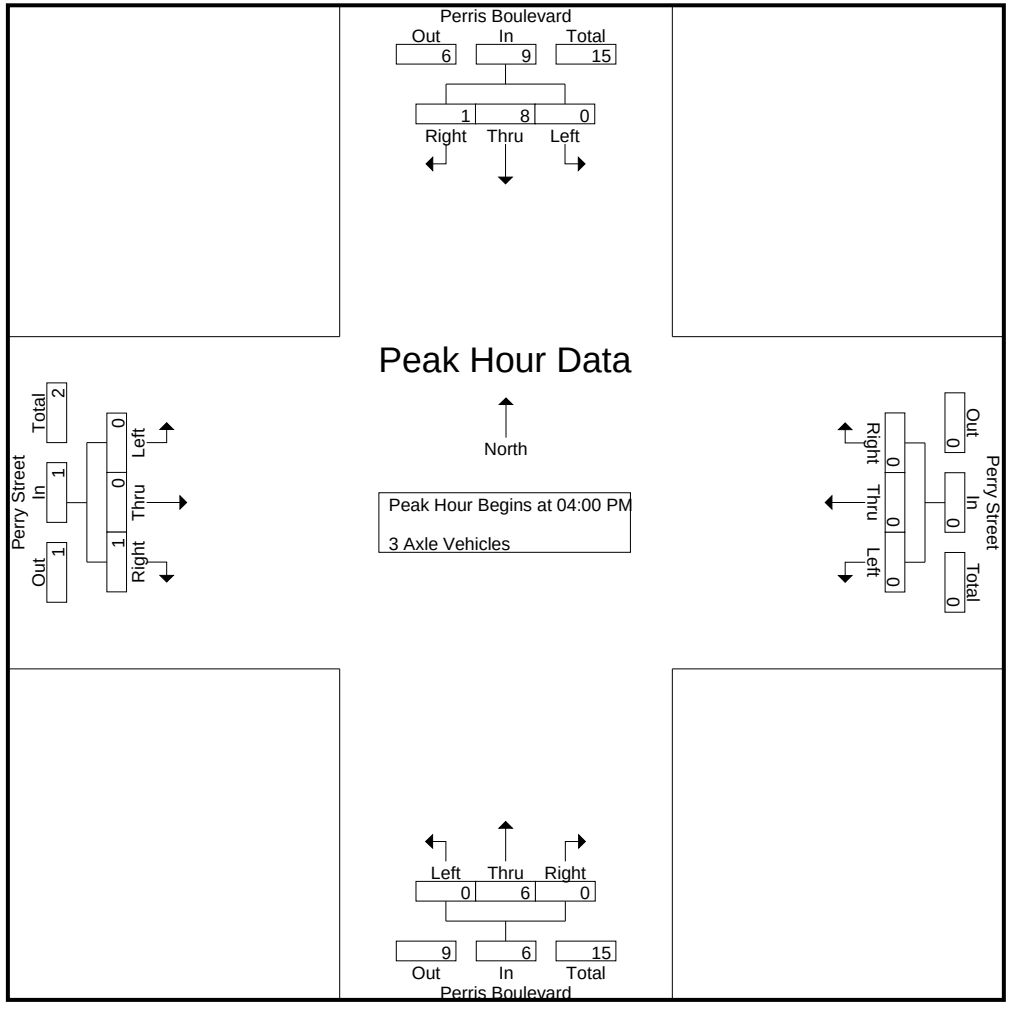
City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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 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	**3**	0	**3**	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	**4**	**1**	**5**	0	0	0	0	0	1	0	1	0	0	**1**	**1**	
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	8	1	9	0	0	0	0	0	6	0	6	0	0	1	1	
% App. Total	0	88.9	11.1		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.250	.450	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	

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City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Perry Street Westbound					Perris Boulevard Northbound					Perry Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	8
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	10
04:30 PM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	6
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
Total	0	13	1	0	14	0	1	0	0	1	0	14	0	0	14	0	0	0	0	0	0	29	29
05:00 PM	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	11	11
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	6	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	7	0	0	7	0	0	0	0	0	1	12	1	0	14	0	0	0	0	0	0	21	21
Grand Total	0	20	1	0	21	0	1	0	0	1	1	26	1	0	28	0	0	0	0	0	0	50	50
Apprch %	0	95.2	4.8			0	100	0			3.6	92.9	3.6			0	0	0					
Total %	0	40	2		42	0	2	0		2	2	52	2		56	0	0	0		0	0	100	

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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	**4**	**1**	**5**	0	0	0	0	0	3	0	3	0	0	0	0	8
04:15 PM	0	1	0	1	0	0	0	0	0	**9**	0	**9**	0	0	0	0	**10**
04:30 PM	0	4	0	4	0	**1**	0	**1**	0	1	0	1	0	0	0	0	6
04:45 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	13	1	14	0	1	0	1	0	14	0	14	0	0	0	0	29
% App. Total	0	92.9	7.1		0	100	0		0	100	0		0	0	0		
PHF	.000	.813	.250	.700	.000	.250	.000	.250	.000	.389	.000	.389	.000	.000	.000	.000	.725

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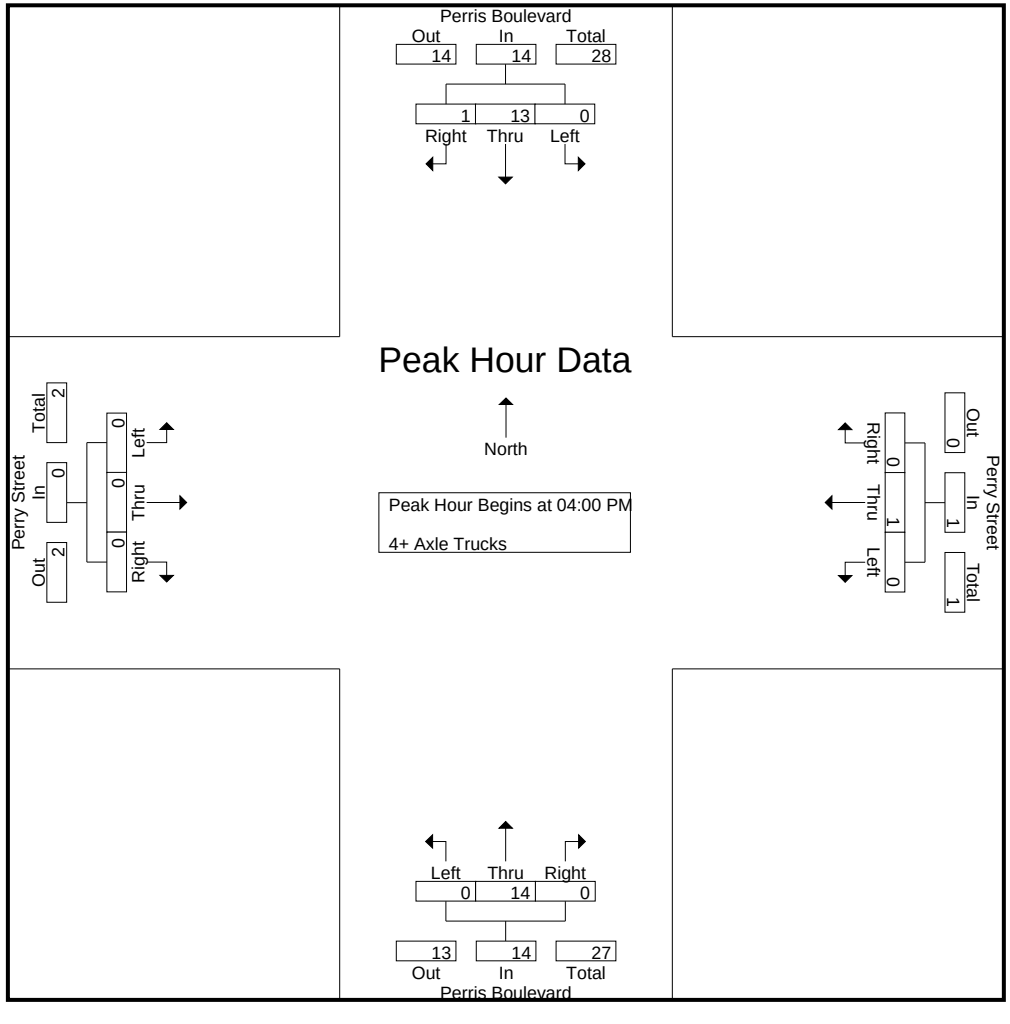
City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Perry Street
Weather: Clear

File Name : 06_PER_Perris_Per PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Perry Street Westbound				Perris Boulevard Northbound				Perry 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**4**	**1**	**5**	0	0	0	0	0	3	0	3	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	**9**	0	**9**	0	0	0	0	
+30 mins.	0	4	0	4	0	**1**	0	**1**	0	1	0	1	0	0	0	0	
+45 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	13	1	14	0	1	0	1	0	14	0	14	0	0	0	0	
% App. Total	0	92.9	7.1		0	100	0		0	100	0		0	0	0		
PHF	.000	.813	.250	.700	.000	.250	.000	.250	.000	.389	.000	.389	.000	.000	.000	.000	

Location: Perris
N/S: Perris Boulevard
E/W: Perry Street

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Perry Street	South Leg Perris Boulevard	West Leg Perry Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

	North Leg Perris Boulevard	East Leg Perry Street	South Leg Perris Boulevard	West Leg Perry Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	2	2
5:15 PM	2	0	0	2	4
5:30 PM	0	0	0	1	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	2	1	1	5	9

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Location: Perris
N/S: Perris Boulevard
E/W: Perry Street

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Perry Street			Northbound Perris Boulevard			Eastbound Perry Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Perris Boulevard			Westbound Perry Street			Northbound Perris Boulevard			Eastbound Perry Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	3	0	0	0	0	4

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City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	81	0	0	85	10	0	6	3	16	1	211	4	0	216	0	0	0	0	0	3	317	320
07:15 AM	3	86	0	0	89	3	0	9	8	12	0	232	1	0	233	0	0	0	0	0	8	334	342
07:30 AM	0	99	0	0	99	5	0	5	5	10	0	204	2	0	206	0	0	0	0	0	5	315	320
07:45 AM	4	129	0	0	133	5	0	2	1	7	1	179	2	0	182	0	1	0	0	1	1	323	324
Total	11	395	0	0	406	23	0	22	17	45	2	826	9	0	837	0	1	0	0	1	17	1289	1306
08:00 AM	5	113	0	0	118	3	0	7	5	10	0	128	3	0	131	0	0	0	0	0	5	259	264
08:15 AM	4	77	0	0	81	7	0	5	4	12	0	152	2	0	154	0	0	0	0	0	4	247	251
08:30 AM	7	97	0	0	104	7	0	6	4	13	0	133	4	1	137	0	0	0	0	0	5	254	259
08:45 AM	1	99	0	0	100	7	0	4	3	11	0	115	3	0	118	0	0	0	0	0	3	229	232
Total	17	386	0	0	403	24	0	22	16	46	0	528	12	1	540	0	0	0	0	0	17	989	1006
Grand Total	28	781	0	0	809	47	0	44	33	91	2	1354	21	1	1377	0	1	0	0	1	34	2278	2312
Apprch %	3.5	96.5	0			51.6	0	48.4			0.1	98.3	1.5			0	100	0					
Total %	1.2	34.3	0		35.5	2.1	0	1.9		4	0.1	59.4	0.9		60.4	0	0	0		0	1.5	98.5	
Passenger Vehicles	24	714	0		738	47	0	43		123	1	1280	21		1303	0	1	0		1	0	0	2165
% Passenger Vehicles	85.7	91.4	0	0	91.2	100	0	97.7	100	99.2	50	94.5	100	100	94.6	0	100	0	0	100	0	0	93.6
Large 2 Axle Vehicles	0	37	0		37	0	0	1		1	1	54	0		55	0	0	0		0	0	0	93
% Large 2 Axle Vehicles	0	4.7	0	0	4.6	0	0	2.3	0	0.8	50	4	0	0	4	0	0	0	0	0	0	0	4
3 Axle Vehicles	1	8	0		9	0	0	0		0	0	6	0		6	0	0	0		0	0	0	15
% 3 Axle Vehicles	3.6	1	0	0	1.1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0.6
4+ Axle Trucks	3	22	0		25	0	0	0		0	0	14	0		14	0	0	0		0	0	0	39
% 4+ Axle Trucks	10.7	2.8	0	0	3.1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1.7

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	**4**	81	0	85	**10**	0	6	**16**	**1**	211	**4**	216	0	0	0	0	317
07:15 AM	3	86	0	89	3	0	**9**	12	0	**232**	1	**233**	0	0	0	0	**334**
07:30 AM	0	99	0	99	5	0	5	10	0	204	2	206	0	0	0	0	315
07:45 AM	4	**129**	0	**133**	5	0	2	7	1	179	2	182	0	**1**	0	**1**	323
Total Volume	11	395	0	406	23	0	22	45	2	826	9	837	0	1	0	1	1289
% App. Total	2.7	97.3	0		51.1	0	48.9		0.2	98.7	1.1		0	100	0		
PHF	.688	.766	.000	.763	.575	.000	.611	.703	.500	.890	.563	.898	.000	.250	.000	.250	.965

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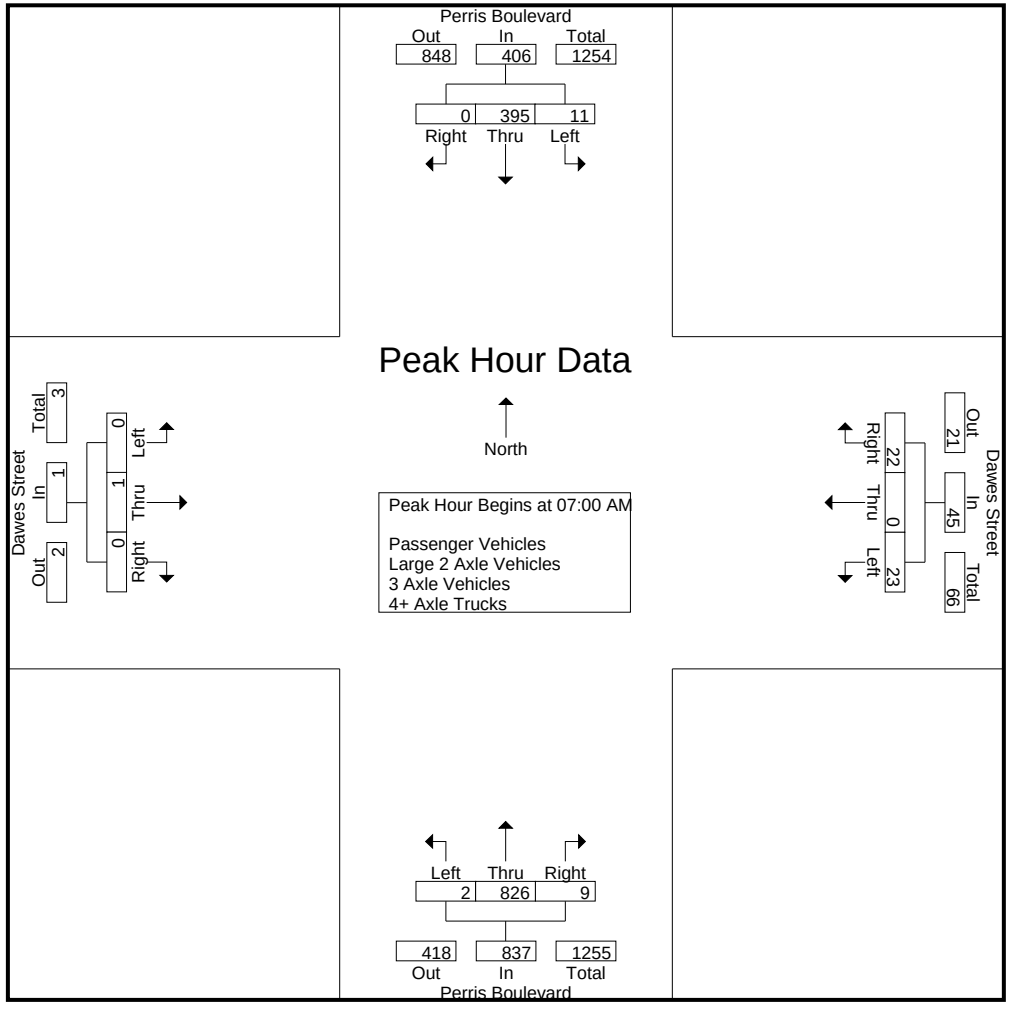
City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
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Weather: Clear

File Name : 10_PER_Perris_Daw AM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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 Each Approach Begins at:																	
	07:15 AM				08:00 AM				07:00 AM				07:00 AM				
+0 mins.	3	86	0	89	3	0	**7**	10	**1**	211	**4**	216	0	0	0	0	
+15 mins.	0	99	0	99	**7**	0	5	12	0	**232**	1	**233**	0	0	0	0	
+30 mins.	4	**129**	0	**133**	7	0	6	**13**	0	204	2	206	0	0	0	0	
+45 mins.	**5**	113	0	118	7	0	4	11	1	179	2	182	0	**1**	0	**1**	
Total Volume	12	427	0	439	24	0	22	46	2	826	9	837	0	1	0	1	
% App. Total	2.7	97.3	0		52.2	0	47.8		0.2	98.7	1.1		0	100	0		
PHF	.600	.828	.000	.825	.857	.000	.786	.885	.500	.890	.563	.898	.000	.250	.000	.250	

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File Name : 10_PER_Perris_Daw AM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	76	0	0	80	10	0	5	3	15	0	198	4	0	202	0	0	0	0	0	3	297	300
07:15 AM	2	74	0	0	76	3	0	9	8	12	0	222	1	0	223	0	0	0	0	0	8	311	319
07:30 AM	0	93	0	0	93	5	0	5	5	10	0	192	2	0	194	0	0	0	0	0	5	297	302
07:45 AM	2	121	0	0	123	5	0	2	1	7	1	169	2	0	172	0	1	0	0	1	1	303	304
Total	8	364	0	0	372	23	0	21	17	44	1	781	9	0	791	0	1	0	0	1	17	1208	1225
08:00 AM	5	103	0	0	108	3	0	7	5	10	0	120	3	0	123	0	0	0	0	0	5	241	246
08:15 AM	3	72	0	0	75	7	0	5	4	12	0	146	2	0	148	0	0	0	0	0	4	235	239
08:30 AM	7	88	0	0	95	7	0	6	4	13	0	126	4	1	130	0	0	0	0	0	5	238	243
08:45 AM	1	87	0	0	88	7	0	4	3	11	0	107	3	0	110	0	0	0	0	0	3	209	212
Total	16	350	0	0	366	24	0	22	16	46	0	499	12	1	511	0	0	0	0	0	17	923	940
Grand Total	24	714	0	0	738	47	0	43	33	90	1	1280	21	1	1302	0	1	0	0	1	34	2131	2165
Apprch %	3.3	96.7	0			52.2	0	47.8			0.1	98.3	1.6			0	100	0					
Total %	1.1	33.5	0		34.6	2.2	0	2		4.2	0	60.1	1		61.1	0	0	0		0	1.6	98.4	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	**4**	76	0	80	**10**	0	5	**15**	0	198	**4**	202	0	0	0	0	297
07:15 AM	2	74	0	76	3	0	**9**	12	0	**222**	1	**223**	0	0	0	0	**311**
07:30 AM	0	93	0	93	5	0	5	10	0	192	2	194	0	0	0	0	297
07:45 AM	2	**121**	0	**123**	5	0	2	7	**1**	169	2	172	0	**1**	0	**1**	303
Total Volume	8	364	0	372	23	0	21	44	1	781	9	791	0	1	0	1	1208
% App. Total	2.2	97.8	0		52.3	0	47.7		0.1	98.7	1.1		0	100	0		
PHF	.500	.752	.000	.756	.575	.000	.583	.733	.250	.880	.563	.887	.000	.250	.000	.250	.971

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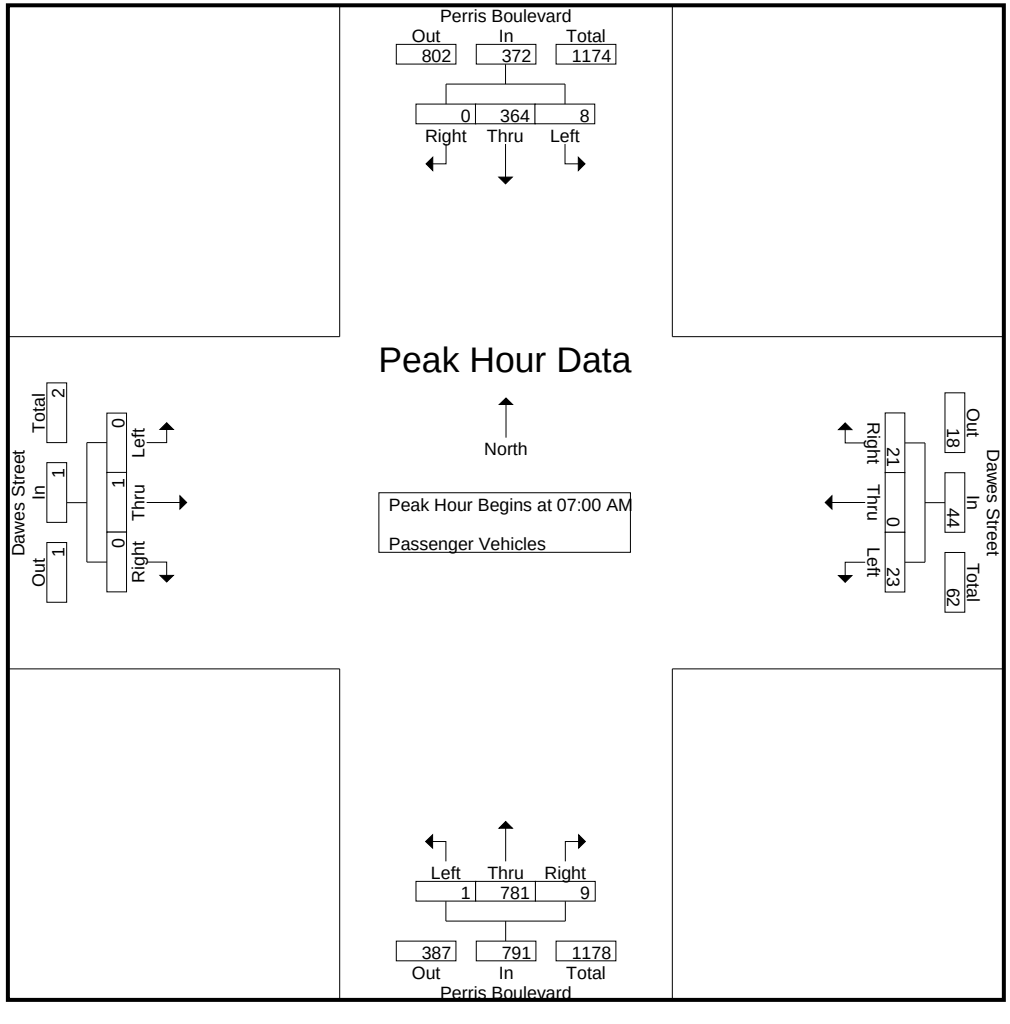

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File Name : 10_PER_Perris_Daw AM
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	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**4**	76	0	80	**10**	0	5	**15**	0	198	**4**	202	0	0	0	0	
+15 mins.	2	74	0	76	3	0	**9**	12	0	**222**	1	**223**	0	0	0	0	
+30 mins.	0	93	0	93	5	0	5	10	0	192	2	194	0	0	0	0	
+45 mins.	2	**121**	0	**123**	5	0	2	7	**1**	169	2	172	0	**1**	0	**1**	
Total Volume	8	364	0	372	23	0	21	44	1	781	9	791	0	1	0	1	
% App. Total	2.2	97.8	0		52.3	0	47.7		0.1	98.7	1.1		0	100	0		
PHF	.500	.752	.000	.756	.575	.000	.583	.733	.250	.880	.563	.887	.000	.250	.000	.250	

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City of Perris
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File Name : 10_PER_Perris_Daw AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	1	12	0	0	13	0	0	0	0	0	0	14	14
07:15 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15	15
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11	11
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	11	11
Total	0	16	0	0	16	0	0	1	0	1	1	33	0	0	34	0	0	0	0	0	0	51	51
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	13	13
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	7
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	11
08:45 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11	11
Total	0	21	0	0	21	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	42	42
Grand Total	0	37	0	0	37	0	0	1	0	1	1	54	0	0	55	0	0	0	0	0	0	93	93
Apprch %	0	100	0			0	0	100			1.8	98.2	0			0	0	0					
Total %	0	39.8	0		39.8	0	0	1.1		1.1	1.1	58.1	0		59.1	0	0	0		0	0	100	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	**1**	**1**	**1**	**12**	0	**13**	0	0	0	0	14
07:15 AM	0	**6**	0	**6**	0	0	0	0	0	9	0	9	0	0	0	0	**15**
07:30 AM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
07:45 AM	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
Total Volume	0	16	0	16	0	0	1	1	1	33	0	34	0	0	0	0	51
% App. Total	0	100	0		0	0	100		2.9	97.1	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.250	.250	.250	.688	.000	.654	.000	.000	.000	.000	.850

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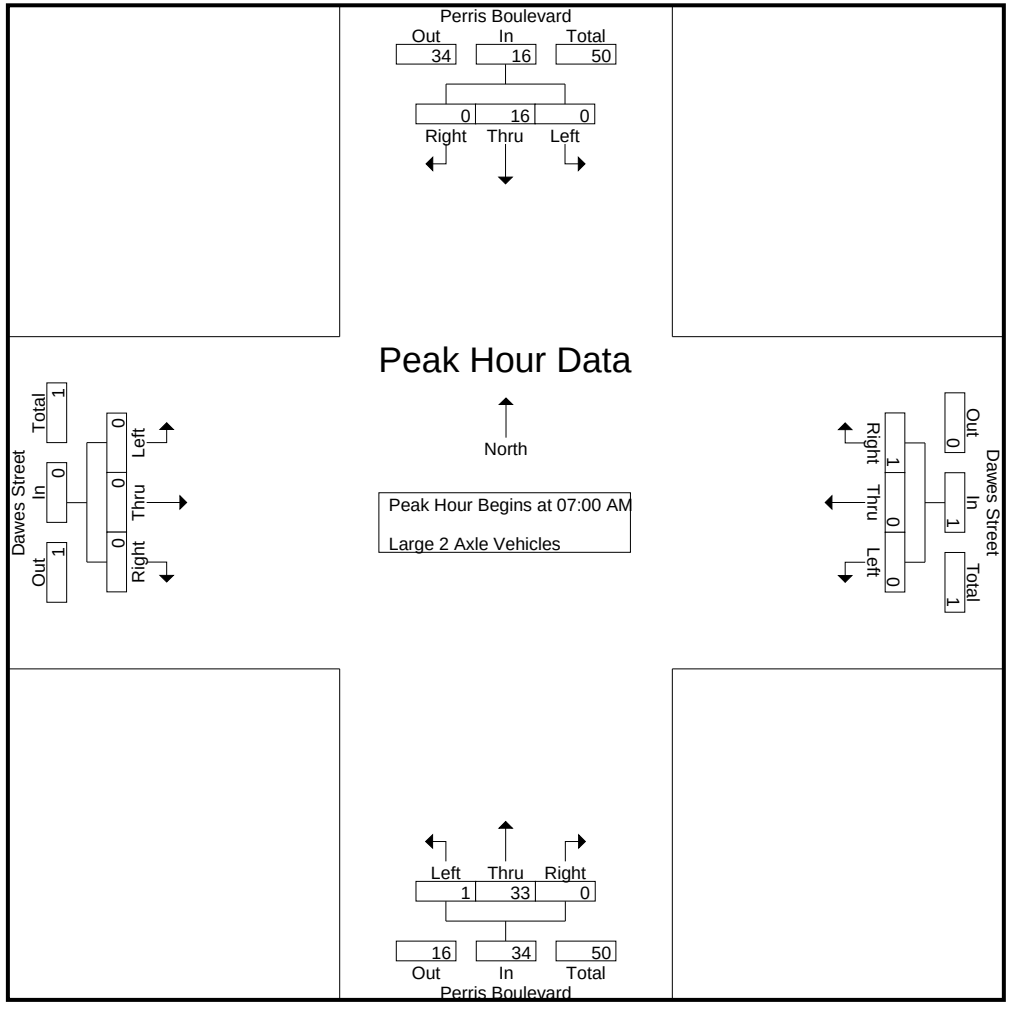

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	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	**1**	**1**	**1**	**12**	0	**13**	0	0	0	0	
+15 mins.	0	**6**	0	**6**	0	0	0	0	0	9	0	9	0	0	0	0	
+30 mins.	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	
+45 mins.	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	
Total Volume	0	16	0	16	0	0	1	1	1	33	0	34	0	0	0	0	
% App. Total	0	100	0		0	0	100		2.9	97.1	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.250	.250	.250	.688	.000	.654	.000	.000	.000	.000	

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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
07:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	9
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	6
Grand Total	1	8	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	15	15
Apprch %	11.1	88.9	0			0	0	0			0	100	0			0	0	0					
Total %	6.7	53.3	0		60	0	0	0		0	0	40	0		40	0	0	0		0	0	100	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	**2**	0	2	0	0	0	0	0	1	0	1	0	0	0	0	**3**
07:15 AM	**1**	2	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	5	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
% App. Total	16.7	83.3	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.625	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.750

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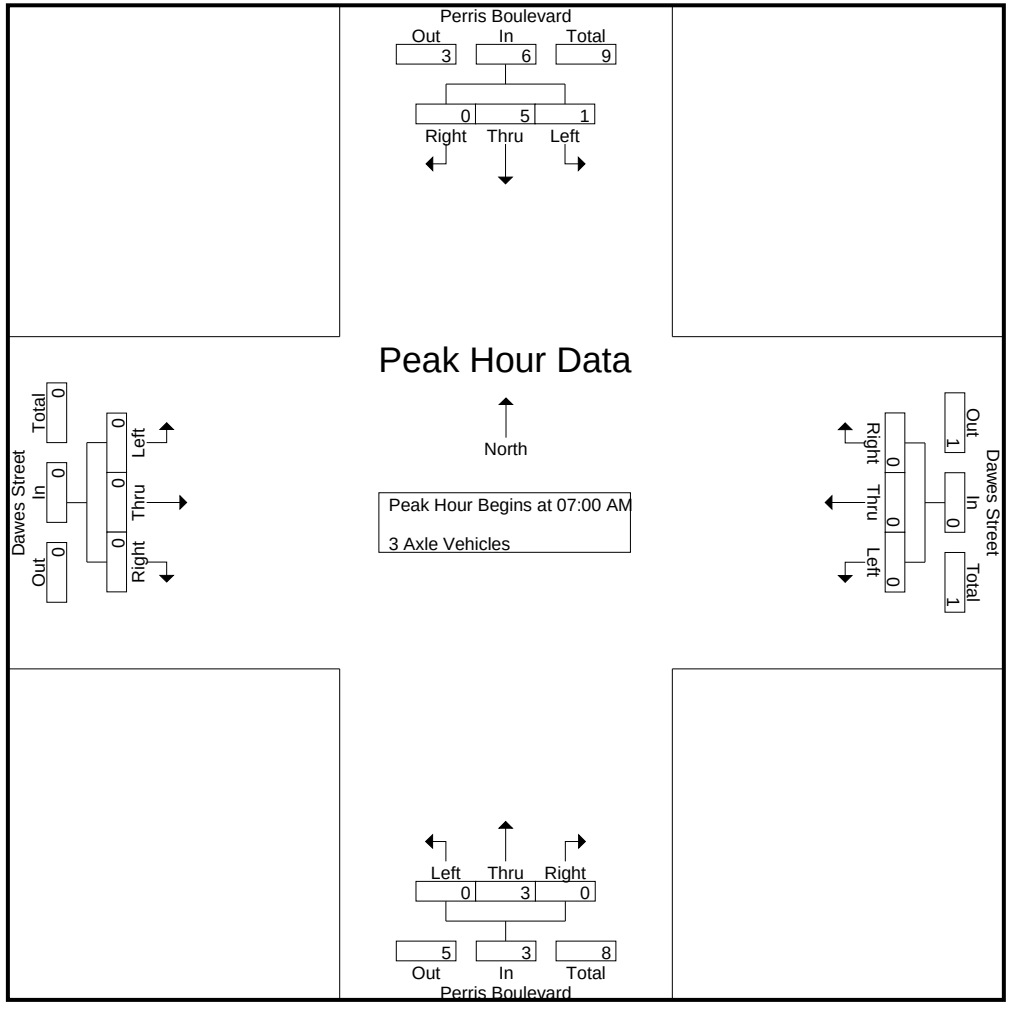

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	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for 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.	**1**	2	0	**3**	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	5	0	6	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	16.7	83.3	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.625	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	

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Start Date : 6/8/2022
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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
07:45 AM	2	1	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	8
Total	2	10	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	21	21
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	7
Total	1	12	0	0	13	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	18	18
Grand Total	3	22	0	0	25	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	39	39
Apprch %	12	88	0			0	0	0			0	100	0			0	0	0					
Total %	7.7	56.4	0		64.1	0	0	0		0	0	35.9	0		35.9	0	0	0		0	0	100	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	5
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:45 AM	**2**	1	0	3	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**8**
Total Volume	2	10	0	12	0	0	0	0	0	9	0	9	0	0	0	0	21
% App. Total	16.7	83.3	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.625	.000	.750	.000	.000	.000	.000	.000	.450	.000	.450	.000	.000	.000	.000	.656

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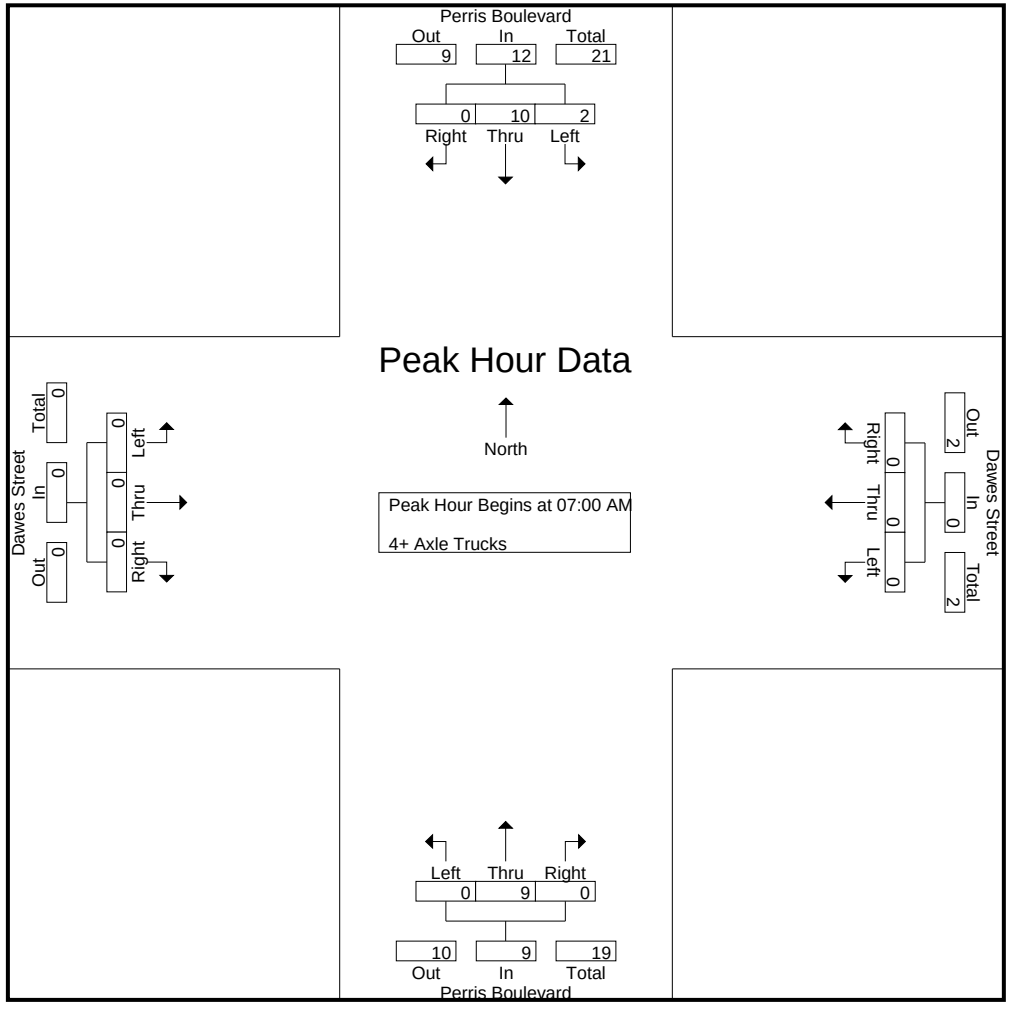
City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw AM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	
+45 mins.	**2**	1	0	3	0	0	0	0	0	**5**	0	**5**	0	0	0	0	
Total Volume	2	10	0	12	0	0	0	0	0	9	0	9	0	0	0	0	
% App. Total	16.7	83.3	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.625	.000	.750	.000	.000	.000	.000	.000	.450	.000	.450	.000	.000	.000	.000	

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File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	196	0	0	199	9	0	6	5	15	1	170	11	0	182	0	0	0	0	0	5	396	401
04:15 PM	4	197	0	0	201	10	0	3	3	13	1	150	10	0	161	0	0	0	0	0	3	375	378
04:30 PM	4	215	0	0	219	10	0	3	2	13	0	155	5	0	160	0	0	0	0	0	2	392	394
04:45 PM	11	211	0	0	222	7	0	7	3	14	0	154	4	0	158	0	0	0	0	0	3	394	397
Total	22	819	0	0	841	36	0	19	13	55	2	629	30	0	661	0	0	0	0	0	13	1557	1570
05:00 PM	5	192	0	0	197	12	0	4	1	16	0	154	5	0	159	0	0	0	0	0	1	372	373
05:15 PM	3	185	0	0	188	12	0	3	2	15	0	177	5	3	182	0	0	0	0	0	5	385	390
05:30 PM	5	198	0	0	203	5	0	3	2	8	0	146	6	1	152	0	0	0	0	0	3	363	366
05:45 PM	11	137	0	0	148	10	0	9	6	19	0	140	9	1	149	0	0	0	0	0	7	316	323
Total	24	712	0	0	736	39	0	19	11	58	0	617	25	5	642	0	0	0	0	0	16	1436	1452
Grand Total	46	1531	0	0	1577	75	0	38	24	113	2	1246	55	5	1303	0	0	0	0	0	29	2993	3022
Apprch %	2.9	97.1	0			66.4	0	33.6			0.2	95.6	4.2			0	0	0					
Total %	1.5	51.2	0		52.7	2.5	0	1.3		3.8	0.1	41.6	1.8		43.5	0	0	0		0	1	99	
Passenger Vehicles	45	1493	0		1538	75	0	38		137	2	1201	54		1262	0	0	0		0	0	0	2937
% Passenger Vehicles	97.8	97.5	0	0	97.5	100	0	100	100	100	100	96.4	98.2	100	96.5	0	0	0	0	0	0	0	97.2
Large 2 Axle Vehicles	0	32	0		32	0	0	0		0	0	24	1		25	0	0	0		0	0	0	57
% Large 2 Axle Vehicles	0	2.1	0	0	2	0	0	0	0	0	0	1.9	1.8	0	1.9	0	0	0	0	0	0	0	1.9
3 Axle Vehicles	0	2	0		2	0	0	0		0	0	6	0		6	0	0	0		0	0	0	8
% 3 Axle Vehicles	0	0.1	0	0	0.1	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	1	4	0		5	0	0	0		0	0	15	0		15	0	0	0		0	0	0	20
% 4+ Axle Trucks	2.2	0.3	0	0	0.3	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0	0	0	0	0	0.7

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	3	196	0	199	9	0	6	**15**	**1**	**170**	**11**	**182**	0	0	0	0	**396**
04:15 PM	4	197	0	201	**10**	0	3	13	1	150	10	161	0	0	0	0	375
04:30 PM	4	**215**	0	219	10	0	3	13	0	155	5	160	0	0	0	0	392
04:45 PM	**11**	211	0	**222**	7	0	**7**	14	0	154	4	158	0	0	0	0	394
Total Volume	22	819	0	841	36	0	19	55	2	629	30	661	0	0	0	0	1557
% App. Total	2.6	97.4	0		65.5	0	34.5		0.3	95.2	4.5		0	0	0		
PHF	.500	.952	.000	.947	.900	.000	.679	.917	.500	.925	.682	.908	.000	.000	.000	.000	.983

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File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
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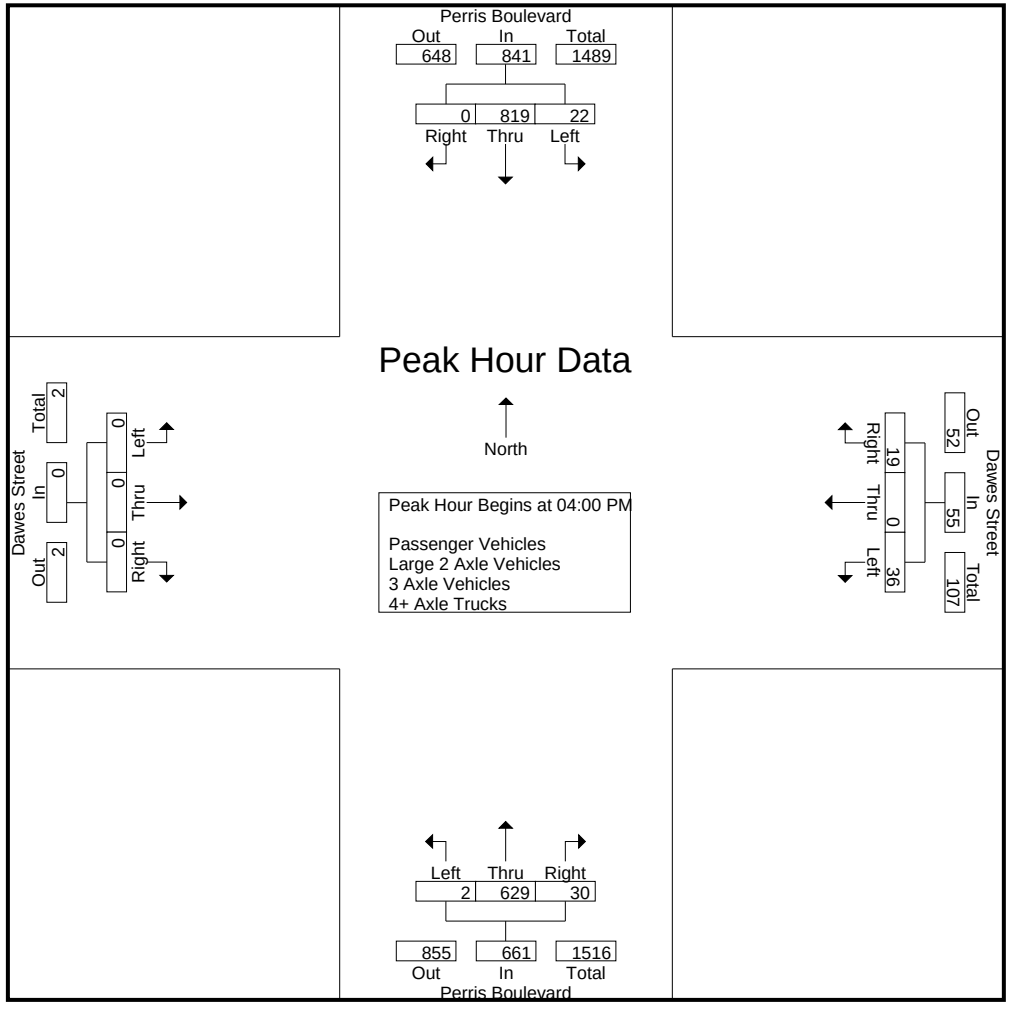

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Start Date : 6/8/2022

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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 Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:00 PM				04:00 PM				
+0 mins.	3	196	0	199	10	0	3	13	**1**	**170**	**11**	**182**	0	0	0	0	
+15 mins.	4	197	0	201	7	0	**7**	14	1	150	10	161	0	0	0	0	
+30 mins.	4	**215**	0	219	**12**	0	4	**16**	0	155	5	160	0	0	0	0	
+45 mins.	**11**	211	0	**222**	12	0	3	15	0	154	4	158	0	0	0	0	
Total Volume	22	819	0	841	41	0	17	58	2	629	30	661	0	0	0	0	
% App. Total	2.6	97.4	0		70.7	0	29.3		0.3	95.2	4.5		0	0	0		
PHF	.500	.952	.000	.947	.854	.000	.607	.906	.500	.925	.682	.908	.000	.000	.000	.000	

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File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	192	0	0	195	9	0	6	5	15	1	164	10	0	175	0	0	0	0	0	5	385	390
04:15 PM	4	191	0	0	195	10	0	3	3	13	1	142	10	0	153	0	0	0	0	0	3	361	364
04:30 PM	4	209	0	0	213	10	0	3	2	13	0	147	5	0	152	0	0	0	0	0	2	378	380
04:45 PM	11	204	0	0	215	7	0	7	3	14	0	150	4	0	154	0	0	0	0	0	3	383	386
Total	22	796	0	0	818	36	0	19	13	55	2	603	29	0	634	0	0	0	0	0	13	1507	1520
05:00 PM	5	187	0	0	192	12	0	4	1	16	0	150	5	0	155	0	0	0	0	0	1	363	364
05:15 PM	3	184	0	0	187	12	0	3	2	15	0	173	5	3	178	0	0	0	0	0	5	380	385
05:30 PM	5	195	0	0	200	5	0	3	2	8	0	140	6	1	146	0	0	0	0	0	3	354	357
05:45 PM	10	131	0	0	141	10	0	9	6	19	0	135	9	1	144	0	0	0	0	0	7	304	311
Total	23	697	0	0	720	39	0	19	11	58	0	598	25	5	623	0	0	0	0	0	16	1401	1417
Grand Total	45	1493	0	0	1538	75	0	38	24	113	2	1201	54	5	1257	0	0	0	0	0	29	2908	2937
Apprch %	2.9	97.1	0			66.4	0	33.6			0.2	95.5	4.3			0	0	0					
Total %	1.5	51.3	0		52.9	2.6	0	1.3		3.9	0.1	41.3	1.9		43.2	0	0	0		0	1	99	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	3	192	0	195	9	0	6	**15**	**1**	**164**	**10**	**175**	0	0	0	0	**385**
04:15 PM	4	191	0	195	**10**	0	3	13	1	142	10	153	0	0	0	0	361
04:30 PM	4	**209**	0	213	10	0	3	13	0	147	5	152	0	0	0	0	378
04:45 PM	**11**	204	0	**215**	7	0	**7**	14	0	150	4	154	0	0	0	0	383
Total Volume	22	796	0	818	36	0	19	55	2	603	29	634	0	0	0	0	1507
% App. Total	2.7	97.3	0		65.5	0	34.5		0.3	95.1	4.6		0	0	0		
PHF	.500	.952	.000	.951	.900	.000	.679	.917	.500	.919	.725	.906	.000	.000	.000	.000	.979

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File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
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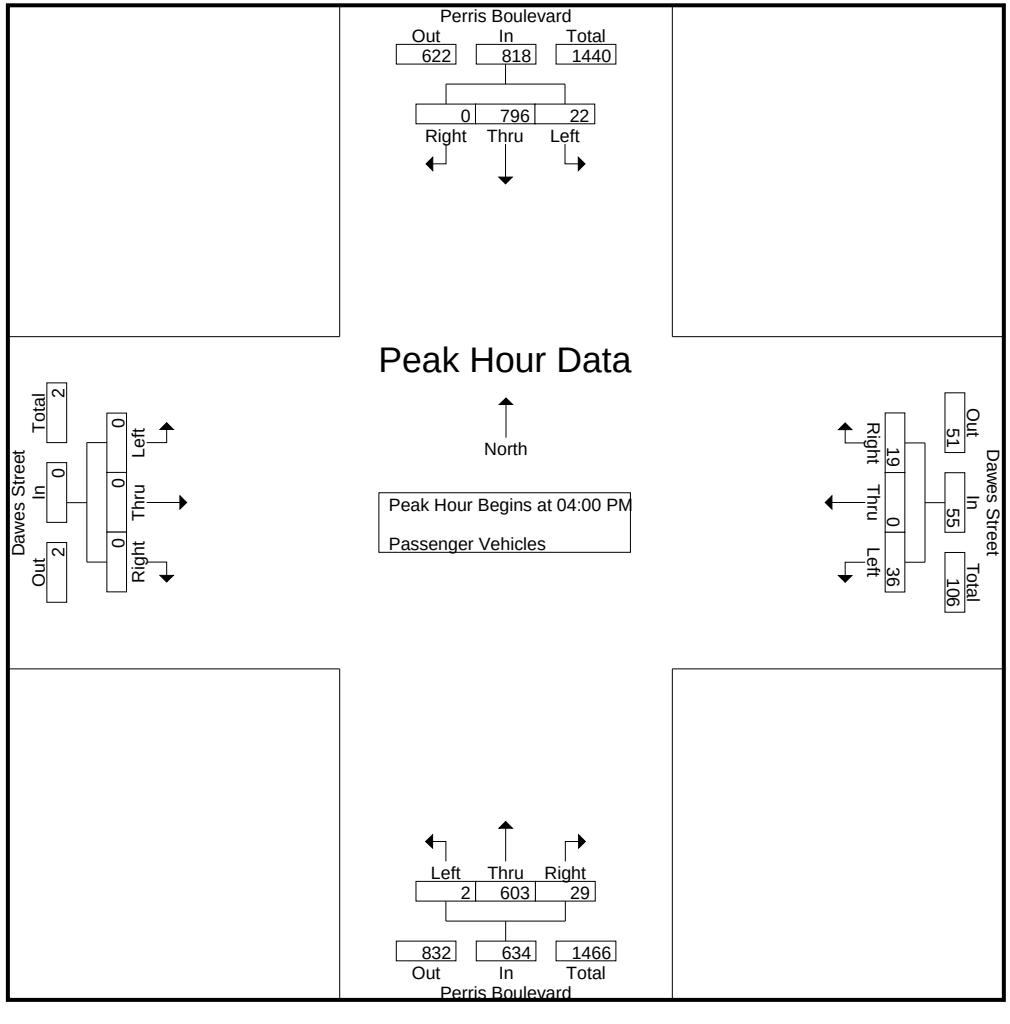

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Start Date : 6/8/2022

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	3	192	0	195	9	0	6	**15**	**1**	**164**	**10**	**175**	0	0	0	0	
+15 mins.	4	191	0	195	**10**	0	3	13	1	142	10	153	0	0	0	0	
+30 mins.	4	**209**	0	213	10	0	3	13	0	147	5	152	0	0	0	0	
+45 mins.	**11**	204	0	**215**	7	0	**7**	14	0	150	4	154	0	0	0	0	
Total Volume	22	796	0	818	36	0	19	55	2	603	29	634	0	0	0	0	
% App. Total	2.7	97.3	0		65.5	0	34.5		0.3	95.1	4.6		0	0	0		
PHF	.500	.952	.000	.951	.900	.000	.679	.917	.500	.919	.725	.906	.000	.000	.000	.000	

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File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	9	9
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	8
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	11	11
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	7
Total	0	19	0	0	19	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	35	35
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	9
Total	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	22	22
Grand Total	0	32	0	0	32	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	0	57	57
Apprch %	0	100	0			0	0	0			0	96	4			0	0	0					
Total %	0	56.1	0		56.1	0	0	0		0	0	42.1	1.8		43.9	0	0	0		0	0	100	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	4	0	4	0	0	0	0	0	4	**1**	**5**	0	0	0	0	9
04:15 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
04:30 PM	0	**6**	0	**6**	0	0	0	0	0	**5**	0	5	0	0	0	0	**11**
04:45 PM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Total Volume	0	19	0	19	0	0	0	0	0	15	1	16	0	0	0	0	35
% App. Total	0	100	0		0	0	0		0	93.8	6.2		0	0	0		
PHF	.000	.792	.000	.792	.000	.000	.000	.000	.000	.750	.250	.800	.000	.000	.000	.000	.795

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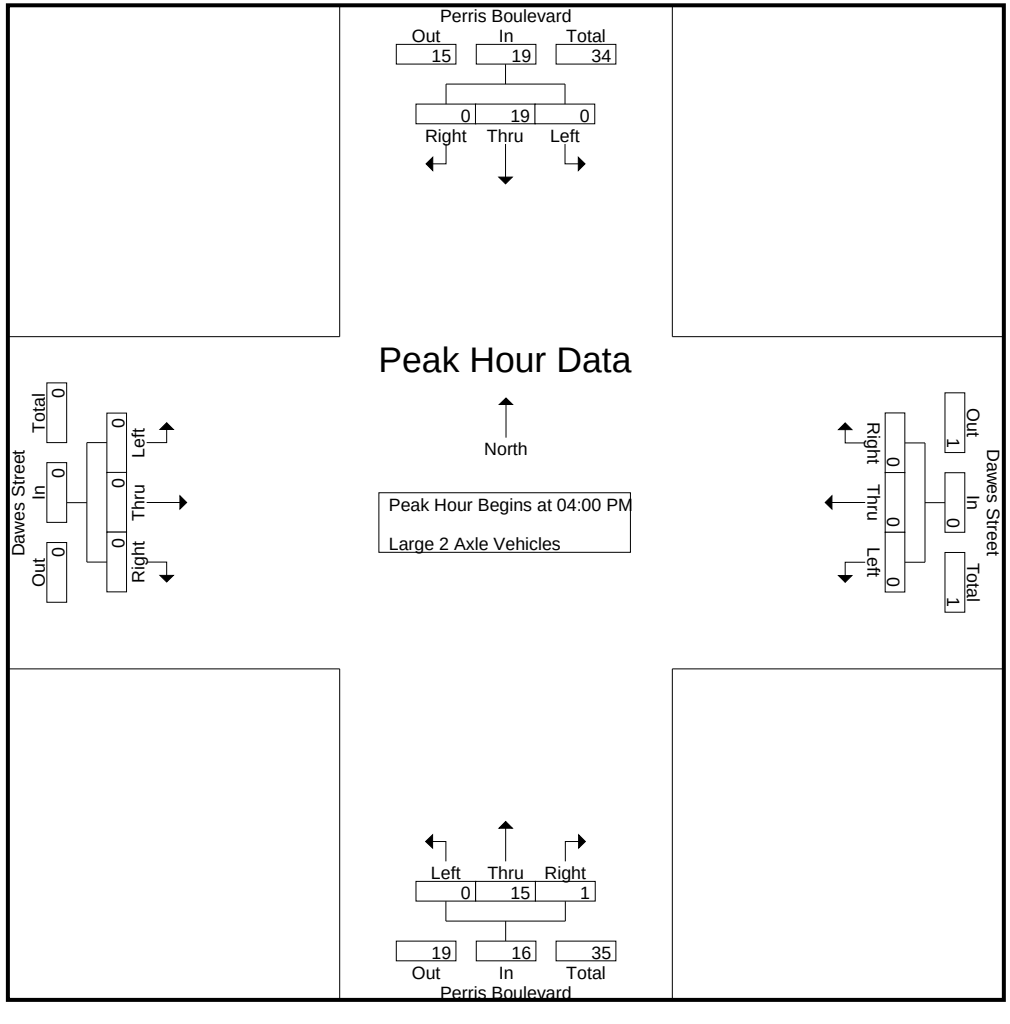
Corona, CA 92878
(951)268-6268

City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	4	0	4	0	0	0	0	0	4	**1**	**5**	0	0	0	0	
+15 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	
+30 mins.	0	**6**	0	**6**	0	0	0	0	0	**5**	0	5	0	0	0	0	
+45 mins.	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	
Total Volume	0	19	0	19	0	0	0	0	0	15	1	16	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	93.8	6.2		0	0	0		
PHF	.000	.792	.000	.792	.000	.000	.000	.000	.000	.750	.250	.800	.000	.000	.000	.000	

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City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	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	0	100	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

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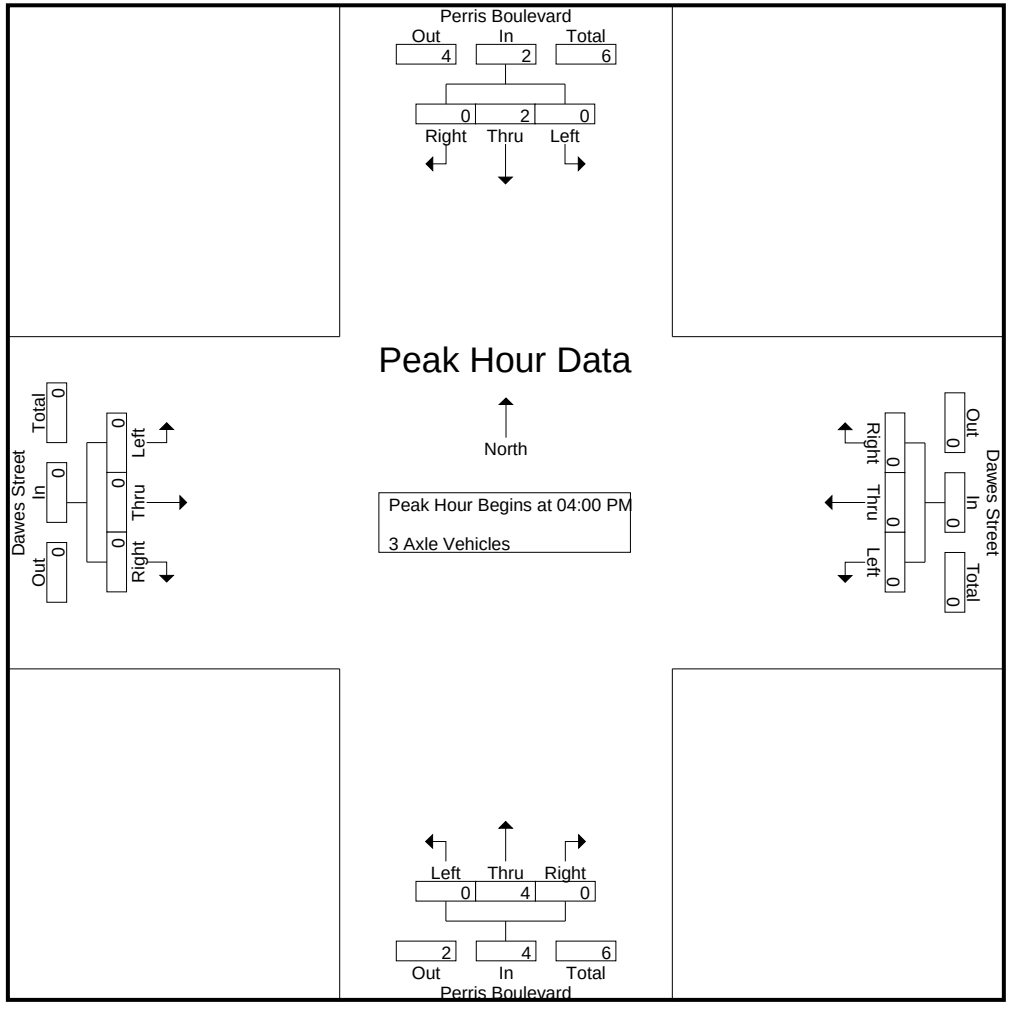
City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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 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	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	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	.500	.000	.500	.000	.000	.000	.000	

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City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Dawes Street Westbound					Perris Boulevard Northbound					Dawes Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
05:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	1	2	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11	11
Grand Total	1	4	0	0	5	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	20	20
Apprch %	20	80	0			0	0	0			0	100	0			0	0	0					
Total %	5	20	0		25	0	0	0		0	0	75	0		75	0	0	0		0	0	100	

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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	0	0	0	0	0	0	0	0	**4**	0	**4**	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	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.563

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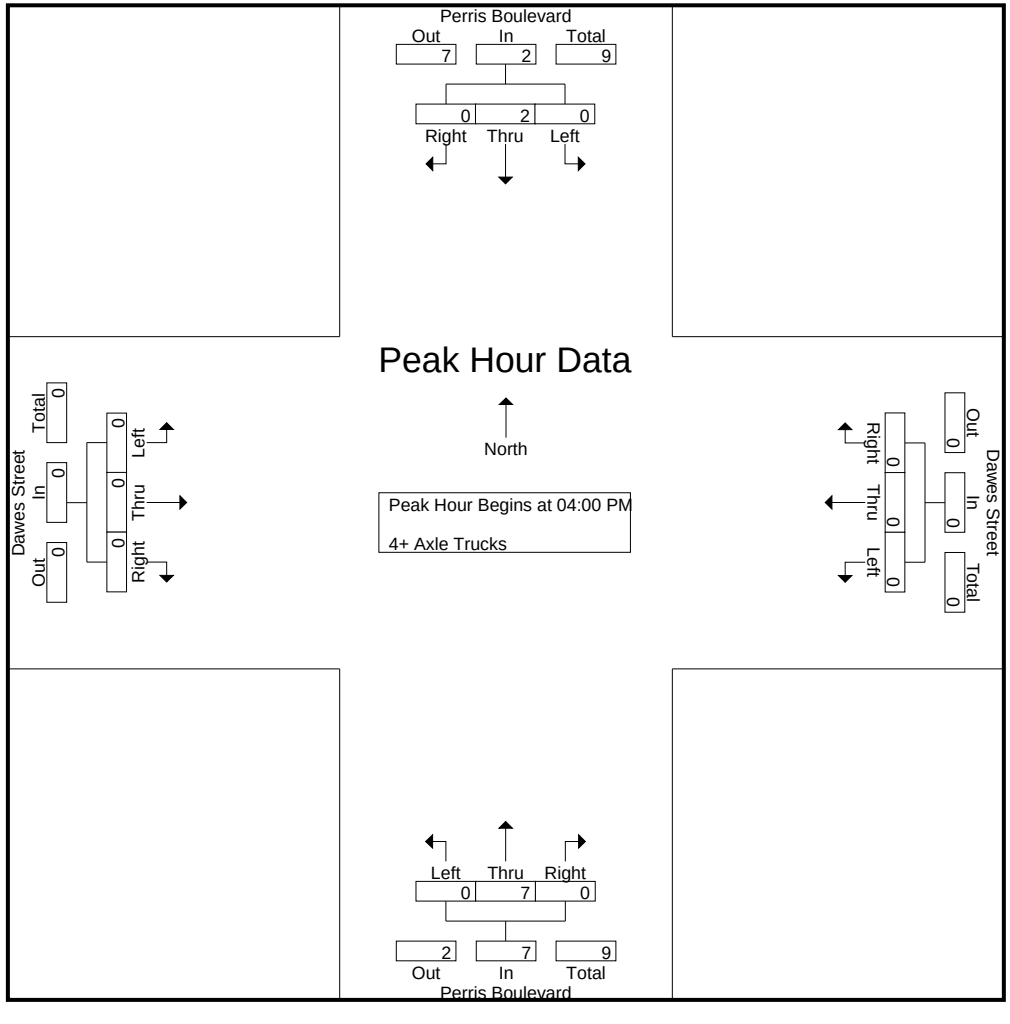
City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Dawes Street
Weather: Clear

File Name : 10_PER_Perris_Daw PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Dawes Street Westbound				Perris Boulevard Northbound				Dawes 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 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	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	2	0	2	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	.250	.000	.250	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	

Location: Perris
N/S: Perris Boulevard
E/W: Dawes Street

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Dawes Street	South Leg Perris Boulevard	West Leg Dawes Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	1	0	0	1
8:00 AM	0	3	0	0	3
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	7	0	0	8

	North Leg Perris Boulevard	East Leg Dawes Street	South Leg Perris Boulevard	West Leg Dawes Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	0	0	2	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	2	3	0	6

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Location: Perris
N/S: Perris Boulevard
E/W: Dawes Street

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Dawes Street			Northbound Perris Boulevard			Eastbound Dawes Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	3	0	0	0	0	4

	Southbound Perris Boulevard			Westbound Dawes Street			Northbound Perris Boulevard			Eastbound Dawes Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	1	0	0	0	0	0	0	2

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City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	50	5	2	62	28	18	28	19	74	2	173	10	2	185	2	5	8	7	15	30	336	366
07:15 AM	8	53	4	1	65	24	12	33	22	69	8	175	16	5	199	2	11	3	2	16	30	349	379
07:30 AM	6	64	4	2	74	22	19	37	29	78	8	142	13	3	163	3	8	4	3	15	37	330	367
07:45 AM	6	72	7	3	85	19	21	32	23	72	6	144	9	0	159	5	3	5	5	13	31	329	360
Total	27	239	20	8	286	93	70	130	93	293	24	634	48	10	706	12	27	20	17	59	128	1344	1472
08:00 AM	10	64	2	1	76	29	17	24	19	70	7	100	17	6	124	5	12	4	2	21	28	291	319
08:15 AM	5	91	4	0	100	25	16	22	19	63	7	93	10	3	110	2	7	1	1	10	23	283	306
08:30 AM	5	68	5	2	78	23	15	23	13	61	6	101	9	2	116	3	7	5	3	15	20	270	290
08:45 AM	8	92	4	0	104	26	19	19	9	64	2	74	12	0	88	3	5	7	4	15	13	271	284
Total	28	315	15	3	358	103	67	88	60	258	22	368	48	11	438	13	31	17	10	61	84	1115	1199
Grand Total	55	554	35	11	644	196	137	218	153	551	46	1002	96	21	1144	25	58	37	27	120	212	2459	2671
Apprch %	8.5	86	5.4			35.6	24.9	39.6			4	87.6	8.4			20.8	48.3	30.8					
Total %	2.2	22.5	1.4		26.2	8	5.6	8.9		22.4	1.9	40.7	3.9		46.5	1	2.4	1.5		4.9	7.9	92.1	
Passenger Vehicles	37	517	32		596	192	128	197		656	45	960	93		1119	20	50	33		126	0	0	2497
% Passenger Vehicles	67.3	93.3	91.4	90.9	91	98	93.4	90.4	90.8	93.2	97.8	95.8	96.9	100	96.1	80	86.2	89.2	85.2	85.7	0	0	93.5
Large 2 Axle Vehicles	6	30	0		36	4	0	7		15	1	37	1		39	3	0	4		11	0	0	101
% Large 2 Axle Vehicles	10.9	5.4	0	0	5.5	2	0	3.2	2.6	2.1	2.2	3.7	1	0	3.3	12	0	10.8	14.8	7.5	0	0	3.8
3 Axle Vehicles	1	0	0		1	0	5	0		5	0	1	1		2	0	1	0		1	0	0	9
% 3 Axle Vehicles	1.8	0	0	0	0.2	0	3.6	0	0	0.7	0	0.1	1	0	0.2	0	1.7	0	0	0.7	0	0	0.3
4+ Axle Trucks	11	7	3		22	0	4	14		28	0	4	1		5	2	7	0		9	0	0	64
% 4+ Axle Trucks	20	1.3	8.6	9.1	3.4	0	2.9	6.4	6.5	4	0	0.4	1	0	0.4	8	12.1	0	0	6.1	0	0	2.4

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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	7	50	5	62	**28**	18	28	74	2	173	10	185	2	5	**8**	15	336
07:15 AM	**8**	53	4	65	24	12	33	69	**8**	**175**	**16**	**199**	2	**11**	3	**16**	**349**
07:30 AM	6	64	4	74	22	19	**37**	**78**	8	142	13	163	3	8	4	15	330
07:45 AM	6	**72**	**7**	**85**	19	**21**	32	72	6	144	9	159	**5**	3	5	13	329
Total Volume	27	239	20	286	93	70	130	293	24	634	48	706	12	27	20	59	1344
% App. Total	9.4	83.6	7		31.7	23.9	44.4		3.4	89.8	6.8		20.3	45.8	33.9		
PHF	.844	.830	.714	.841	.830	.833	.878	.939	.750	.906	.750	.887	.600	.614	.625	.922	.963

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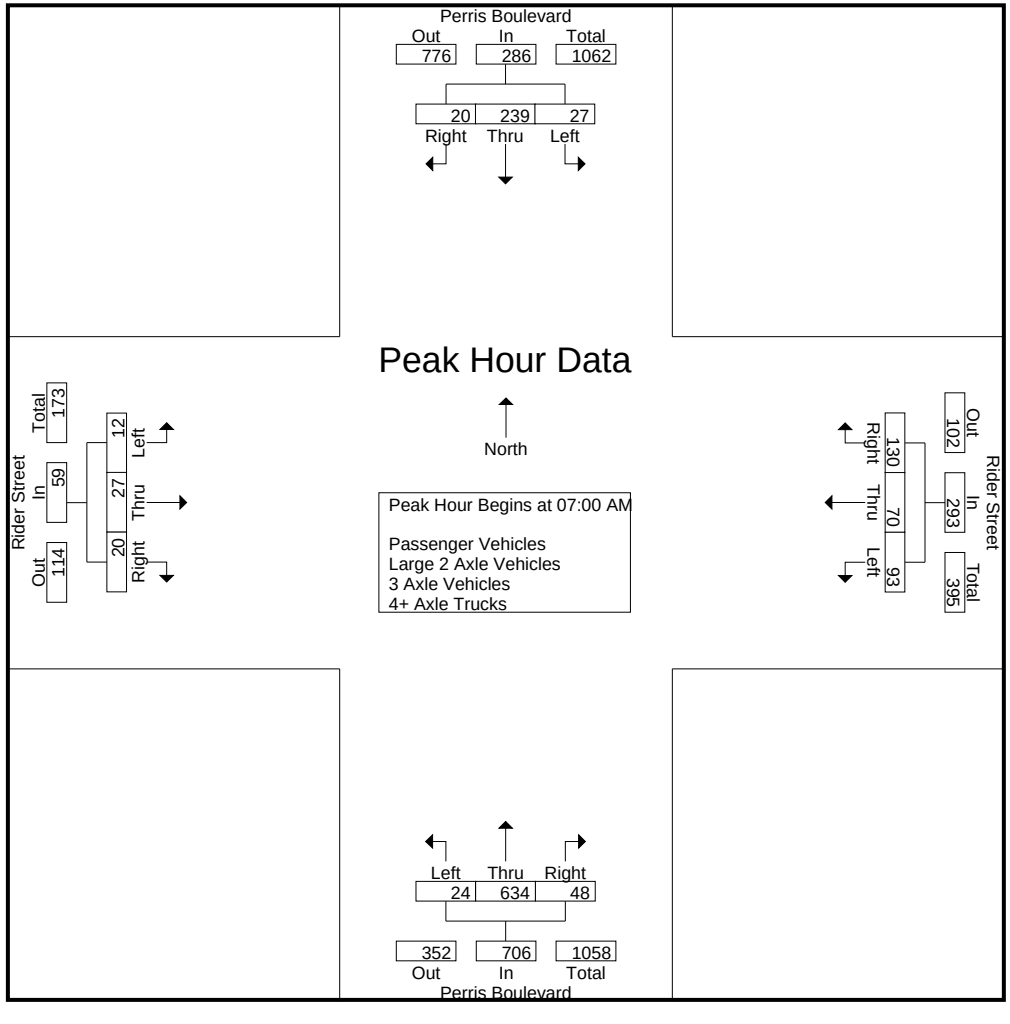
City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
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	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 Each Approach Begins at:																	
	08:00 AM				07:00 AM				07:00 AM				07:15 AM				
+0 mins.	**10**	64	2	76	**28**	18	28	74	2	173	10	185	2	11	3	16	
+15 mins.	5	91	4	100	24	12	33	69	**8**	**175**	**16**	**199**	3	8	4	15	
+30 mins.	5	68	**5**	78	22	19	**37**	**78**	8	142	13	163	**5**	3	**5**	13	
+45 mins.	8	**92**	4	**104**	19	**21**	32	72	6	144	9	159	5	**12**	4	**21**	
Total Volume	28	315	15	358	93	70	130	293	24	634	48	706	15	34	16	65	
% App. Total	7.8	88	4.2		31.7	23.9	44.4		3.4	89.8	6.8		23.1	52.3	24.6		
PHF	.700	.856	.750	.861	.830	.833	.878	.939	.750	.906	.750	.887	.750	.708	.800	.774	

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City of Perris
N/S: Perris Boulevard
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File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	47	5	2	56	28	18	23	14	69	2	166	8	2	176	1	4	7	6	12	24	313	337
07:15 AM	7	49	4	1	60	24	11	28	20	63	8	169	16	5	193	0	10	3	2	13	28	329	357
07:30 AM	3	57	2	1	62	21	18	36	28	75	8	135	13	3	156	2	7	4	3	13	35	306	341
07:45 AM	5	66	7	3	78	19	20	32	23	71	6	138	9	0	153	5	3	4	4	12	30	314	344
Total	19	219	18	7	256	92	67	119	85	278	24	608	46	10	678	8	24	18	15	50	117	1262	1379
08:00 AM	6	59	2	1	67	28	15	22	18	65	7	99	16	6	122	5	10	3	1	18	26	272	298
08:15 AM	3	87	4	0	94	23	14	19	17	56	7	87	10	3	104	2	5	1	1	8	21	262	283
08:30 AM	3	64	4	2	71	23	14	21	11	58	5	98	9	2	112	3	6	5	3	14	18	255	273
08:45 AM	6	88	4	0	98	26	18	16	8	60	2	68	12	0	82	2	5	6	3	13	11	253	264
Total	18	298	14	3	330	100	61	78	54	239	21	352	47	11	420	12	26	15	8	53	76	1042	1118
Grand Total	37	517	32	10	586	192	128	197	139	517	45	960	93	21	1098	20	50	33	23	103	193	2304	2497
Apprch %	6.3	88.2	5.5			37.1	24.8	38.1			4.1	87.4	8.5			19.4	48.5	32					
Total %	1.6	22.4	1.4		25.4	8.3	5.6	8.6		22.4	2	41.7	4		47.7	0.9	2.2	1.4		4.5	7.7	92.3	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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	4	47	5	56	**28**	18	23	69	2	166	8	176	1	4	**7**	12	313
07:15 AM	**7**	49	4	60	24	11	28	63	**8**	**169**	**16**	**193**	0	**10**	3	**13**	**329**
07:30 AM	3	57	2	62	21	18	**36**	**75**	8	135	13	156	2	7	4	13	306
07:45 AM	5	**66**	**7**	**78**	19	**20**	32	71	6	138	9	153	**5**	3	4	12	314
Total Volume	19	219	18	256	92	67	119	278	24	608	46	678	8	24	18	50	1262
% App. Total	7.4	85.5	7		33.1	24.1	42.8		3.5	89.7	6.8		16	48	36		
PHF	.679	.830	.643	.821	.821	.838	.826	.927	.750	.899	.719	.878	.400	.600	.643	.962	.959

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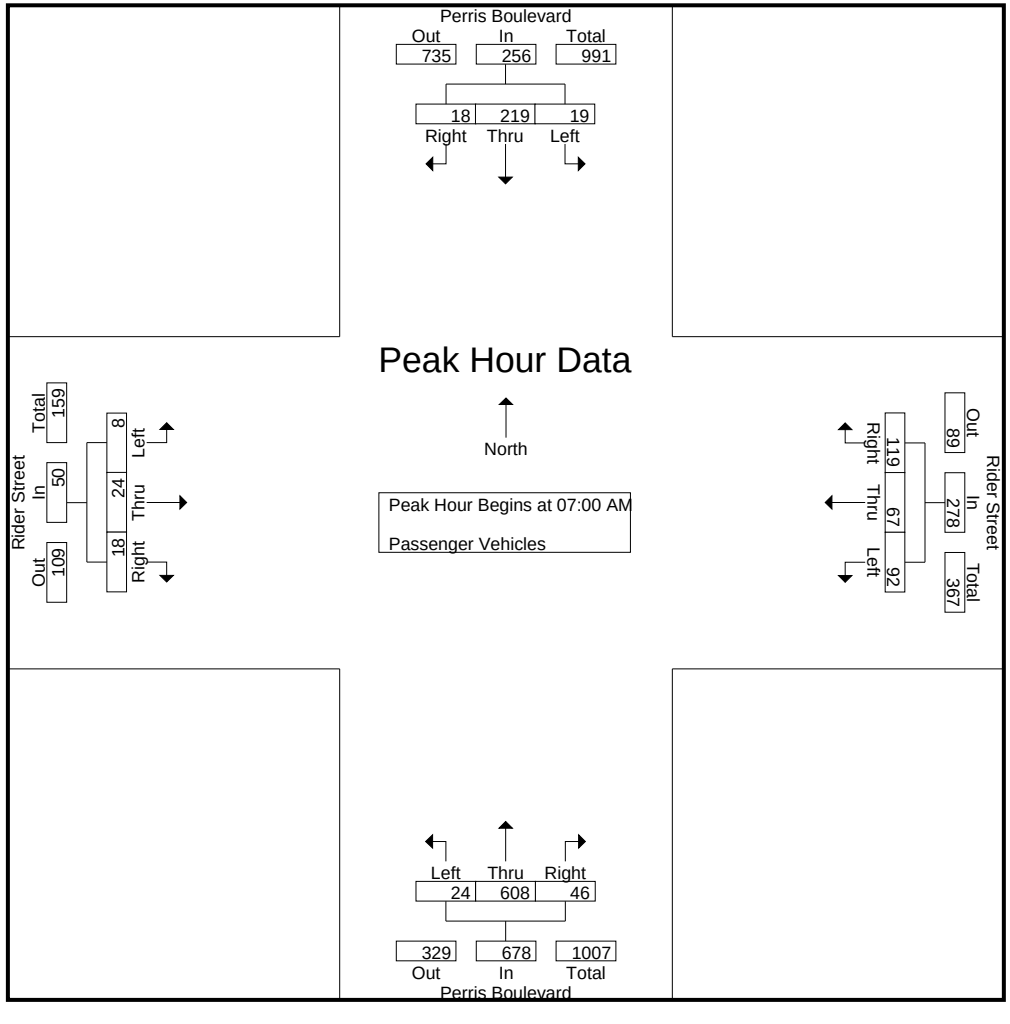
City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
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File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
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	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	4	47	5	56	**28**	18	23	69	2	166	8	176	1	4	**7**	12	
+15 mins.	**7**	49	4	60	24	11	28	63	**8**	**169**	**16**	**193**	0	**10**	3	**13**	
+30 mins.	3	57	2	62	21	18	**36**	**75**	8	135	13	156	2	7	4	13	
+45 mins.	5	**66**	**7**	**78**	19	**20**	32	71	6	138	9	153	**5**	3	4	12	
Total Volume	19	219	18	256	92	67	119	278	24	608	46	678	8	24	18	50	
% App. Total	7.4	85.5	7		33.1	24.1	42.8		3.5	89.7	6.8		16	48	36		
PHF	.679	.830	.643	.821	.821	.838	.826	.927	.750	.899	.719	.878	.400	.600	.643	.962	

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City of Perris
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Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	3	0	0	4	0	0	0	0	0	0	7	1	0	8	1	0	1	1	2	1	14	15
07:15 AM	1	3	0	0	4	0	0	3	1	3	0	4	0	0	4	1	0	0	0	1	1	12	13
07:30 AM	0	6	0	0	6	1	0	1	1	2	0	5	0	0	5	0	0	0	0	0	1	13	14
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	1	1	1	1	12	13
Total	2	18	0	0	20	1	0	4	2	5	0	21	1	0	22	2	0	2	2	4	4	51	55
08:00 AM	1	4	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	1	1	1	1	8	9
08:15 AM	1	1	0	0	2	2	0	2	2	4	0	6	0	0	6	0	0	0	0	0	2	12	14
08:30 AM	2	4	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	10	10
08:45 AM	0	3	0	0	3	0	0	1	0	1	0	6	0	0	6	1	0	1	1	2	1	12	13
Total	4	12	0	0	16	3	0	3	2	6	1	16	0	0	17	1	0	2	2	3	4	42	46
Grand Total	6	30	0	0	36	4	0	7	4	11	1	37	1	0	39	3	0	4	4	7	8	93	101
Apprch %	16.7	83.3	0			36.4	0	63.6			2.6	94.9	2.6			42.9	0	57.1					
Total %	6.5	32.3	0		38.7	4.3	0	7.5		11.8	1.1	39.8	1.1		41.9	3.2	0	4.3		7.5	7.9	92.1	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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**	3	0	4	0	0	0	0	0	**7**	**1**	**8**	**1**	0	**1**	**2**	**14**
07:15 AM	1	3	0	4	0	0	**3**	**3**	0	4	0	4	1	0	0	1	12
07:30 AM	0	**6**	0	**6**	**1**	0	1	2	0	5	0	5	0	0	0	0	13
07:45 AM	0	6	0	6	0	0	0	0	0	5	0	5	0	0	1	1	12
Total Volume	2	18	0	20	1	0	4	5	0	21	1	22	2	0	2	4	51
% App. Total	10	90	0		20	0	80		0	95.5	4.5		50	0	50		
PHF	.500	.750	.000	.833	.250	.000	.333	.417	.000	.750	.250	.688	.500	.000	.500	.500	.911

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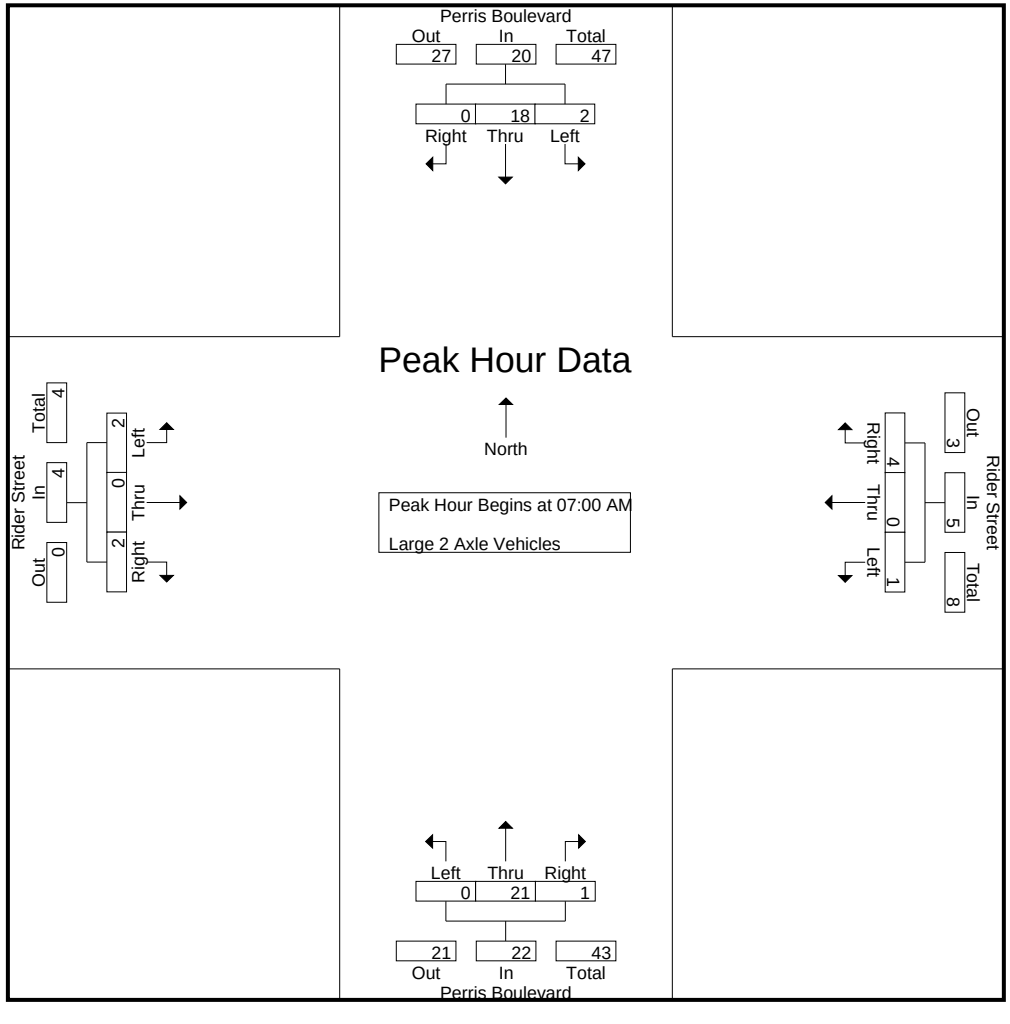
City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
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File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**1**	3	0	4	0	0	0	0	0	**7**	**1**	**8**	**1**	0	**1**	**2**	
+15 mins.	1	3	0	4	0	0	**3**	**3**	0	4	0	4	1	0	0	1	
+30 mins.	0	**6**	0	**6**	**1**	0	1	2	0	5	0	5	0	0	0	0	
+45 mins.	0	6	0	6	0	0	0	0	0	5	0	5	0	0	1	1	
Total Volume	2	18	0	20	1	0	4	5	0	21	1	22	2	0	2	4	
% App. Total	10	90	0		20	0	80		0	95.5	4.5		50	0	50		
PHF	.500	.750	.000	.833	.250	.000	.333	.417	.000	.750	.250	.688	.500	.000	.500	.500	

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E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	6	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	3	3
Grand Total	1	0	0	0	1	0	5	0	0	5	0	1	1	0	2	0	1	0	0	1	0	9	9
Apprch %	100	0	0			0	100	0			0	50	50			0	100	0					
Total %	11.1	0	0		11.1	0	55.6	0		55.6	0	11.1	11.1		22.2	0	11.1	0		11.1	0	100	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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	0	0	0	0	0	0	0	**1**	0	**1**	**2**
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0	2
Total Volume	1	0	0	1	0	3	0	3	0	1	0	1	0	1	0	1	6
% App. Total	100	0	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.250	.000	.250	.000	.250	.000	.250	.750

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City of Perris
N/S: Perris Boulevard
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File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
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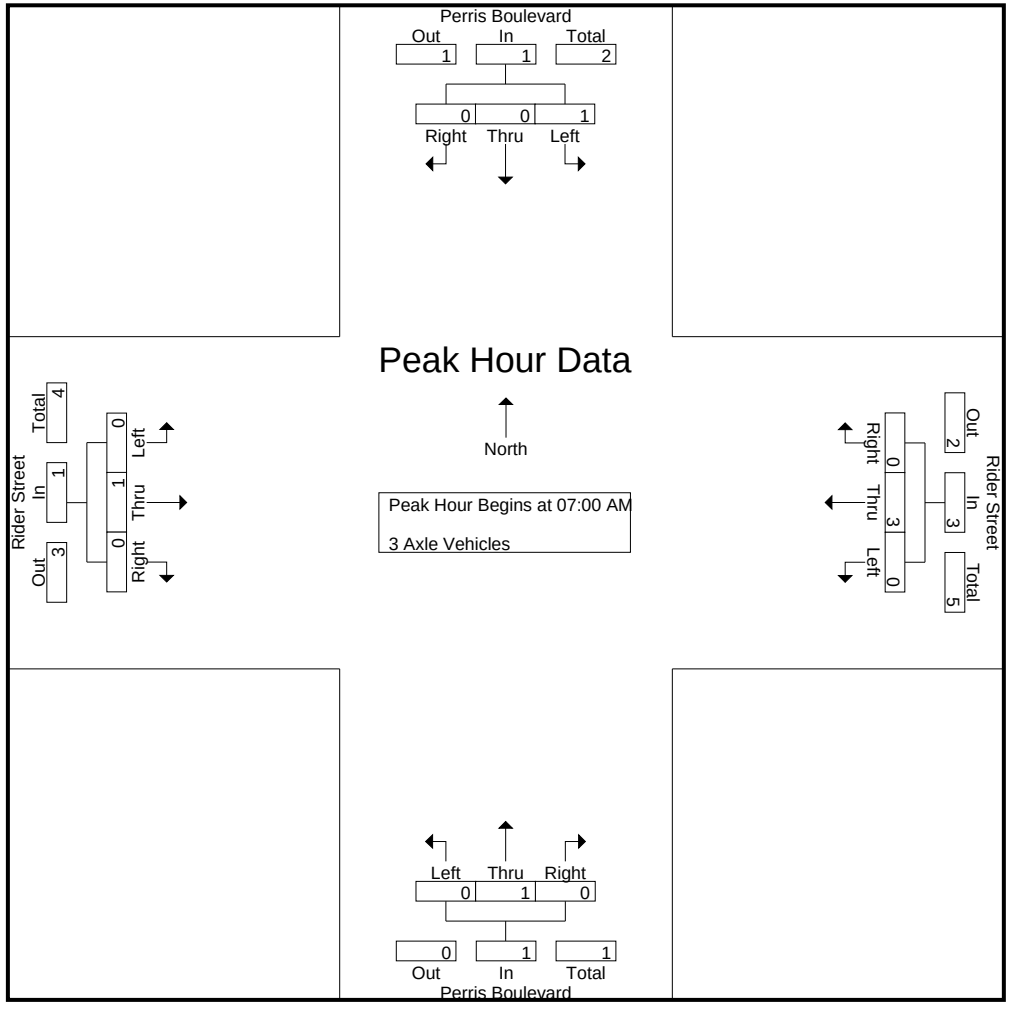

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City of Perris
N/S: Perris Boulevard
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File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0	
Total Volume	1	0	0	1	0	3	0	3	0	1	0	1	0	1	0	1	
% App. Total	100	0	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.250	.000	.250	.000	.250	.000	.250	

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File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	5	5	5	0	0	1	0	1	0	0	0	0	0	5	7	12
07:15 AM	0	1	0	0	1	0	0	2	1	2	0	2	0	0	2	1	1	0	0	2	1	7	8
07:30 AM	3	1	2	1	6	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	1	10	11
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	5	2	2	1	9	0	0	7	6	7	0	4	1	0	5	2	2	0	0	4	7	25	32
08:00 AM	3	1	0	0	4	0	2	2	1	4	0	0	0	0	0	0	2	0	0	2	1	10	11
08:15 AM	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	8	8
08:30 AM	0	0	1	0	1	0	1	2	2	3	0	0	0	0	0	0	1	0	0	1	2	5	7
08:45 AM	2	1	0	0	3	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	1	5	6
Total	6	5	1	0	12	0	4	7	4	11	0	0	0	0	0	0	5	0	0	5	4	28	32
Grand Total	11	7	3	1	21	0	4	14	10	18	0	4	1	0	5	2	7	0	0	9	11	53	64
Apprch %	52.4	33.3	14.3			0	22.2	77.8			0	80	20			22.2	77.8	0					
Total %	20.8	13.2	5.7		39.6	0	7.5	26.4		34	0	7.5	1.9		9.4	3.8	13.2	0		17	17.2	82.8	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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	**5**	**5**	0	0	**1**	1	0	0	0	0	7
07:15 AM	0	**1**	0	1	0	0	2	2	0	**2**	0	**2**	**1**	**1**	0	**2**	7
07:30 AM	**3**	1	**2**	**6**	0	0	0	0	0	2	0	2	1	1	0	2	**10**
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	5	2	2	9	0	0	7	7	0	4	1	5	2	2	0	4	25
% App. Total	55.6	22.2	22.2		0	0	100		0	80	20		50	50	0		
PHF	.417	.500	.250	.375	.000	.000	.350	.350	.000	.500	.250	.625	.500	.500	.000	.500	.625

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Weather: Clear

File Name : 11_PER_Perris_Rid AM
Site Code : 05122445
Start Date : 6/8/2022
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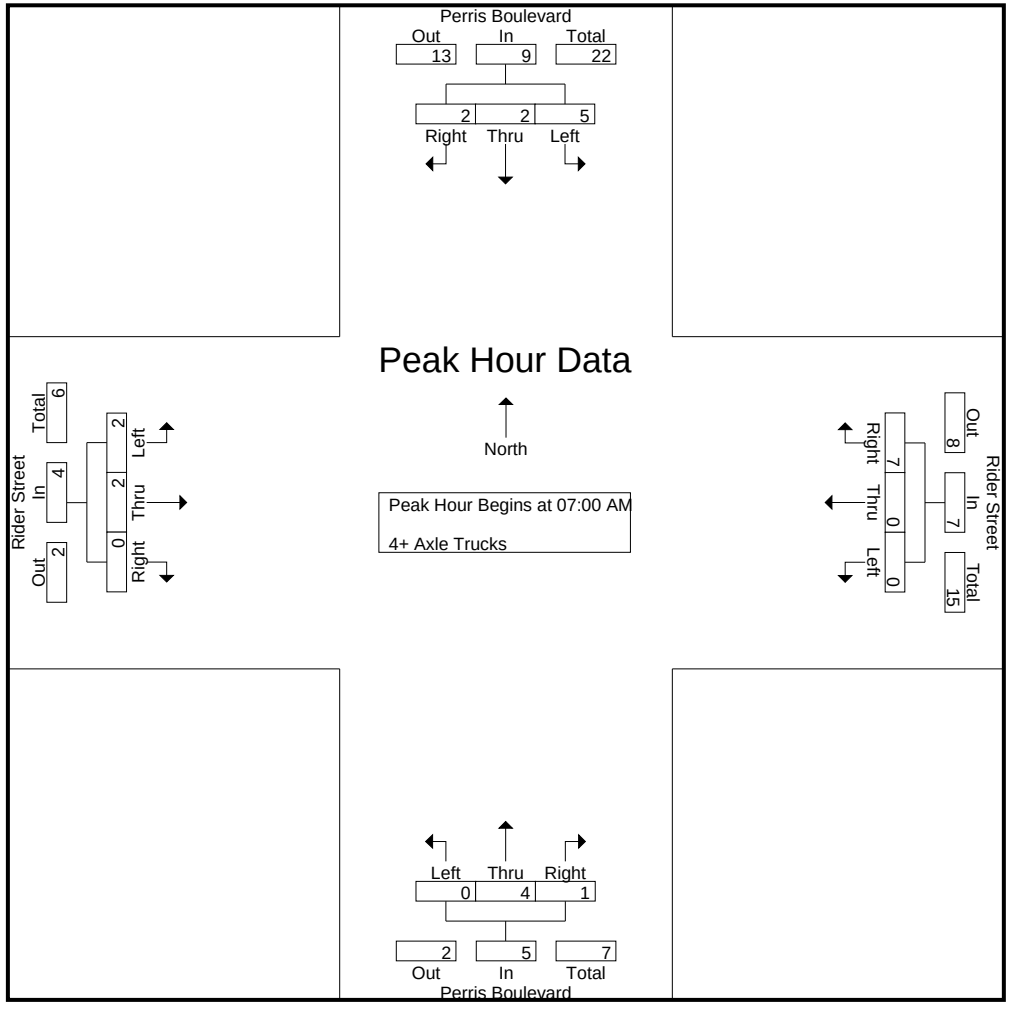

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	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	0	0	1	0	0	**5**	**5**	0	0	**1**	1	0	0	0	0	
+15 mins.	0	**1**	0	1	0	0	2	2	0	**2**	0	**2**	**1**	**1**	0	**2**	
+30 mins.	**3**	1	**2**	**6**	0	0	0	0	0	2	0	2	1	1	0	2	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	5	2	2	9	0	0	7	7	0	4	1	5	2	2	0	4	
% App. Total	55.6	22.2	22.2		0	0	100		0	80	20		50	50	0		
PHF	.417	.500	.250	.375	.000	.000	.350	.350	.000	.500	.250	.625	.500	.500	.000	.500	

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

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	164	4	1	184	35	17	14	5	66	2	104	30	8	136	4	34	5	3	43	17	429	446
04:15 PM	23	166	2	1	191	21	12	24	22	57	2	153	36	8	191	3	22	17	11	42	42	481	523
04:30 PM	16	164	5	4	185	30	16	21	13	67	7	108	38	11	153	13	53	9	5	75	33	480	513
04:45 PM	17	205	5	2	227	30	26	28	21	84	4	124	45	14	173	4	32	16	8	52	45	536	581
Total	72	699	16	8	787	116	71	87	61	274	15	489	149	41	653	24	141	47	27	212	137	1926	2063
05:00 PM	17	147	3	2	167	35	23	18	13	76	4	103	31	12	138	21	60	23	15	104	42	485	527
05:15 PM	16	154	5	3	175	31	15	16	13	62	9	110	30	14	149	5	27	5	2	37	32	423	455
05:30 PM	15	166	2	1	183	33	21	29	19	83	3	134	28	6	165	5	36	5	5	46	31	477	508
05:45 PM	17	159	3	2	179	38	11	23	13	72	1	115	40	10	156	7	31	10	7	48	32	455	487
Total	65	626	13	8	704	137	70	86	58	293	17	462	129	42	608	38	154	43	29	235	137	1840	1977
Grand Total	137	1325	29	16	1491	253	141	173	119	567	32	951	278	83	1261	62	295	90	56	447	274	3766	4040
Apprch %	9.2	88.9	1.9			44.6	24.9	30.5			2.5	75.4	22			13.9	66	20.1					
Total %	3.6	35.2	0.8		39.6	6.7	3.7	4.6		15.1	0.8	25.3	7.4		33.5	1.6	7.8	2.4		11.9	6.8	93.2	
Passenger Vehicles	123	1304	28		1470	252	135	163		663	32	931	276		1322	60	281	87		481	0	0	3936
% Passenger Vehicles	89.8	98.4	96.6	93.8	97.5	99.6	95.7	94.2	95	96.6	100	97.9	99.3	100	98.4	96.8	95.3	96.7	94.6	95.6	0	0	97.4
Large 2 Axle Vehicles	5	17	1		24	0	2	4		8	0	15	1		16	0	1	3		7	0	0	55
% Large 2 Axle Vehicles	3.6	1.3	3.4	6.2	1.6	0	1.4	2.3	1.7	1.2	0	1.6	0.4	0	1.2	0	0.3	3.3	5.4	1.4	0	0	1.4
3 Axle Vehicles	1	3	0		4	1	0	1		3	0	4	1		5	0	0	0		0	0	0	12
% 3 Axle Vehicles	0.7	0.2	0	0	0.3	0.4	0	0.6	0.8	0.4	0	0.4	0.4	0	0.4	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	8	1	0		9	0	4	5		12	0	1	0		1	2	13	0		15	0	0	37
% 4+ Axle Trucks	5.8	0.1	0	0	0.6	0	2.8	2.9	2.5	1.7	0	0.1	0	0	0.1	3.2	4.4	0	0	3	0	0	0.9

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM																	
04:15 PM	**23**	166	2	191	21	12	24	57	2	**153**	36	**191**	3	22	17	42	481
04:30 PM	16	164	**5**	185	30	16	21	67	**7**	108	38	153	13	53	9	75	480
04:45 PM	17	**205**	5	**227**	30	**26**	**28**	**84**	4	124	**45**	173	4	32	16	52	**536**
05:00 PM	17	147	3	167	**35**	23	18	76	4	103	31	138	**21**	**60**	**23**	**104**	485
Total Volume	73	682	15	770	116	77	91	284	17	488	150	655	41	167	65	273	1982
% App. Total	9.5	88.6	1.9		40.8	27.1	32		2.6	74.5	22.9		15	61.2	23.8		
PHF	.793	.832	.750	.848	.829	.740	.813	.845	.607	.797	.833	.857	.488	.696	.707	.656	.924

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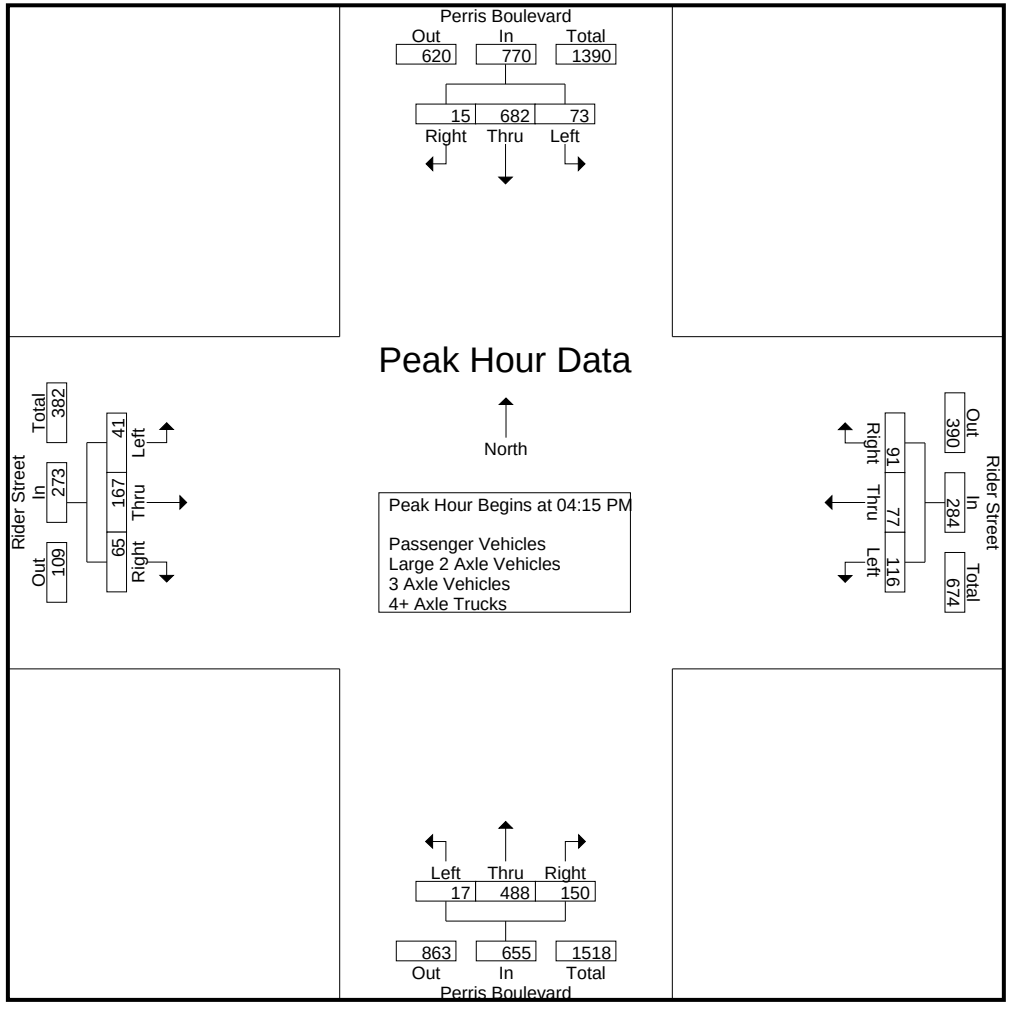

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	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:45 PM				04:15 PM				04:15 PM				
+0 mins.	16	164	4	184	30	**26**	28	**84**	2	**153**	36	**191**	3	22	17	42	
+15 mins.	**23**	166	2	191	**35**	23	18	76	**7**	108	38	153	13	53	9	75	
+30 mins.	16	164	**5**	185	31	15	16	62	4	124	**45**	173	4	32	16	52	
+45 mins.	17	**205**	5	**227**	33	21	**29**	83	4	103	31	138	**21**	**60**	**23**	**104**	
Total Volume	72	699	16	787	129	85	91	305	17	488	150	655	41	167	65	273	
% App. Total	9.1	88.8	2		42.3	27.9	29.8		2.6	74.5	22.9		15	61.2	23.8		
PHF	.783	.852	.800	.867	.921	.817	.784	.908	.607	.797	.833	.857	.488	.696	.707	.656	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	13	160	4	1	177	35	15	12	5	62	2	100	30	8	132	4	30	4	2	38	16	409	425
04:15 PM	20	164	2	1	186	21	11	23	21	55	2	148	36	8	186	3	21	16	10	40	40	467	507
04:30 PM	14	162	5	4	181	30	16	19	11	65	7	106	37	11	150	12	52	9	5	73	31	469	500
04:45 PM	17	204	5	2	226	30	25	27	20	82	4	122	45	14	171	4	30	16	8	50	44	529	573
Total	64	690	16	8	770	116	67	81	57	264	15	476	148	41	639	23	133	45	25	201	131	1874	2005
05:00 PM	15	144	3	2	162	35	23	18	13	76	4	101	31	12	136	21	58	22	14	101	41	475	516
05:15 PM	15	152	5	3	172	31	15	14	11	60	9	109	30	14	148	5	27	5	2	37	30	417	447
05:30 PM	15	162	1	0	178	32	19	27	19	78	3	132	27	6	162	4	34	5	5	43	30	461	491
05:45 PM	14	156	3	2	173	38	11	23	13	72	1	113	40	10	154	7	29	10	7	46	32	445	477
Total	59	614	12	7	685	136	68	82	56	286	17	455	128	42	600	37	148	42	28	227	133	1798	1931
Grand Total	123	1304	28	15	1455	252	135	163	113	550	32	931	276	83	1239	60	281	87	53	428	264	3672	3936
Apprch %	8.5	89.6	1.9			45.8	24.5	29.6			2.6	75.1	22.3			14	65.7	20.3					
Total %	3.3	35.5	0.8		39.6	6.9	3.7	4.4		15	0.9	25.4	7.5		33.7	1.6	7.7	2.4		11.7	6.7	93.3	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**20**	164	2	186	21	11	23	55	2	**148**	36	**186**	3	21	16	40	467
04:30 PM	14	162	**5**	181	30	16	19	65	**7**	106	37	150	12	52	9	73	469
04:45 PM	17	**204**	5	**226**	30	**25**	**27**	**82**	4	122	**45**	171	4	30	16	50	**529**
05:00 PM	15	144	3	162	**35**	23	18	76	4	101	31	136	**21**	**58**	**22**	**101**	475
Total Volume	66	674	15	755	116	75	87	278	17	477	149	643	40	161	63	264	1940
% App. Total	8.7	89.3	2		41.7	27	31.3		2.6	74.2	23.2		15.2	61	23.9		
PHF	.825	.826	.750	.835	.829	.750	.806	.848	.607	.806	.828	.864	.476	.694	.716	.653	.917

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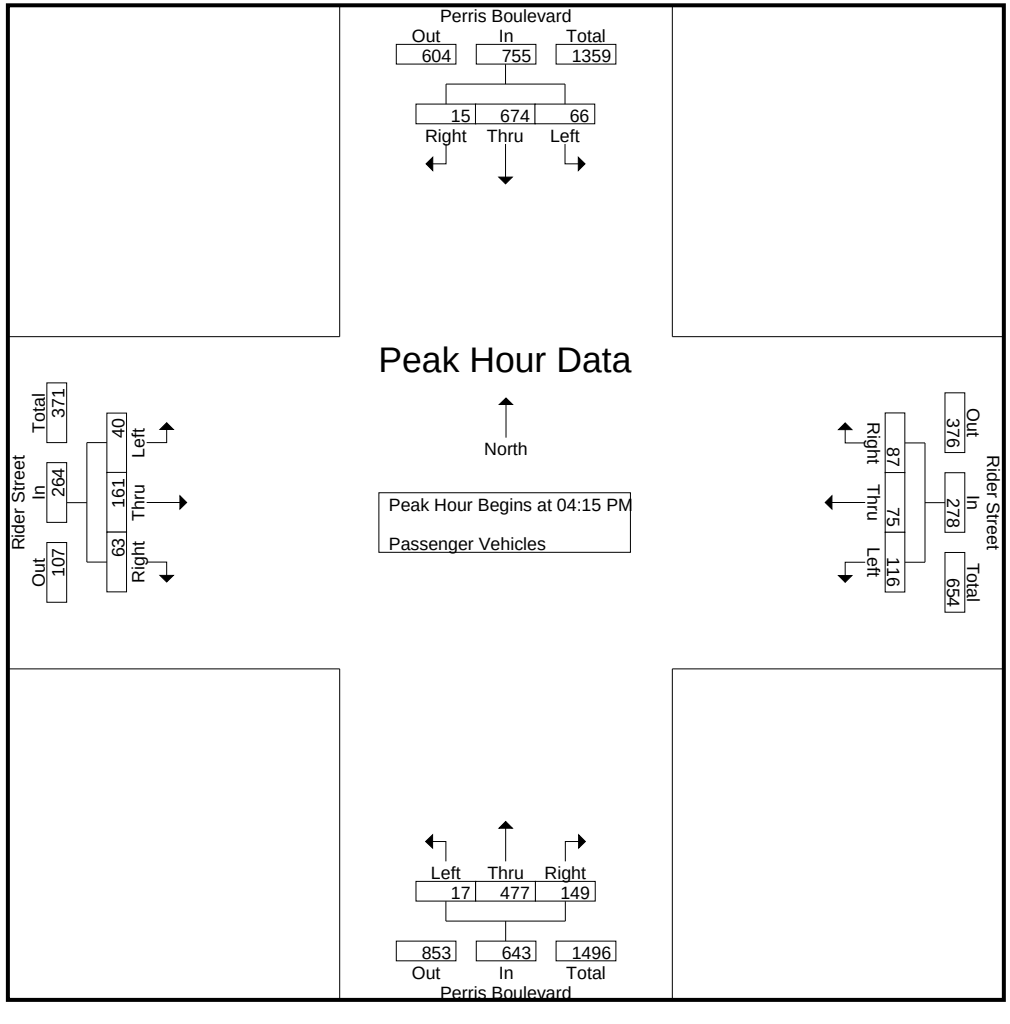

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	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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.	**20**	164	2	186	21	11	23	55	2	**148**	36	**186**	3	21	16	40	
+15 mins.	14	162	**5**	181	30	16	19	65	**7**	106	37	150	12	52	9	73	
+30 mins.	17	**204**	5	**226**	30	**25**	**27**	**82**	4	122	**45**	171	4	30	16	50	
+45 mins.	15	144	3	162	**35**	23	18	76	4	101	31	136	**21**	**58**	**22**	**101**	
Total Volume	66	674	15	755	116	75	87	278	17	477	149	643	40	161	63	264	
% App. Total	8.7	89.3	2		41.7	27	31.3		2.6	74.2	23.2		15.2	61	23.9		
PHF	.825	.826	.750	.835	.829	.750	.806	.848	.607	.806	.828	.864	.476	.694	.716	.653	

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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	4	0	0	5	0	2	1	0	3	0	4	0	0	4	0	0	1	1	1	1	13	14
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	1	7	8
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:45 PM	0	1	0	0	1	0	0	1	1	1	0	2	0	0	2	0	1	0	0	1	1	5	6
Total	2	8	0	0	10	0	2	2	1	4	0	11	0	0	11	0	1	2	2	3	3	28	31
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	4	5
05:15 PM	1	1	0	0	2	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	1	4	5
05:30 PM	0	3	1	1	4	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	1	7	8
05:45 PM	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
Total	3	9	1	1	13	0	0	2	1	2	0	4	1	0	5	0	0	1	1	1	3	21	24
Grand Total	5	17	1	1	23	0	2	4	2	6	0	15	1	0	16	0	1	3	3	4	6	49	55
Apprch %	21.7	73.9	4.3			0	33.3	66.7			0	93.8	6.2			0	25	75					
Total %	10.2	34.7	2		46.9	0	4.1	8.2		12.2	0	30.6	2		32.7	0	2	6.1		8.2	10.9	89.1	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	**2**	0	**3**	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	**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	**1**	**1**	0	2	0	2	0	**1**	0	1	5
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
Total Volume	1	6	0	7	0	0	1	1	0	8	0	8	0	1	2	3	19
% App. Total	14.3	85.7	0		0	0	100		0	100	0		0	33.3	66.7		
PHF	.250	.750	.000	.583	.000	.000	.250	.250	.000	.667	.000	.667	.000	.250	.500	.750	.679

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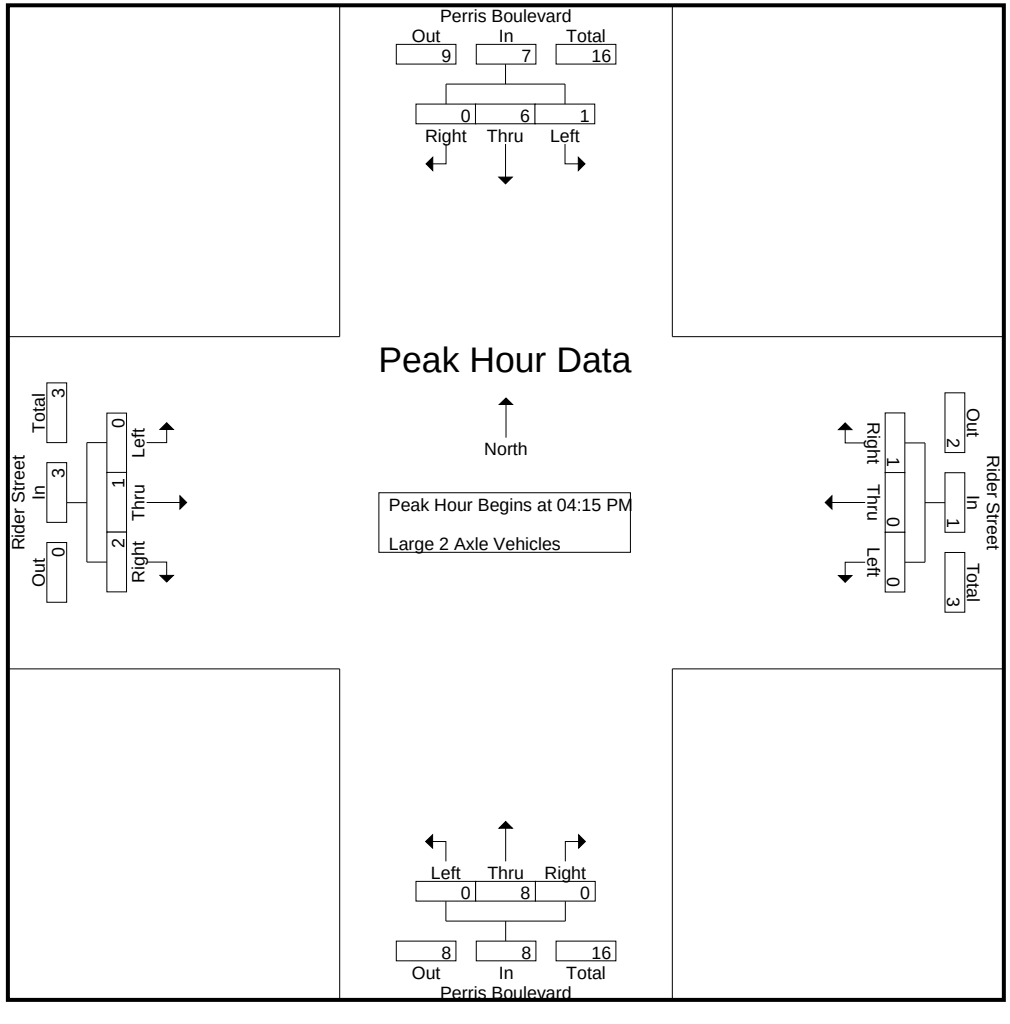

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Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**1**	**2**	0	**3**	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	
+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	**1**	**1**	0	2	0	2	0	**1**	0	1	
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	
Total Volume	1	6	0	7	0	0	1	1	0	8	0	8	0	1	2	3	
% App. Total	14.3	85.7	0		0	0	100		0	100	0		0	33.3	66.7		
PHF	.250	.750	.000	.583	.000	.000	.250	.250	.000	.667	.000	.667	.000	.250	.500	.750	

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City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:30 PM	0	1	0	0	1	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	1	1	1	0	1	1	0	2	0	0	0	0	0	1	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	6
Grand Total	1	3	0	0	4	1	0	1	1	2	0	4	1	0	5	0	0	0	0	0	1	11	12
Apprch %	25	75	0			50	0	50			0	80	20			0	0	0					
Total %	9.1	27.3	0		36.4	9.1	0	9.1		18.2	0	36.4	9.1		45.5	0	0	0		0	8.3	91.7	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
04:30 PM	0	**1**	0	1	0	0	**1**	**1**	0	0	**1**	1	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	1	0	2	0	0	1	1	0	2	1	3	0	0	0	0	6
% App. Total	50	50	0		0	0	100		0	66.7	33.3		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	.500

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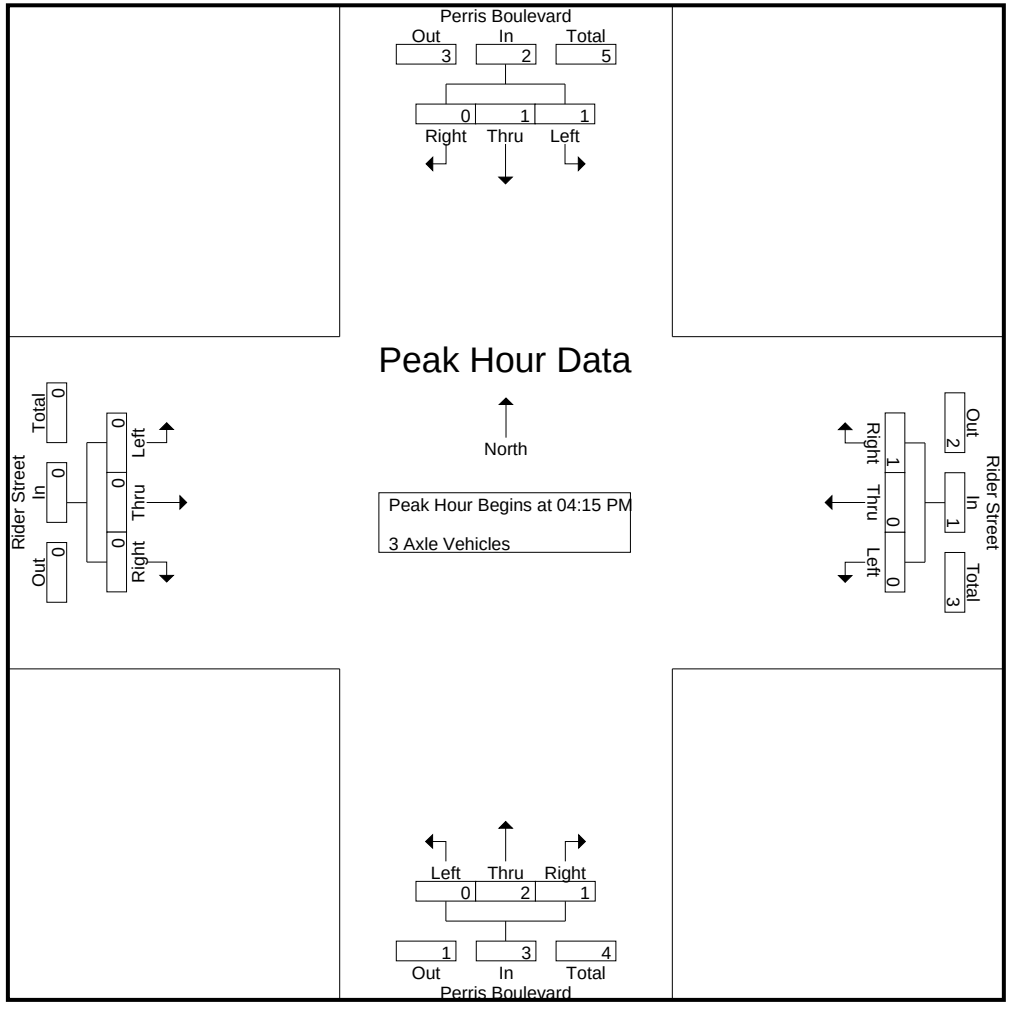
City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	**1**	0	1	0	0	**1**	**1**	0	0	**1**	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	1	1	0	2	0	0	1	1	0	2	1	3	0	0	0	0	
% App. Total	50	50	0		0	0	100		0	66.7	33.3		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	

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City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	7	7
04:15 PM	1	0	0	0	1	0	1	1	1	2	0	1	0	0	1	0	1	0	0	1	1	5	6
04:30 PM	2	0	0	0	2	0	0	1	1	1	0	0	0	0	0	1	1	0	0	2	1	5	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	5	0	0	0	5	0	2	3	2	5	0	1	0	0	1	1	7	0	0	8	2	19	21
05:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	5
05:15 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	0	6	6
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3
Total	3	1	0	0	4	0	2	2	1	4	0	0	0	0	0	1	6	0	0	7	1	15	16
Grand Total	8	1	0	0	9	0	4	5	3	9	0	1	0	0	1	2	13	0	0	15	3	34	37
Apprch %	88.9	11.1	0			0	44.4	55.6			0	100	0			13.3	86.7	0					
Total %	23.5	2.9	0		26.5	0	11.8	14.7		26.5	0	2.9	0		2.9	5.9	38.2	0		44.1	8.1	91.9	

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	**1**	**1**	**2**	0	**1**	0	**1**	0	1	0	1	**5**
04:30 PM	**2**	0	0	2	0	0	1	1	0	0	0	0	**1**	1	0	**2**	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	2	**1**	0	**3**	0	0	0	0	0	0	0	0	0	**2**	0	2	5
Total Volume	5	1	0	6	0	2	2	4	0	1	0	1	1	5	0	6	17
% App. Total	83.3	16.7	0		0	50	50		0	100	0		16.7	83.3	0		
PHF	.625	.250	.000	.500	.000	.500	.500	.500	.000	.250	.000	.250	.250	.625	.000	.750	.850

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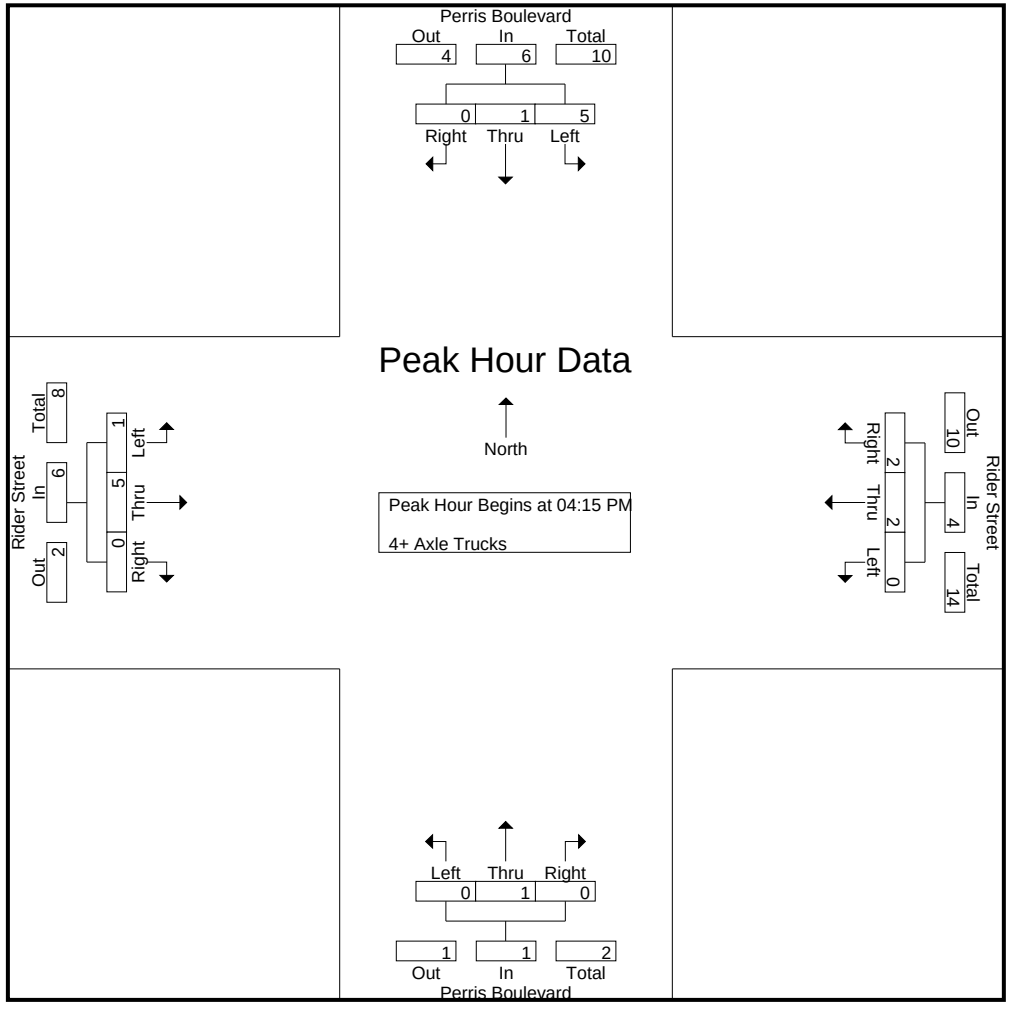
City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Rider Street
Weather: Clear

File Name : 11_PER_Perris_Rid PM
Site Code : 05122445
Start Date : 6/8/2022

	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	1	0	0	1	0	**1**	**1**	**2**	0	**1**	0	**1**	0	1	0	1	
+15 mins.	**2**	0	0	2	0	0	1	1	0	0	0	0	**1**	1	0	**2**	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
+45 mins.	2	**1**	0	**3**	0	0	0	0	0	0	0	0	0	**2**	0	2	
Total Volume	5	1	0	6	0	2	2	4	0	1	0	1	1	5	0	6	
% App. Total	83.3	16.7	0		0	50	50		0	100	0		16.7	83.3	0		
PHF	.625	.250	.000	.500	.000	.500	.500	.500	.000	.250	.000	.250	.250	.625	.000	.750	

Location: Perris
N/S: Perris Boulevard
E/W: Rider Street

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Rider Street	South Leg Perris Boulevard	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	1	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	1	3	1	0	5

	North Leg Perris Boulevard	East Leg Rider Street	South Leg Perris Boulevard	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	0	0	0	1	1
4:30 PM	1	1	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	2	1	3	7

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Location: Perris
N/S: Perris Boulevard
E/W: Rider Street

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Rider Street			Northbound Perris Boulevard			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Perris Boulevard			Westbound Rider Street			Northbound Perris Boulevard			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	1	0	2

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	293	295	9	3	12	150	3	153	460
07:15 AM	2	246	248	6	4	10	141	1	142	400
07:30 AM	1	248	249	8	2	10	176	2	178	437
07:45 AM	1	272	273	7	3	10	154	4	158	441
Total	6	1059	1065	30	12	42	621	10	631	1738
08:00 AM	0	259	259	10	1	11	147	2	149	419
08:15 AM	3	261	264	7	0	7	162	3	165	436
08:30 AM	0	196	196	4	2	6	152	3	155	357
08:45 AM	2	206	208	5	4	9	138	4	142	359
Total	5	922	927	26	7	33	599	12	611	1571
Grand Total	11	1981	1992	56	19	75	1220	22	1242	3309
Apprch %	0.6	99.4		74.7	25.3		98.2	1.8		
Total %	0.3	59.9	60.2	1.7	0.6	2.3	36.9	0.7	37.5	
Passenger Vehicles	11	1913	1924	54	19	73	1120	22	1142	3139
% Passenger Vehicles	100	96.6	96.6	96.4	100	97.3	91.8	100	91.9	94.9
Large 2 Axle Vehicles	0	37	37	2	0	2	48	0	48	87
% Large 2 Axle Vehicles	0	1.9	1.9	3.6	0	2.7	3.9	0	3.9	2.6
3 Axle Vehicles	0	10	10	0	0	0	23	0	23	33
% 3 Axle Vehicles	0	0.5	0.5	0	0	0	1.9	0	1.9	1
4+ Axle Trucks	0	21	21	0	0	0	29	0	29	50
% 4+ Axle Trucks	0	1.1	1.1	0	0	0	2.4	0	2.3	1.5

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway 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	**2**	**293**	**295**	**9**	3	**12**	150	3	153	**460**
07:15 AM	2	246	248	6	**4**	10	141	1	142	400
07:30 AM	1	248	249	8	2	10	**176**	2	**178**	437
07:45 AM	1	272	273	7	3	10	154	**4**	158	441
Total Volume	6	1059	1065	30	12	42	621	10	631	1738
% App. Total	0.6	99.4		71.4	28.6		98.4	1.6		
PHF	.750	.904	.903	.833	.750	.875	.882	.625	.886	.945

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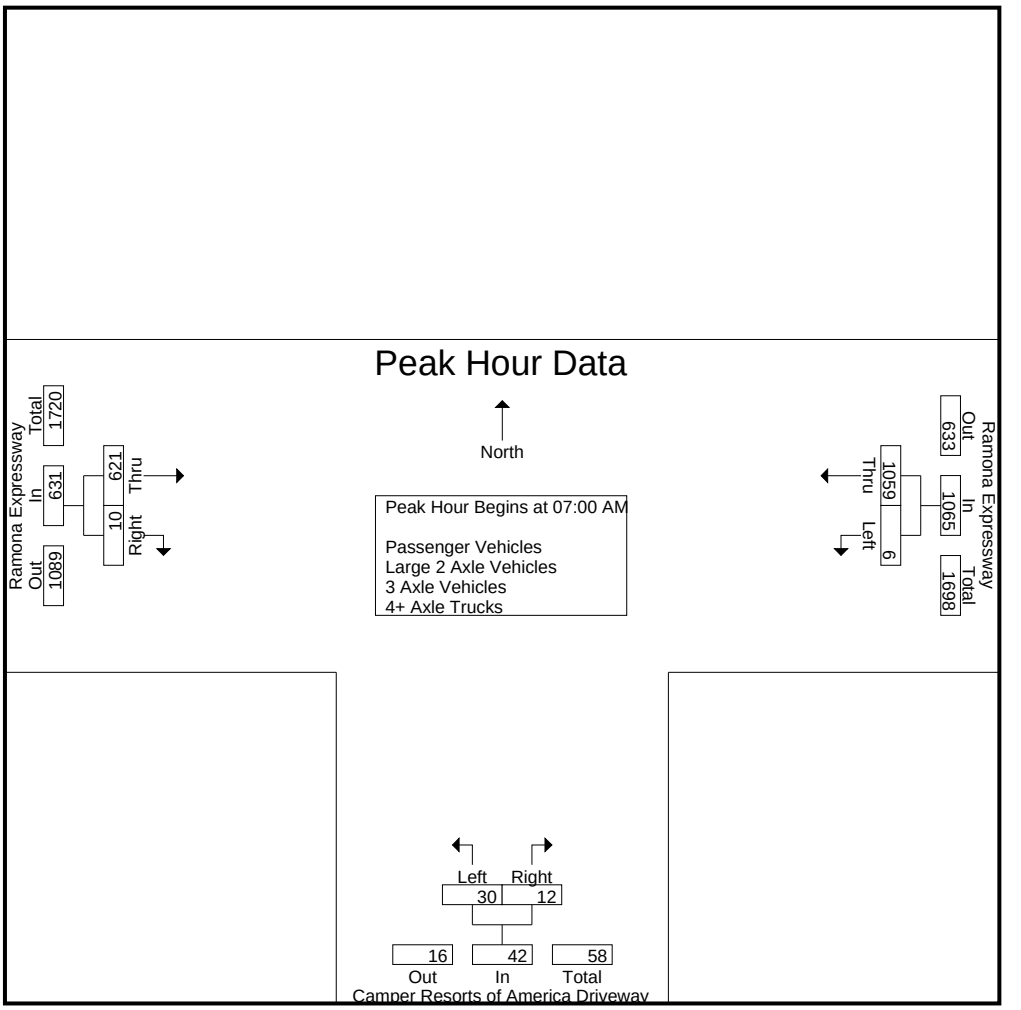
City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	**2**	**293**	**295**	**9**	3	**12**	**176**	2	**178**
+15 mins.	2	246	248	6	**4**	10	154	**4**	158
+30 mins.	1	248	249	8	2	10	147	2	149
+45 mins.	1	272	273	7	3	10	162	3	165
Total Volume	6	1059	1065	30	12	42	639	11	650
% App. Total	0.6	99.4		71.4	28.6		98.3	1.7	
PHF	.750	.904	.903	.833	.750	.875	.908	.688	.913

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	286	288	9	3	12	142	3	145	445
07:15 AM	2	241	243	5	4	9	127	1	128	380
07:30 AM	1	235	236	7	2	9	166	2	168	413
07:45 AM	1	255	256	7	3	10	139	4	143	409
Total	6	1017	1023	28	12	40	574	10	584	1647
08:00 AM	0	254	254	10	1	11	137	2	139	404
08:15 AM	3	257	260	7	0	7	145	3	148	415
08:30 AM	0	192	192	4	2	6	141	3	144	342
08:45 AM	2	193	195	5	4	9	123	4	127	331
Total	5	896	901	26	7	33	546	12	558	1492
Grand Total	11	1913	1924	54	19	73	1120	22	1142	3139
Apprch %	0.6	99.4		74	26		98.1	1.9		
Total %	0.4	60.9	61.3	1.7	0.6	2.3	35.7	0.7	36.4	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway 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	**2**	**286**	**288**	**9**	3	**12**	142	3	145	**445**
07:15 AM	2	241	243	5	**4**	9	127	1	128	380
07:30 AM	1	235	236	7	2	9	**166**	2	**168**	413
07:45 AM	1	255	256	7	3	10	139	**4**	143	409
Total Volume	6	1017	1023	28	12	40	574	10	584	1647
% App. Total	0.6	99.4		70	30		98.3	1.7		
PHF	.750	.889	.888	.778	.750	.833	.864	.625	.869	.925

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
Site Code : 05122445
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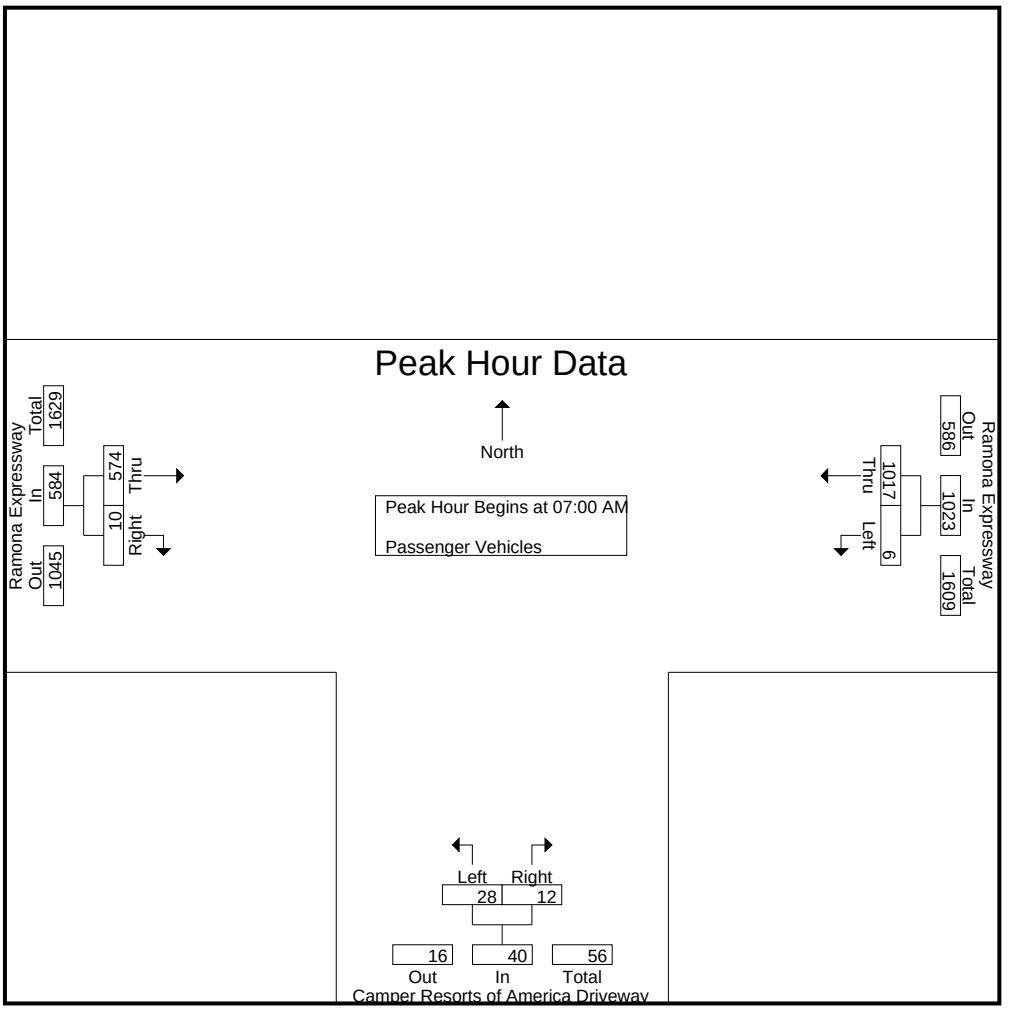

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**2**	**286**	**288**	**9**	3	**12**	142	3	145
+15 mins.	2	241	243	5	**4**	9	127	1	128
+30 mins.	1	235	236	7	2	9	**166**	2	**168**
+45 mins.	1	255	256	7	3	10	139	**4**	143
Total Volume	6	1017	1023	28	12	40	574	10	584
% App. Total	0.6	99.4		70	30		98.3	1.7	
PHF	.750	.889	.888	.778	.750	.833	.864	.625	.869

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
Site Code : 05122445
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Groups Printed- Large 2 Axle Vehicles

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	3	0	3	6
07:15 AM	0	3	3	1	0	1	5	0	5	9
07:30 AM	0	10	10	1	0	1	5	0	5	16
07:45 AM	0	9	9	0	0	0	8	0	8	17
Total	0	25	25	2	0	2	21	0	21	48
08:00 AM	0	3	3	0	0	0	5	0	5	8
08:15 AM	0	2	2	0	0	0	8	0	8	10
08:30 AM	0	2	2	0	0	0	6	0	6	8
08:45 AM	0	5	5	0	0	0	8	0	8	13
Total	0	12	12	0	0	0	27	0	27	39
Grand Total	0	37	37	2	0	2	48	0	48	87
Apprch %	0	100		100	0		100	0		
Total %	0	42.5	42.5	2.3	0	2.3	55.2	0	55.2	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway 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	3	3	0	0	0	3	0	3	6
07:15 AM	0	3	3	**1**	0	**1**	5	0	5	9
07:30 AM	0	**10**	**10**	1	0	1	5	0	5	16
07:45 AM	0	9	9	0	0	0	**8**	0	**8**	**17**
Total Volume	0	25	25	2	0	2	21	0	21	48
% App. Total	0	100		100	0		100	0		
PHF	.000	.625	.625	.500	.000	.500	.656	.000	.656	.706

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City of Perris
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E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
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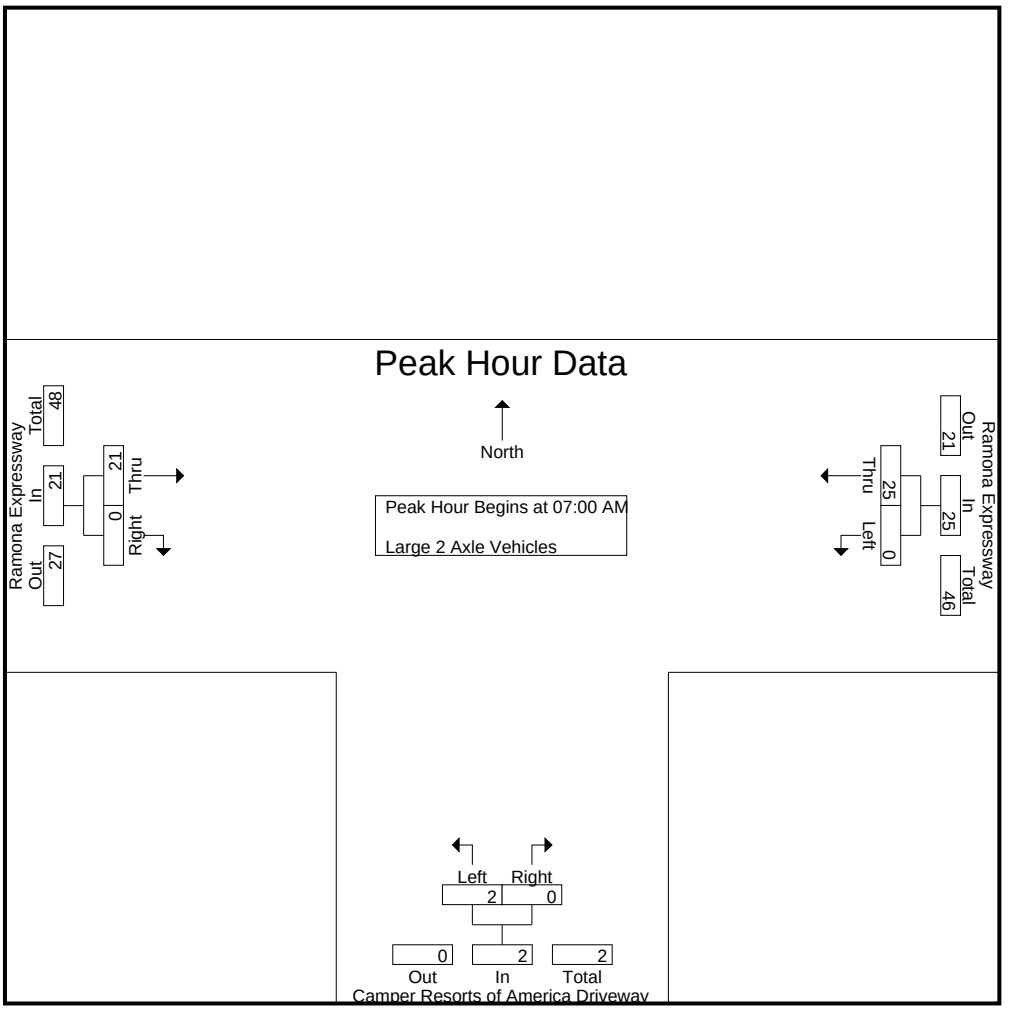

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	3	3	0	0	0	3	0	3
+15 mins.	0	3	3	**1**	0	**1**	5	0	5
+30 mins.	0	**10**	**10**	1	0	1	5	0	5
+45 mins.	0	9	9	0	0	0	**8**	0	**8**
Total Volume	0	25	25	2	0	2	21	0	21
% App. Total	0	100		100	0		100	0	
PHF	.000	.625	.625	.500	.000	.500	.656	.000	.656

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
Site Code : 05122445
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Groups Printed- 3 Axle Vehicles

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	2	0	2	3
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	0	2	2	0	0	0	4	0	4	6
07:45 AM	0	2	2	0	0	0	4	0	4	6
Total	0	6	6	0	0	0	14	0	14	20
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	0	0	3	0	3	4
08:30 AM	0	1	1	0	0	0	3	0	3	4
08:45 AM	0	1	1	0	0	0	3	0	3	4
Total	0	4	4	0	0	0	9	0	9	13
Grand Total	0	10	10	0	0	0	23	0	23	33
Apprch %	0	100		0	0		100	0		
Total %	0	30.3	30.3	0	0	0	69.7	0	69.7	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway 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	1	1	0	0	0	2	0	2	3
07:15 AM	0	1	1	0	0	0	**4**	0	**4**	5
07:30 AM	0	**2**	**2**	0	0	0	4	0	4	**6**
07:45 AM	0	2	2	0	0	0	4	0	4	6
Total Volume	0	6	6	0	0	0	14	0	14	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.875	.000	.875	.833

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Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
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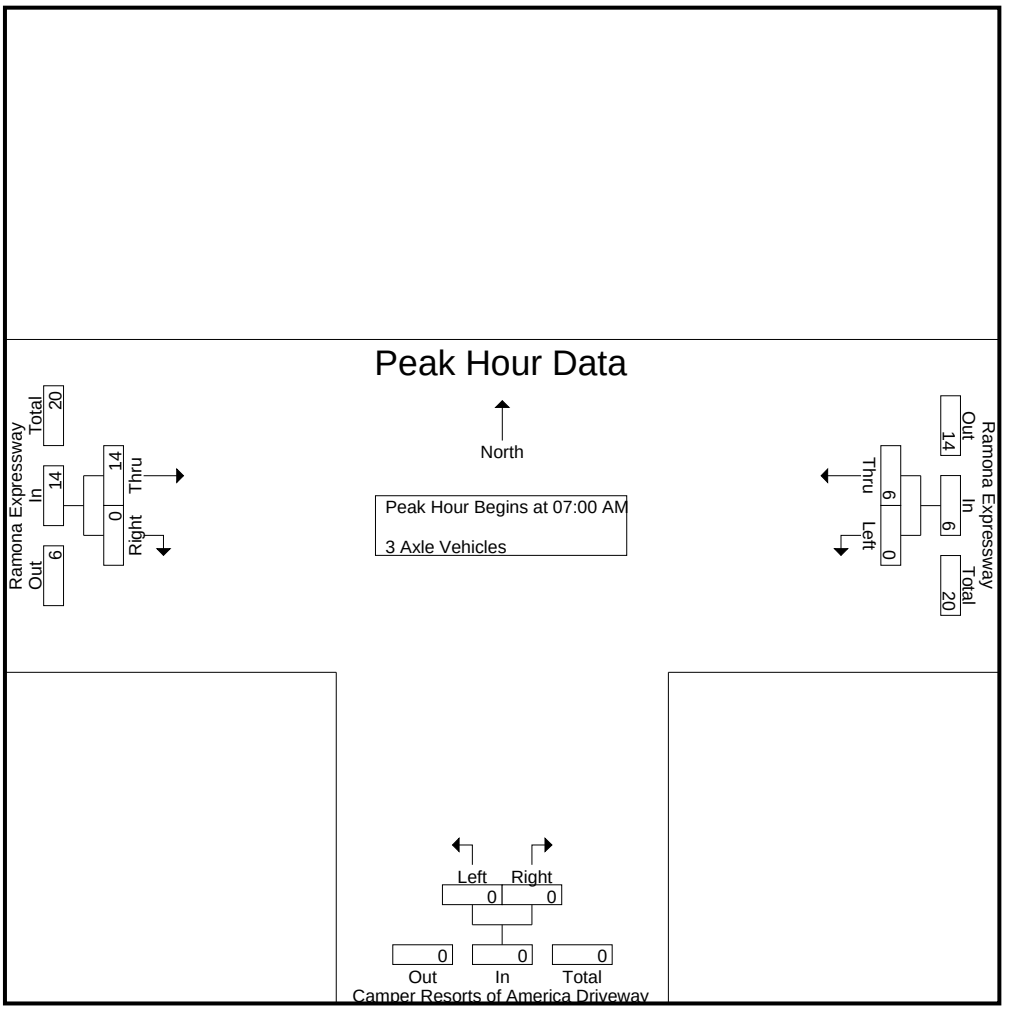

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	0	0	2	0	2
+15 mins.	0	1	1	0	0	0	**4**	0	**4**
+30 mins.	0	**2**	**2**	0	0	0	4	0	4
+45 mins.	0	2	2	0	0	0	4	0	4
Total Volume	0	6	6	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.875	.000	.875

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City of Perris
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Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- 4+ Axle Trucks

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	3	0	3	6
07:15 AM	0	1	1	0	0	0	5	0	5	6
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	6	6	0	0	0	3	0	3	9
Total	0	11	11	0	0	0	12	0	12	23
08:00 AM	0	1	1	0	0	0	5	0	5	6
08:15 AM	0	1	1	0	0	0	6	0	6	7
08:30 AM	0	1	1	0	0	0	2	0	2	3
08:45 AM	0	7	7	0	0	0	4	0	4	11
Total	0	10	10	0	0	0	17	0	17	27
Grand Total	0	21	21	0	0	0	29	0	29	50
Apprch %	0	100		0	0		100	0		
Total %	0	42	42	0	0	0	58	0	58	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway 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	3	3	0	0	0	3	0	3	6
07:15 AM	0	1	1	0	0	0	**5**	0	**5**	6
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	**6**	**6**	0	0	0	3	0	3	**9**
Total Volume	0	11	11	0	0	0	12	0	12	23
% App. Total	0	100		0	0		100	0		
PHF	.000	.458	.458	.000	.000	.000	.600	.000	.600	.639

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Weather: Clear

File Name : 15_PER_Camp DW_Ram AM
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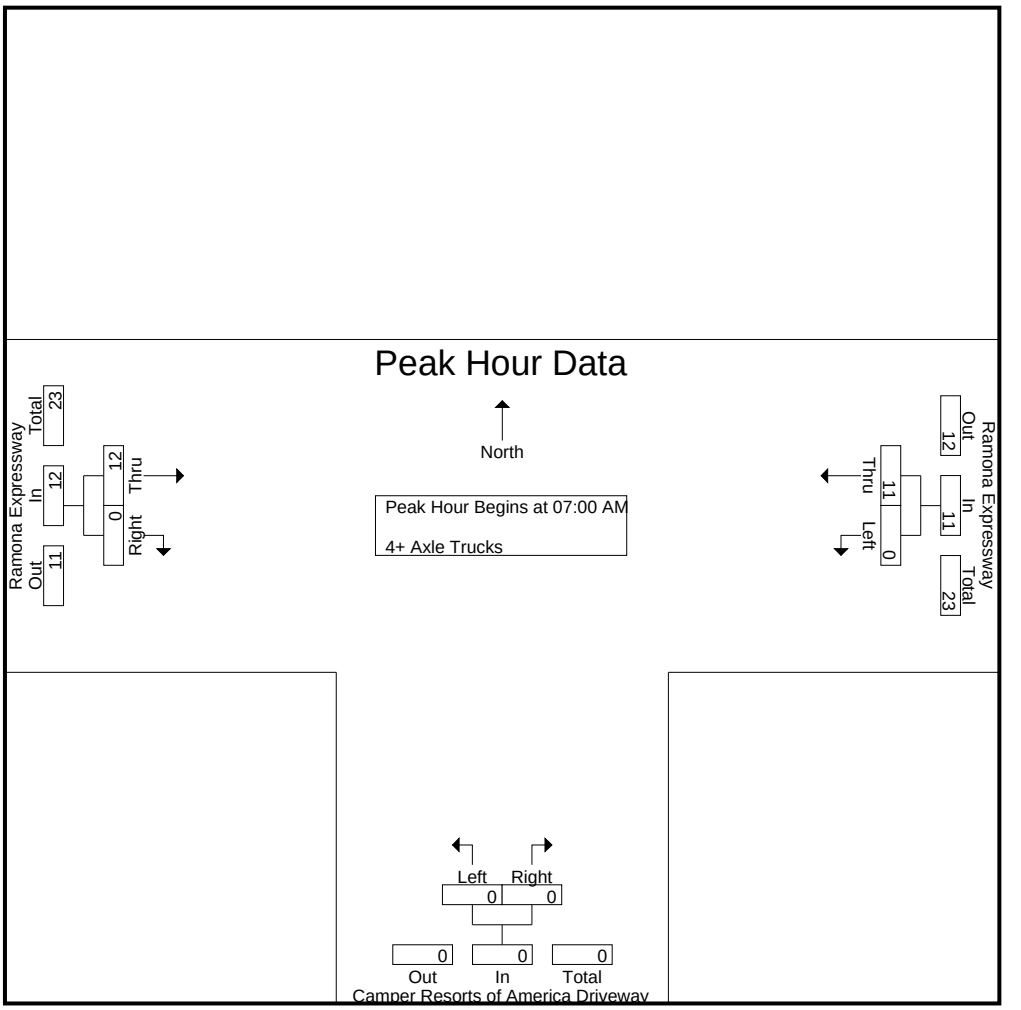

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	3	3	0	0	0	3	0	3
+15 mins.	0	1	1	0	0	0	**5**	0	**5**
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	**6**	**6**	0	0	0	3	0	3
Total Volume	0	11	11	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.458	.458	.000	.000	.000	.600	.000	.600

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	218	219	5	5	10	308	4	312	541
04:15 PM	6	235	241	5	6	11	302	7	309	561
04:30 PM	1	216	217	4	3	7	368	11	379	603
04:45 PM	3	231	234	7	4	11	334	5	339	584
Total	11	900	911	21	18	39	1312	27	1339	2289
05:00 PM	2	210	212	4	3	7	366	8	374	593
05:15 PM	3	211	214	9	3	12	348	11	359	585
05:30 PM	4	240	244	2	4	6	342	7	349	599
05:45 PM	4	227	231	6	3	9	350	10	360	600
Total	13	888	901	21	13	34	1406	36	1442	2377
Grand Total	24	1788	1812	42	31	73	2718	63	2781	4666
Apprch %	1.3	98.7		57.5	42.5		97.7	2.3		
Total %	0.5	38.3	38.8	0.9	0.7	1.6	58.3	1.4	59.6	
Passenger Vehicles	23	1733	1756	42	31	73	2640	63	2703	4532
% Passenger Vehicles	95.8	96.9	96.9	100	100	100	97.1	100	97.2	97.1
Large 2 Axle Vehicles	1	30	31	0	0	0	54	0	54	85
% Large 2 Axle Vehicles	4.2	1.7	1.7	0	0	0	2	0	1.9	1.8
3 Axle Vehicles	0	6	6	0	0	0	10	0	10	16
% 3 Axle Vehicles	0	0.3	0.3	0	0	0	0.4	0	0.4	0.3
4+ Axle Trucks	0	19	19	0	0	0	14	0	14	33
% 4+ Axle Trucks	0	1.1	1	0	0	0	0.5	0	0.5	0.7

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway 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 05:00 PM										
05:00 PM	2	210	212	4	3	7	**366**	8	**374**	593
05:15 PM	3	211	214	**9**	3	**12**	348	**11**	359	585
05:30 PM	**4**	**240**	**244**	2	**4**	6	342	7	349	599
05:45 PM	4	227	231	6	3	9	350	10	360	**600**
Total Volume	13	888	901	21	13	34	1406	36	1442	2377
% App. Total	1.4	98.6		61.8	38.2		97.5	2.5		
PHF	.813	.925	.923	.583	.813	.708	.960	.818	.964	.990

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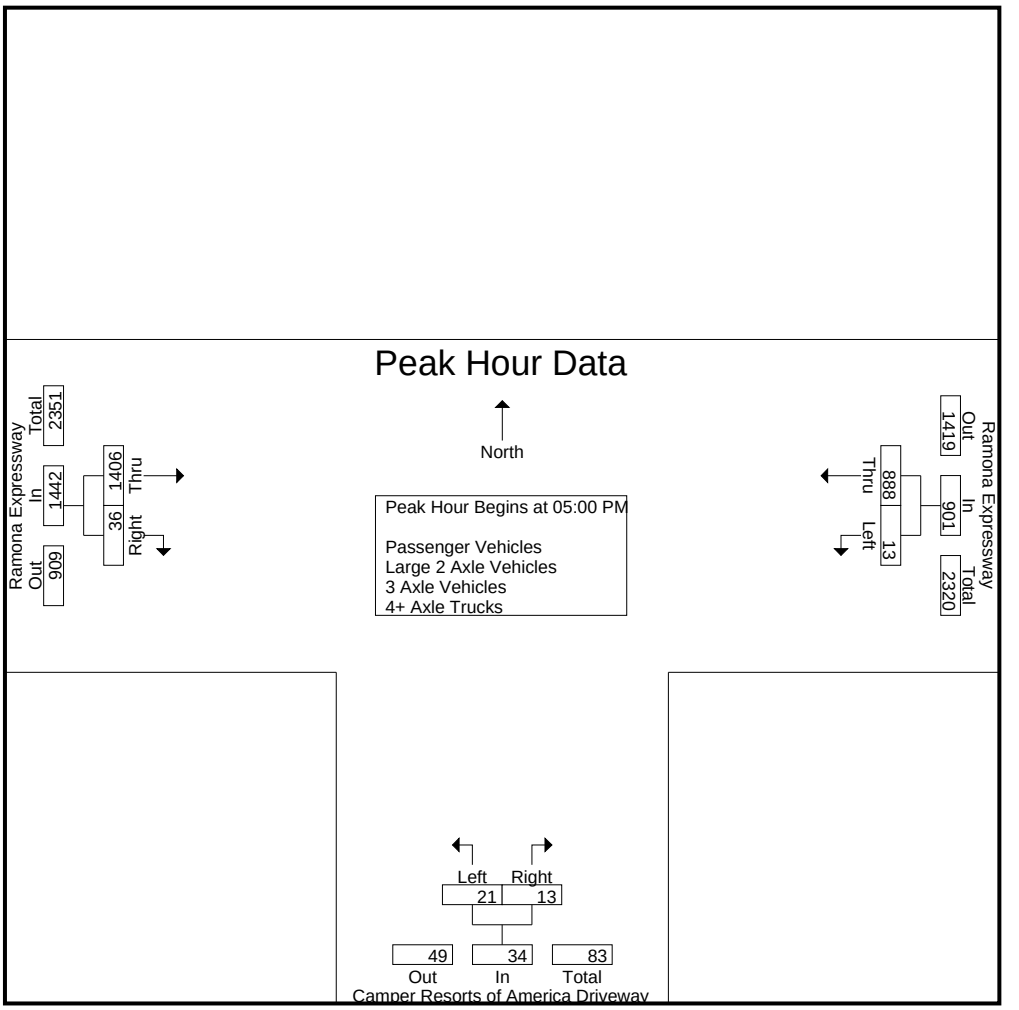

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	1	218	219	5	5	10	**368**	**11**	**379**
+15 mins.	**6**	**235**	**241**	5	**6**	**11**	334	5	339
+30 mins.	1	216	217	4	3	7	366	8	374
+45 mins.	3	231	234	**7**	4	11	348	11	359
Total Volume	11	900	911	21	18	39	1416	35	1451
% App. Total	1.2	98.8		53.8	46.2		97.6	2.4	
PHF	.458	.957	.945	.750	.750	.886	.962	.795	.957

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Groups Printed- Passenger Vehicles

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	211	212	5	5	10	297	4	301	523
04:15 PM	6	226	232	5	6	11	295	7	302	545
04:30 PM	1	211	212	4	3	7	357	11	368	587
04:45 PM	3	221	224	7	4	11	325	5	330	565
Total	11	869	880	21	18	39	1274	27	1301	2220
05:00 PM	2	203	205	4	3	7	354	8	362	574
05:15 PM	3	207	210	9	3	12	337	11	348	570
05:30 PM	4	234	238	2	4	6	334	7	341	585
05:45 PM	3	220	223	6	3	9	341	10	351	583
Total	12	864	876	21	13	34	1366	36	1402	2312
Grand Total	23	1733	1756	42	31	73	2640	63	2703	4532
Apprch %	1.3	98.7		57.5	42.5		97.7	2.3		
Total %	0.5	38.2	38.7	0.9	0.7	1.6	58.3	1.4	59.6	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	2	203	205	4	3	7	**354**	8	**362**	574
05:15 PM	3	207	210	**9**	3	**12**	337	**11**	348	570
05:30 PM	**4**	**234**	**238**	2	**4**	6	334	7	341	**585**
05:45 PM	3	220	223	6	3	9	341	10	351	583
Total Volume	12	864	876	21	13	34	1366	36	1402	2312
% App. Total	1.4	98.6		61.8	38.2		97.4	2.6		
PHF	.750	.923	.920	.583	.813	.708	.965	.818	.968	.988

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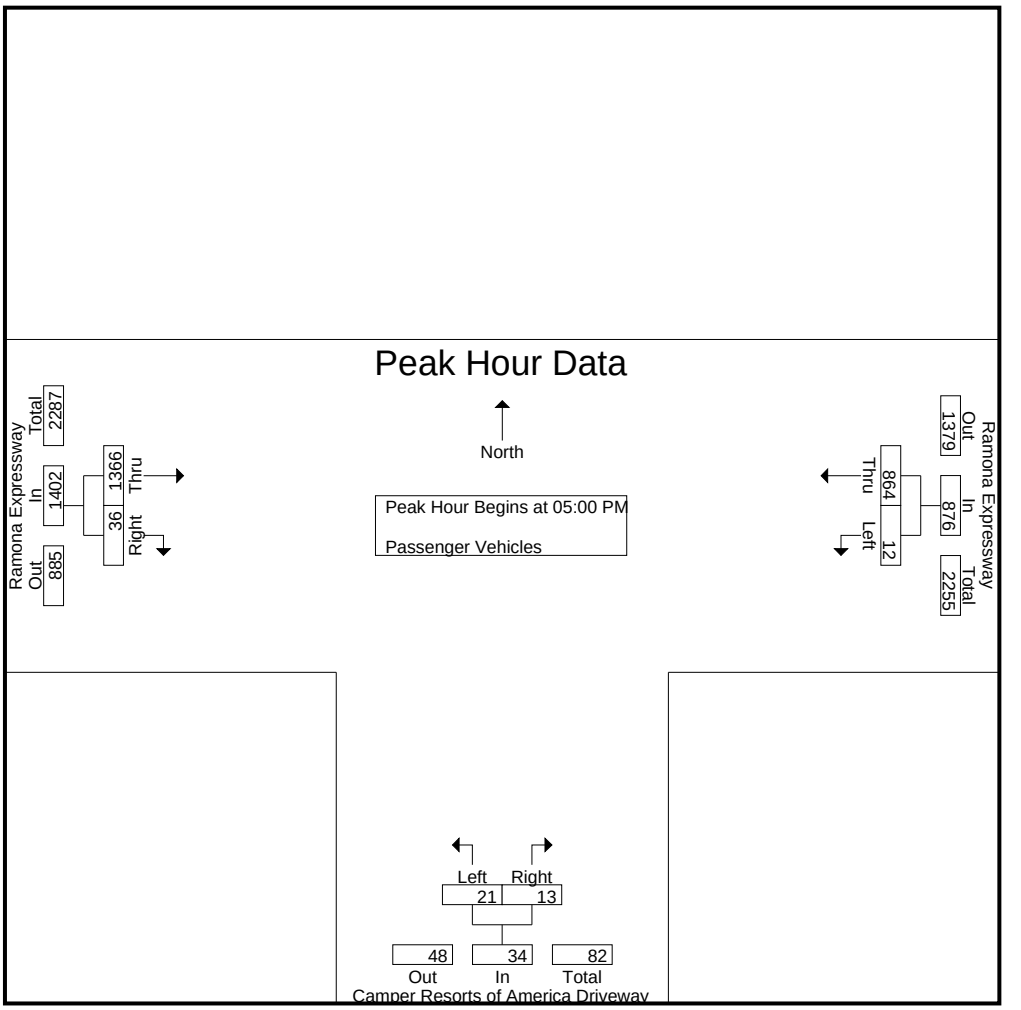

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	2	203	205	4	3	7	**354**	8	**362**
+15 mins.	3	207	210	**9**	3	**12**	337	**11**	348
+30 mins.	**4**	**234**	**238**	2	**4**	6	334	7	341
+45 mins.	3	220	223	6	3	9	341	10	351
Total Volume	12	864	876	21	13	34	1366	36	1402
% App. Total	1.4	98.6		61.8	38.2		97.4	2.6	
PHF	.750	.923	.920	.583	.813	.708	.965	.818	.968

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Groups Printed- Large 2 Axle Vehicles

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	0	0	0	8	0	8	11
04:15 PM	0	5	5	0	0	0	4	0	4	9
04:30 PM	0	3	3	0	0	0	7	0	7	10
04:45 PM	0	8	8	0	0	0	6	0	6	14
Total	0	19	19	0	0	0	25	0	25	44
05:00 PM	0	2	2	0	0	0	8	0	8	10
05:15 PM	0	1	1	0	0	0	7	0	7	8
05:30 PM	0	3	3	0	0	0	6	0	6	9
05:45 PM	1	5	6	0	0	0	8	0	8	14
Total	1	11	12	0	0	0	29	0	29	41
Grand Total	1	30	31	0	0	0	54	0	54	85
Apprch %	3.2	96.8		0	0		100	0		
Total %	1.2	35.3	36.5	0	0	0	63.5	0	63.5	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	2	2	0	0	0	**8**	0	**8**	10
05:15 PM	0	1	1	0	0	0	7	0	7	8
05:30 PM	0	3	3	0	0	0	6	0	6	9
05:45 PM	**1**	**5**	**6**	0	0	0	8	0	8	**14**
Total Volume	1	11	12	0	0	0	29	0	29	41
% App. Total	8.3	91.7		0	0		100	0		
PHF	.250	.550	.500	.000	.000	.000	.906	.000	.906	.732

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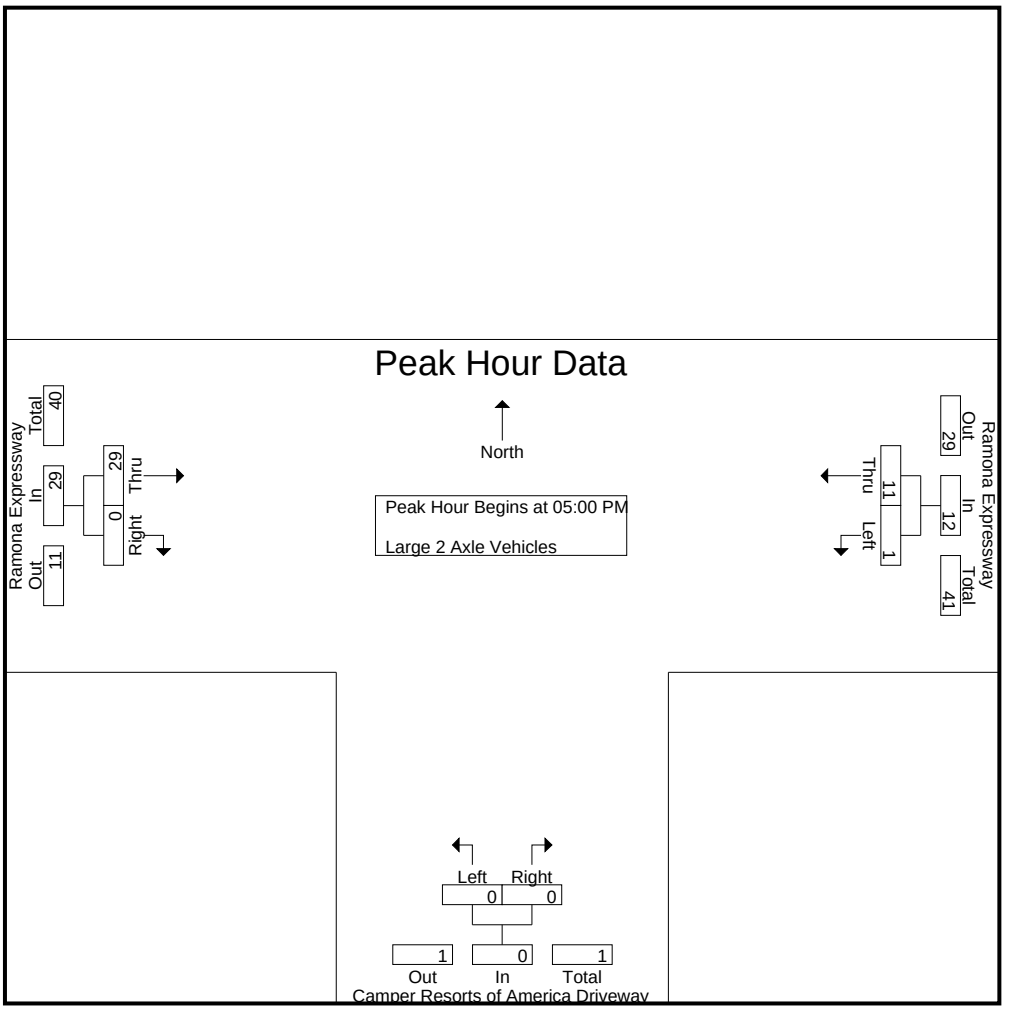
City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	2	2	0	0	0	**8**	0	**8**
+15 mins.	0	1	1	0	0	0	7	0	7
+30 mins.	0	3	3	0	0	0	6	0	6
+45 mins.	**1**	**5**	**6**	0	0	0	8	0	8
Total Volume	1	11	12	0	0	0	29	0	29
% App. Total	8.3	91.7		0	0		100	0	
PHF	.250	.550	.500	.000	.000	.000	.906	.000	.906

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- 3 Axle Vehicles

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	1	1	0	0	0	2	0	2	3
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	5	5	0	0	0	6	0	6	11
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	4	0	4	5
Grand Total	0	6	6	0	0	0	10	0	10	16
Apprch %	0	100		0	0		100	0		
Total %	0	37.5	37.5	0	0	0	62.5	0	62.5	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
05:45 PM	0	**1**	**1**	0	0	0	0	0	0	1
Total Volume	0	1	1	0	0	0	4	0	4	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.625

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram PM
Site Code : 05122445
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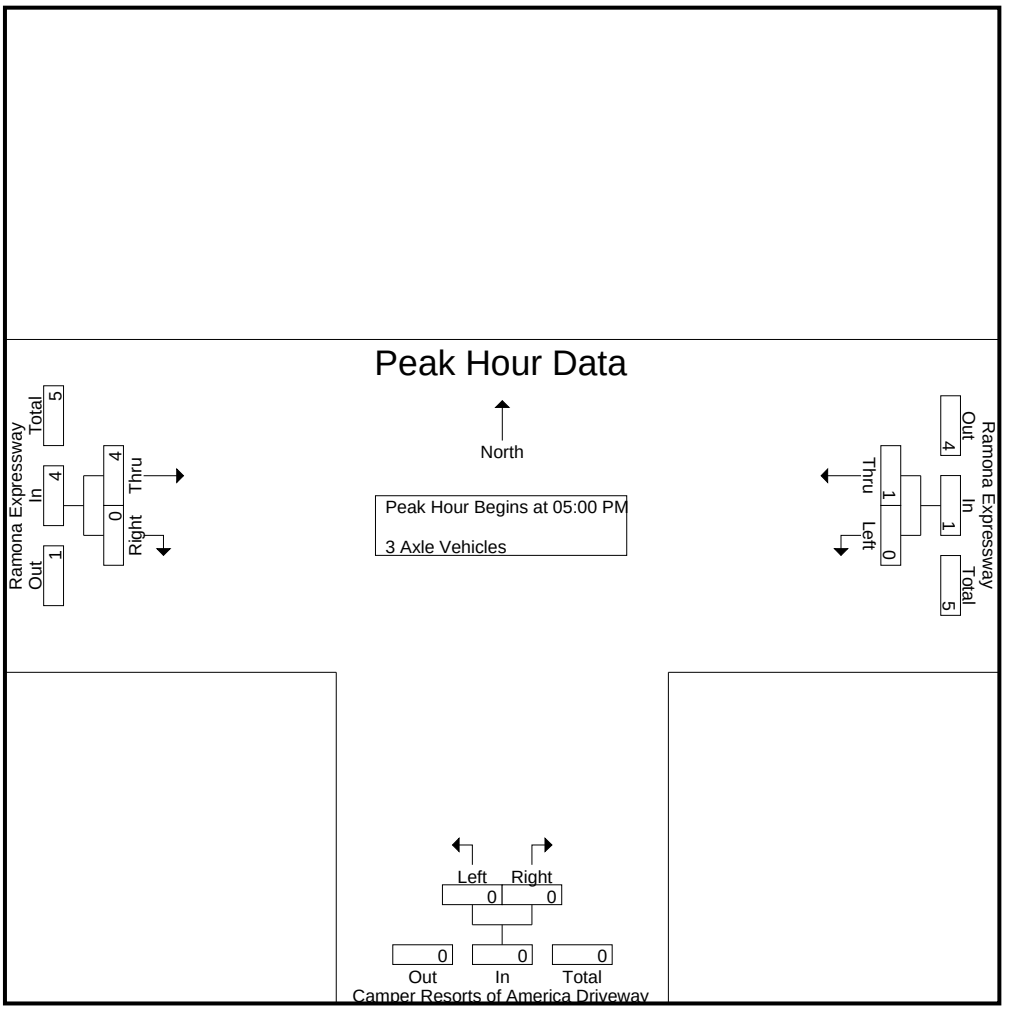

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	**1**	**1**	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	4	0	4
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500

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City of Perris
N/S: Camper Resorts of America Driveway
E/W: Ramona Expressway
Weather: Clear

File Name : 15_PER_Camp DW_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	0	0	0	1	0	1	4
04:15 PM	0	2	2	0	0	0	3	0	3	5
04:30 PM	0	1	1	0	0	0	2	0	2	3
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	7	7	0	0	0	7	0	7	14
05:00 PM	0	5	5	0	0	0	3	0	3	8
05:15 PM	0	3	3	0	0	0	3	0	3	6
05:30 PM	0	3	3	0	0	0	0	0	0	3
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	12	12	0	0	0	7	0	7	19
Grand Total	0	19	19	0	0	0	14	0	14	33
Apprch %	0	100		0	0		100	0		
Total %	0	57.6	57.6	0	0	0	42.4	0	42.4	

	Ramona Expressway Westbound			Camper Resorts of America Driveway Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**5**	**5**	0	0	0	**3**	0	**3**	**8**
05:15 PM	0	3	3	0	0	0	3	0	3	6
05:30 PM	0	3	3	0	0	0	0	0	0	3
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	12	12	0	0	0	7	0	7	19
% App. Total	0	100		0	0		100	0		
PHF	.000	.600	.600	.000	.000	.000	.583	.000	.583	.594

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Weather: Clear

File Name : 15_PER_Camp DW_Ram PM
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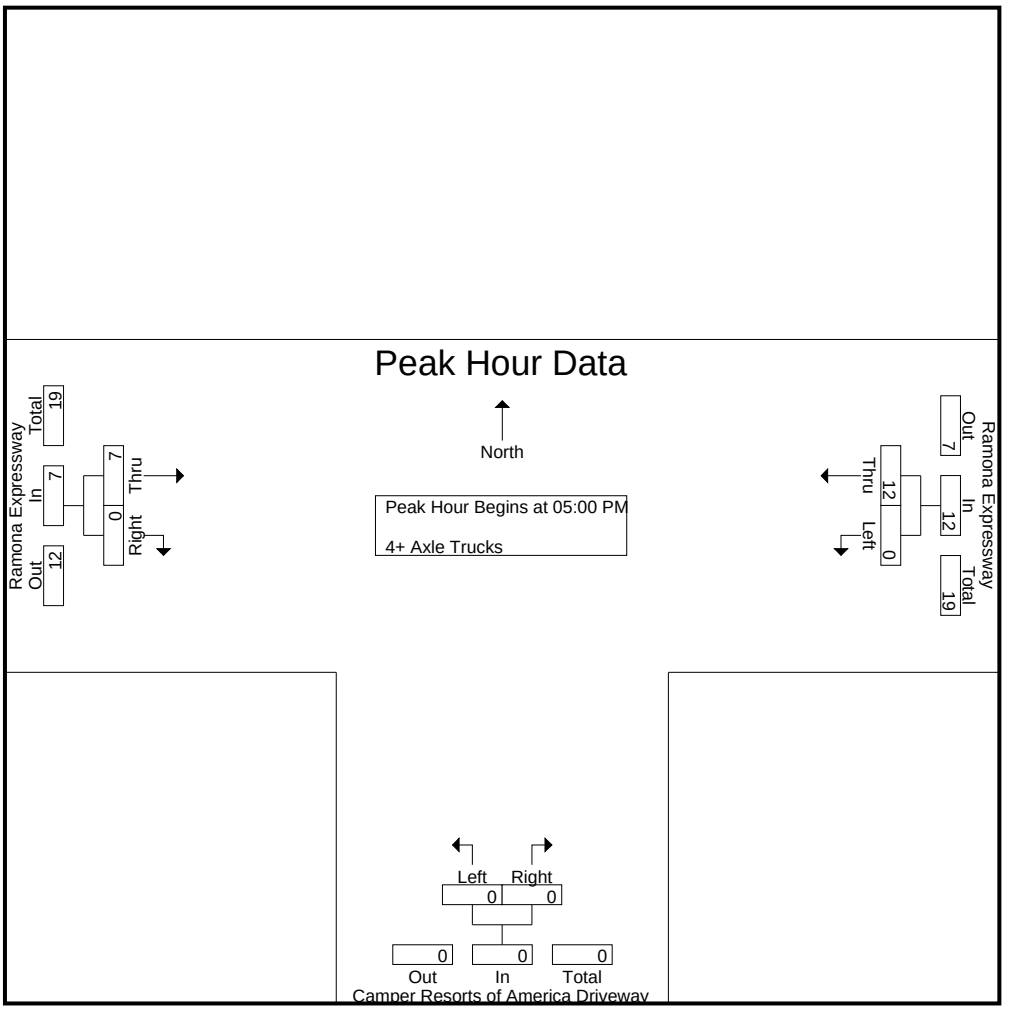

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	**5**	**5**	0	0	0	**3**	0	**3**
+15 mins.	0	3	3	0	0	0	3	0	3
+30 mins.	0	3	3	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	12	12	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.600	.600	.000	.000	.000	.583	.000	.583

Location: Perris
N/S: Camper Resorts DW
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Ramona Expressway	South Leg Camper Resorts DW	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	1	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	4	0	4
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	2	0	2
8:45 AM	0	0	3	0	3
TOTAL VOLUMES:	0	0	11	1	12

	North Leg Dead End	East Leg Ramona Expressway	South Leg Camper Resorts DW	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	2	0	2
5:30 PM	0	0	2	0	2
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	0	0	8	0	8

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Location: Perris
N/S: Camper Resorts DW
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Ramona Expressway			Northbound Camper Resorts DW			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	2	0	3

	Southbound Dead End			Westbound Ramona Expressway			Northbound Camper Resorts DW			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	0	0	1	0	1	0	1	0	4

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	24	1	25	0	0	0	0	3	127	0	130	1	0	3	4	159
07:15 AM	0	22	3	25	0	0	0	0	2	141	0	143	0	0	2	2	170
07:30 AM	0	27	1	28	0	0	0	0	5	148	0	153	2	0	1	3	184
07:45 AM	0	27	0	27	0	0	0	0	3	125	0	128	0	0	3	3	158
Total	0	100	5	105	0	0	0	0	13	541	0	554	3	0	9	12	671
08:00 AM	0	22	2	24	0	0	0	0	2	70	0	72	0	0	0	0	96
08:15 AM	0	28	1	29	0	0	0	0	1	77	0	78	1	0	2	3	110
08:30 AM	0	9	0	9	0	0	0	0	0	49	0	49	0	0	0	0	58
08:45 AM	0	20	0	20	0	0	0	0	0	61	0	61	1	0	0	1	82
Total	0	79	3	82	0	0	0	0	3	257	0	260	2	0	2	4	346
Grand Total	0	179	8	187	0	0	0	0	16	798	0	814	5	0	11	16	1017
Apprch %	0	95.7	4.3		0	0	0		2	98	0		31.2	0	68.8		
Total %	0	17.6	0.8	18.4	0	0	0	0	1.6	78.5	0	80	0.5	0	1.1	1.6	
Passenger Vehicles	0	143	8	151	0	0	0	0	13	761	0	774	3	0	10	13	938
% Passenger Vehicles	0	79.9	100	80.7	0	0	0	0	81.2	95.4	0	95.1	60	0	90.9	81.2	92.2
Large 2 Axle Vehicles	0	10	0	10	0	0	0	0	1	10	0	11	0	0	0	0	21
% Large 2 Axle Vehicles	0	5.6	0	5.3	0	0	0	0	6.2	1.3	0	1.4	0	0	0	0	2.1
3 Axle Vehicles	0	15	0	15	0	0	0	0	1	11	0	12	1	0	0	1	28
% 3 Axle Vehicles	0	8.4	0	8	0	0	0	0	6.2	1.4	0	1.5	20	0	0	6.2	2.8
4+ Axle Trucks	0	11	0	11	0	0	0	0	1	16	0	17	1	0	1	2	30
% 4+ Axle Trucks	0	6.1	0	5.9	0	0	0	0	6.2	2	0	2.1	20	0	9.1	12.5	2.9

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	0	24	1	25	0	0	0	0	3	127	0	130	1	0	**3**	**4**	159
07:15 AM	0	22	**3**	25	0	0	0	0	2	141	0	143	0	0	2	2	170
07:30 AM	0	**27**	1	**28**	0	0	0	0	**5**	**148**	0	**153**	**2**	0	1	3	**184**
07:45 AM	0	27	0	27	0	0	0	0	3	125	0	128	0	0	3	3	158
Total Volume	0	100	5	105	0	0	0	0	13	541	0	554	3	0	9	12	671
% App. Total	0	95.2	4.8		0	0	0		2.3	97.7	0		25	0	75		
PHF	.000	.926	.417	.938	.000	.000	.000	.000	.650	.914	.000	.905	.375	.000	.750	.750	.912

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per AM
Site Code : 05122445
Start Date : 6/8/2022
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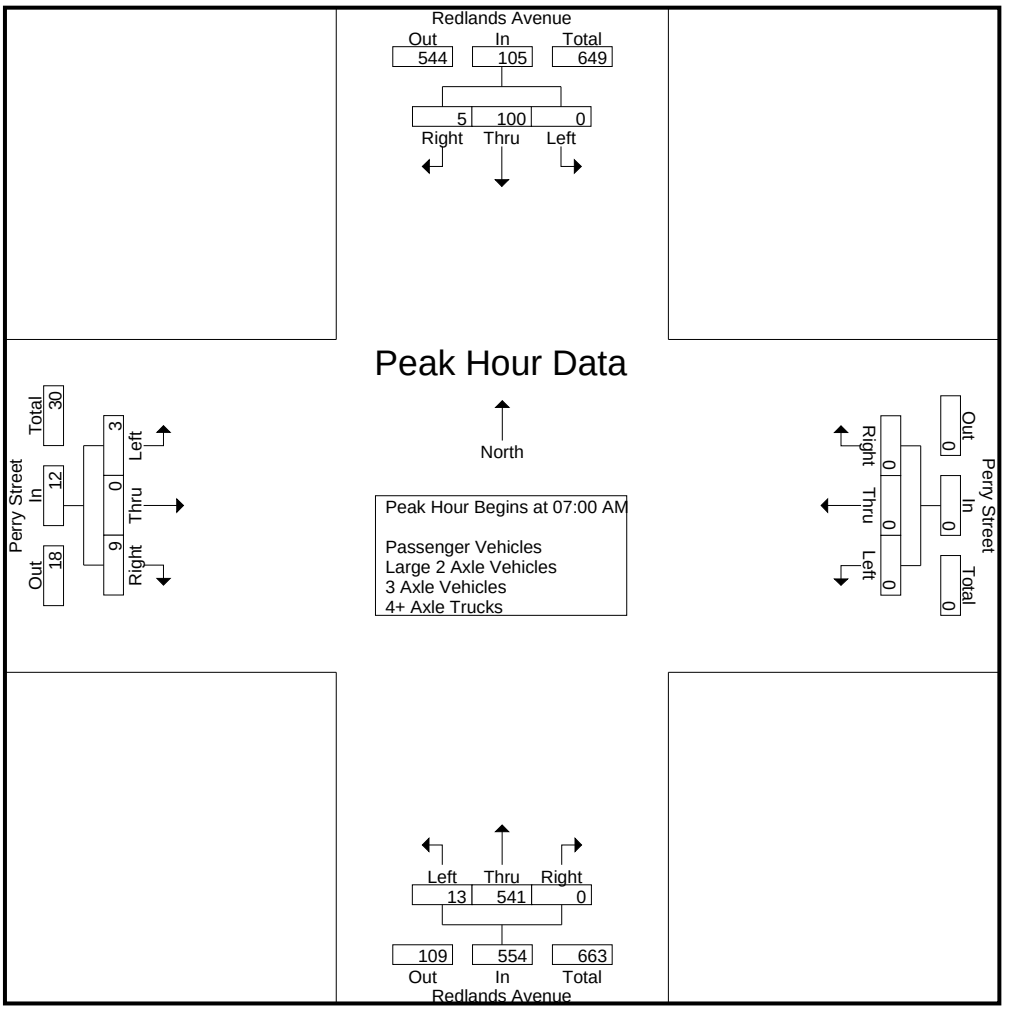

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	27	1	28	0	0	0	0	3	127	0	130	1	0	**3**	**4**
+15 mins.	0	27	0	27	0	0	0	0	2	141	0	143	0	0	2	2
+30 mins.	0	22	**2**	24	0	0	0	0	**5**	**148**	0	**153**	**2**	0	1	3
+45 mins.	0	**28**	1	**29**	0	0	0	0	3	125	0	128	0	0	3	3
Total Volume	0	104	4	108	0	0	0	0	13	541	0	554	3	0	9	12
% App. Total	0	96.3	3.7		0	0	0		2.3	97.7	0		25	0	75	
PHF	.000	.929	.500	.931	.000	.000	.000	.000	.650	.914	.000	.905	.375	.000	.750	.750

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per AM
Site Code : 05122445
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Groups Printed- Passenger Vehicles

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	15	1	16	0	0	0	0	2	122	0	124	0	0	3	3	143
07:15 AM	0	19	3	22	0	0	0	0	2	133	0	135	0	0	2	2	159
07:30 AM	0	24	1	25	0	0	0	0	5	147	0	152	2	0	1	3	180
07:45 AM	0	20	0	20	0	0	0	0	3	123	0	126	0	0	2	2	148
Total	0	78	5	83	0	0	0	0	12	525	0	537	2	0	8	10	630
08:00 AM	0	16	2	18	0	0	0	0	0	68	0	68	0	0	0	0	86
08:15 AM	0	24	1	25	0	0	0	0	1	69	0	70	0	0	2	2	97
08:30 AM	0	8	0	8	0	0	0	0	0	46	0	46	0	0	0	0	54
08:45 AM	0	17	0	17	0	0	0	0	0	53	0	53	1	0	0	1	71
Total	0	65	3	68	0	0	0	0	1	236	0	237	1	0	2	3	308
Grand Total	0	143	8	151	0	0	0	0	13	761	0	774	3	0	10	13	938
Apprch %	0	94.7	5.3		0	0	0		1.7	98.3	0		23.1	0	76.9		
Total %	0	15.2	0.9	16.1	0	0	0	0	1.4	81.1	0	82.5	0.3	0	1.1	1.4	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	15	1	16	0	0	0	0	2	122	0	124	0	0	**3**	**3**	143
07:15 AM	0	19	**3**	22	0	0	0	0	2	133	0	135	0	0	2	2	159
07:30 AM	0	**24**	1	**25**	0	0	0	0	**5**	**147**	0	**152**	**2**	0	1	3	**180**
07:45 AM	0	20	0	20	0	0	0	0	3	123	0	126	0	0	2	2	148
Total Volume	0	78	5	83	0	0	0	0	12	525	0	537	2	0	8	10	630
% App. Total	0	94	6		0	0	0		2.2	97.8	0		20	0	80		
PHF	.000	.813	.417	.830	.000	.000	.000	.000	.600	.893	.000	.883	.250	.000	.667	.833	.875

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per AM
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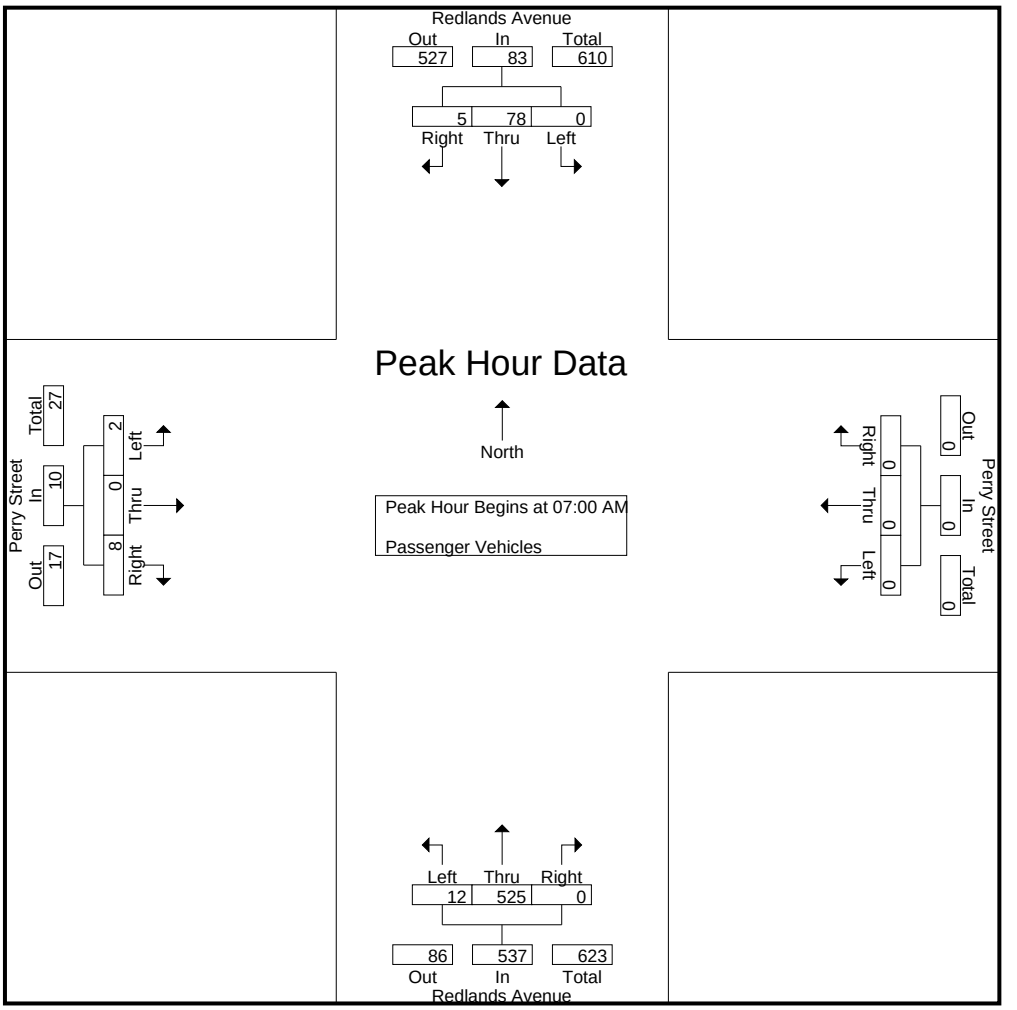

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	15	1	16	0	0	0	0	2	122	0	124	0	0	**3**	**3**
+15 mins.	0	19	**3**	22	0	0	0	0	2	133	0	135	0	0	2	2
+30 mins.	0	**24**	1	**25**	0	0	0	0	**5**	**147**	0	**152**	**2**	0	1	3
+45 mins.	0	20	0	20	0	0	0	0	3	123	0	126	0	0	2	2
Total Volume	0	78	5	83	0	0	0	0	12	525	0	537	2	0	8	10
% App. Total	0	94	6		0	0	0		2.2	97.8	0		20	0	80	
PHF	.000	.813	.417	.830	.000	.000	.000	.000	.600	.893	.000	.883	.250	.000	.667	.833

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Groups Printed- Large 2 Axle Vehicles

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	6
07:15 AM	0	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	0	0	0	0	0	0	0	1
07:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	6	0	6	0	0	0	0	1	4	0	5	0	0	0	0	11
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	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Grand Total	0	10	0	10	0	0	0	0	1	10	0	11	0	0	0	0	21
Apprch %	0	100	0		0	0	0		9.1	90.9	0		0	0	0		
Total %	0	47.6	0	47.6	0	0	0	0	4.8	47.6	0	52.4	0	0	0	0	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	**2**	0	**2**	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	**6**
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	0	0	0	0	0	0	0	1
07:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	6	0	6	0	0	0	0	1	4	0	5	0	0	0	0	11
% App. Total	0	100	0		0	0	0		20	80	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.333	.000	.313	.000	.000	.000	.000	.458

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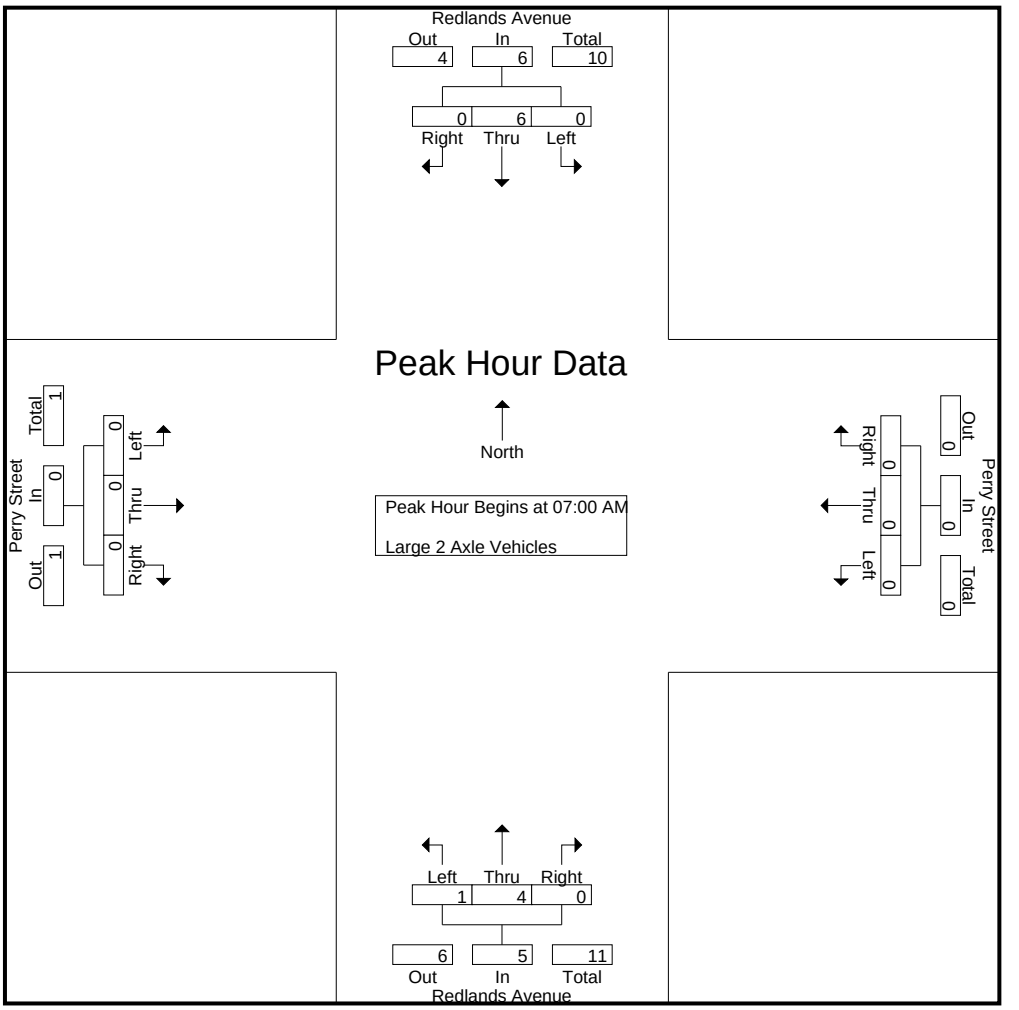

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	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	6	0	6	0	0	0	0	1	4	0	5	0	0	0	0
% App. Total	0	100	0		0	0	0		20	80	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.333	.000	.313	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	0	0	0	0	1	0	0	1	8
07:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	13	0	13	0	0	0	0	0	4	0	4	1	0	0	1	18
08:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	2	0	2	0	0	0	0	1	7	0	8	0	0	0	0	10
Grand Total	0	15	0	15	0	0	0	0	1	11	0	12	1	0	0	1	28
Apprch %	0	100	0		0	0	0		8.3	91.7	0		100	0	0		
Total %	0	53.6	0	53.6	0	0	0	0	3.6	39.3	0	42.9	3.6	0	0	3.6	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	**7**	0	**7**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**8**
07:15 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	13	0	13	0	0	0	0	0	4	0	4	1	0	0	1	18
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.464	.000	.464	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250	.563

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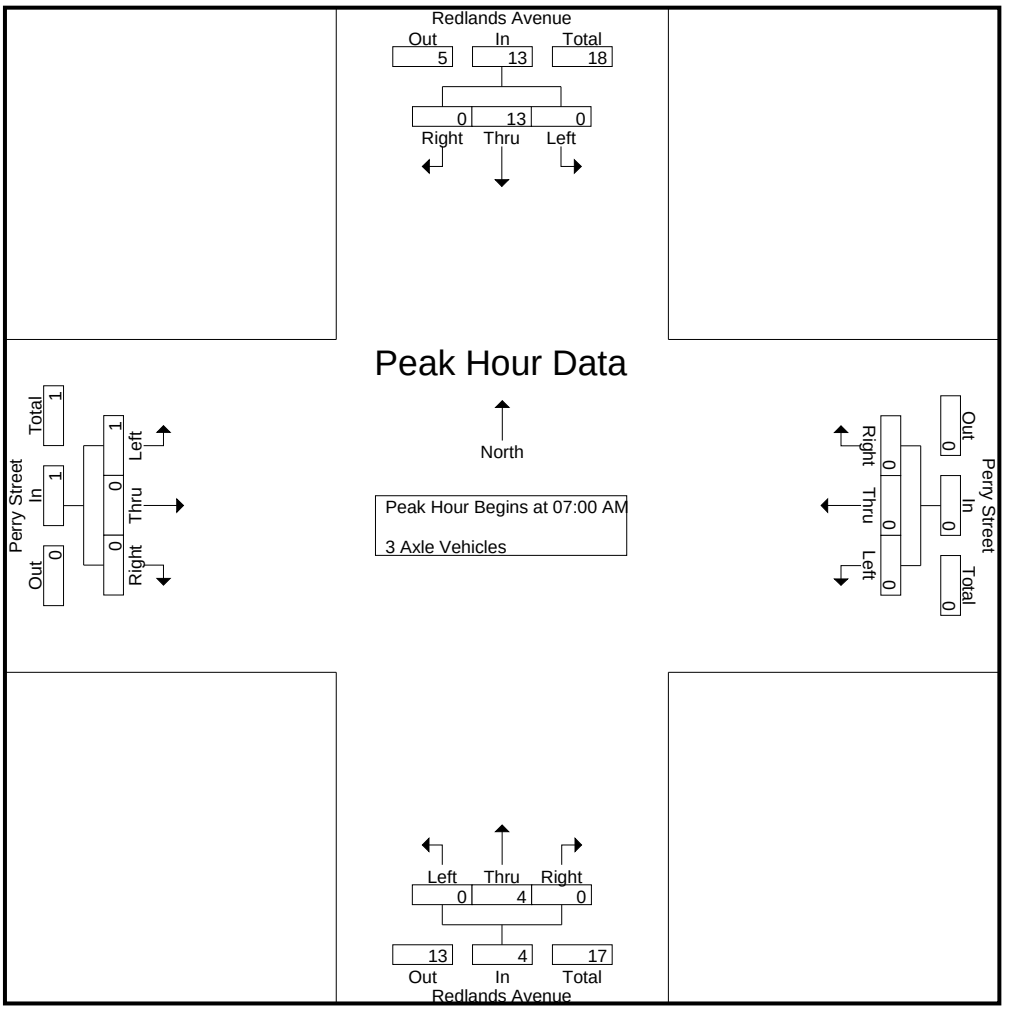

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**7**	0	**7**	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	4	0	4	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.464	.000	.464	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250

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Groups Printed- 4+ Axle Trucks

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	2	0	2	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	3	0	3	0	0	0	0	0	8	0	8	0	0	1	1	12
08:00 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total	0	8	0	8	0	0	0	0	1	8	0	9	1	0	0	1	18
Grand Total	0	11	0	11	0	0	0	0	1	16	0	17	1	0	1	2	30
Apprch %	0	100	0		0	0	0		5.9	94.1	0		50	0	50		
Total %	0	36.7	0	36.7	0	0	0	0	3.3	53.3	0	56.7	3.3	0	3.3	6.7	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	2	0	2	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**6**
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	3
Total Volume	0	3	0	3	0	0	0	0	0	8	0	8	0	0	1	1	12
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.400	.000	.400	.000	.000	.250	.250	.500

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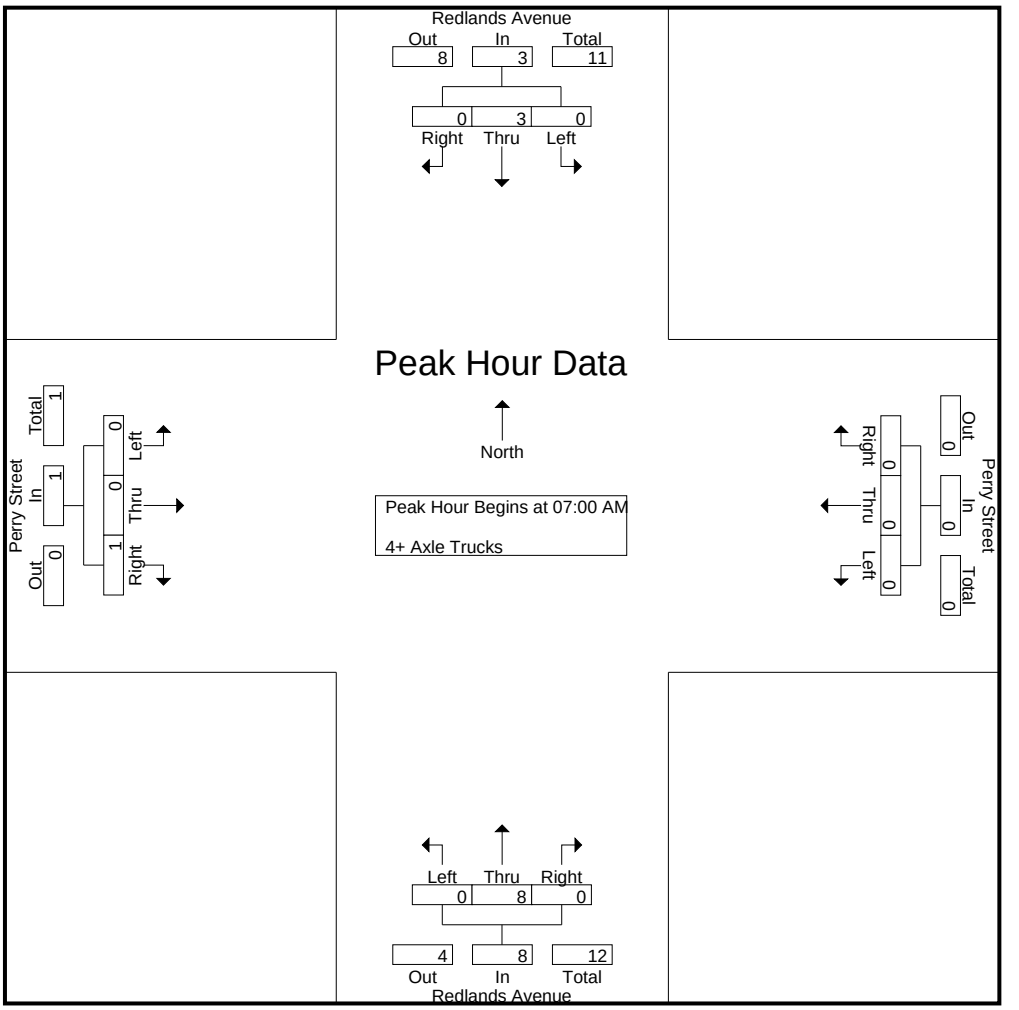

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	3	0	3	0	0	0	0	0	8	0	8	0	0	1	1
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.400	.000	.400	.000	.000	.250	.250

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

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	83	2	85	0	0	0	0	3	40	0	43	0	0	8	8	136
04:15 PM	0	72	1	73	0	0	0	0	0	42	0	42	1	0	2	3	118
04:30 PM	0	144	1	145	0	0	0	0	0	51	0	51	1	0	1	2	198
04:45 PM	0	97	0	97	0	0	0	0	0	47	0	47	0	0	1	1	145
Total	0	396	4	400	0	0	0	0	3	180	0	183	2	0	12	14	597
05:00 PM	0	73	0	73	0	0	0	0	1	34	0	35	2	0	3	5	113
05:15 PM	0	71	0	71	0	0	0	0	0	35	0	35	0	0	0	0	106
05:30 PM	0	93	0	93	0	0	0	0	2	51	0	53	0	0	1	1	147
05:45 PM	0	61	2	63	0	0	0	0	2	64	0	66	0	0	1	1	130
Total	0	298	2	300	0	0	0	0	5	184	0	189	2	0	5	7	496
Grand Total	0	694	6	700	0	0	0	0	8	364	0	372	4	0	17	21	1093
Apprch %	0	99.1	0.9		0	0	0		2.2	97.8	0		19	0	81		
Total %	0	63.5	0.5	64	0	0	0	0	0.7	33.3	0	34	0.4	0	1.6	1.9	
Passenger Vehicles	0	672	4	676	0	0	0	0	6	342	0	348	3	0	15	18	1042
% Passenger Vehicles	0	96.8	66.7	96.6	0	0	0	0	75	94	0	93.5	75	0	88.2	85.7	95.3
Large 2 Axle Vehicles	0	11	0	11	0	0	0	0	1	7	0	8	0	0	1	1	20
% Large 2 Axle Vehicles	0	1.6	0	1.6	0	0	0	0	12.5	1.9	0	2.2	0	0	5.9	4.8	1.8
3 Axle Vehicles	0	6	1	7	0	0	0	0	1	10	0	11	0	0	0	0	18
% 3 Axle Vehicles	0	0.9	16.7	1	0	0	0	0	12.5	2.7	0	3	0	0	0	0	1.6
4+ Axle Trucks	0	5	1	6	0	0	0	0	0	5	0	5	1	0	1	2	13
% 4+ Axle Trucks	0	0.7	16.7	0.9	0	0	0	0	0	1.4	0	1.3	25	0	5.9	9.5	1.2

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	0	83	**2**	85	0	0	0	0	**3**	40	0	43	0	0	**8**	**8**	136
04:15 PM	0	72	1	73	0	0	0	0	0	42	0	42	**1**	0	2	3	118
04:30 PM	0	**144**	1	**145**	0	0	0	0	0	**51**	0	**51**	1	0	1	2	**198**
04:45 PM	0	97	0	97	0	0	0	0	0	47	0	47	0	0	1	1	145
Total Volume	0	396	4	400	0	0	0	0	3	180	0	183	2	0	12	14	597
% App. Total	0	99	1		0	0	0		1.6	98.4	0		14.3	0	85.7		
PHF	.000	.688	.500	.690	.000	.000	.000	.000	.250	.882	.000	.897	.500	.000	.375	.438	.754

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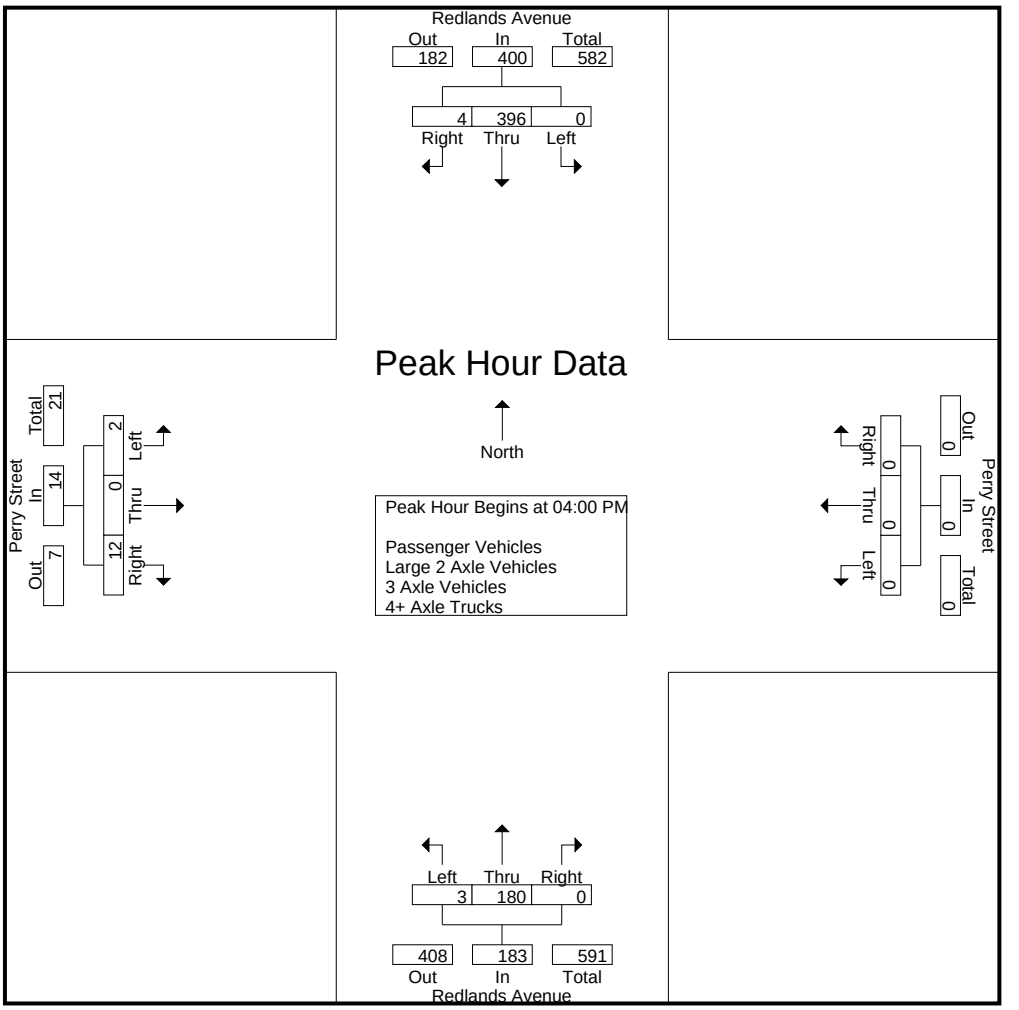

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	83	**2**	85	0	0	0	0	1	34	0	35	0	0	**8**	**8**
+15 mins.	0	72	1	73	0	0	0	0	0	35	0	35	**1**	0	2	3
+30 mins.	0	**144**	1	**145**	0	0	0	0	**2**	51	0	53	1	0	1	2
+45 mins.	0	97	0	97	0	0	0	0	2	**64**	0	**66**	0	0	1	1
Total Volume	0	396	4	400	0	0	0	0	5	184	0	189	2	0	12	14
% App. Total	0	99	1		0	0	0		2.6	97.4	0		14.3	0	85.7	
PHF	.000	.688	.500	.690	.000	.000	.000	.000	.625	.719	.000	.716	.500	.000	.375	.438

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E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per PM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- Passenger Vehicles

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	80	2	82	0	0	0	0	1	34	0	35	0	0	8	8	125
04:15 PM	0	70	0	70	0	0	0	0	0	38	0	38	1	0	1	2	110
04:30 PM	0	142	0	142	0	0	0	0	0	50	0	50	0	0	0	0	192
04:45 PM	0	93	0	93	0	0	0	0	0	44	0	44	0	0	1	1	138
Total	0	385	2	387	0	0	0	0	1	166	0	167	1	0	10	11	565
05:00 PM	0	66	0	66	0	0	0	0	1	34	0	35	2	0	3	5	106
05:15 PM	0	68	0	68	0	0	0	0	0	32	0	32	0	0	0	0	100
05:30 PM	0	92	0	92	0	0	0	0	2	48	0	50	0	0	1	1	143
05:45 PM	0	61	2	63	0	0	0	0	2	62	0	64	0	0	1	1	128
Total	0	287	2	289	0	0	0	0	5	176	0	181	2	0	5	7	477
Grand Total	0	672	4	676	0	0	0	0	6	342	0	348	3	0	15	18	1042
Apprch %	0	99.4	0.6		0	0	0		1.7	98.3	0		16.7	0	83.3		
Total %	0	64.5	0.4	64.9	0	0	0	0	0.6	32.8	0	33.4	0.3	0	1.4	1.7	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	80	**2**	82	0	0	0	0	**1**	34	0	35	0	0	**8**	**8**	125
04:15 PM	0	70	0	70	0	0	0	0	0	38	0	38	**1**	0	1	2	110
04:30 PM	0	**142**	0	**142**	0	0	0	0	0	**50**	0	**50**	0	0	0	0	**192**
04:45 PM	0	93	0	93	0	0	0	0	0	44	0	44	0	0	1	1	138
Total Volume	0	385	2	387	0	0	0	0	1	166	0	167	1	0	10	11	565
% App. Total	0	99.5	0.5		0	0	0		0.6	99.4	0		9.1	0	90.9		
PHF	.000	.678	.250	.681	.000	.000	.000	.000	.250	.830	.000	.835	.250	.000	.313	.344	.736

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per PM
Site Code : 05122445
Start Date : 6/8/2022
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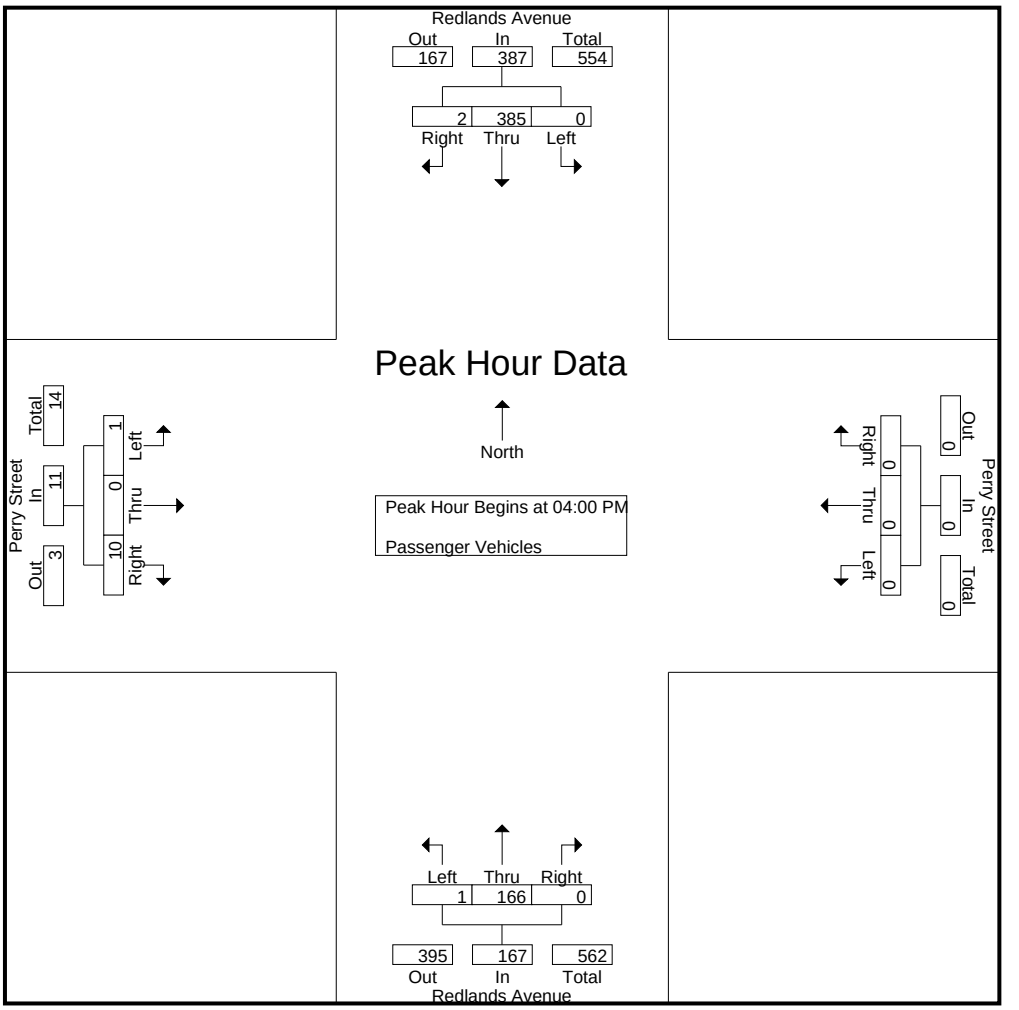

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	80	**2**	82	0	0	0	0	**1**	34	0	35	0	0	**8**	**8**
+15 mins.	0	70	0	70	0	0	0	0	0	38	0	38	**1**	0	1	2
+30 mins.	0	**142**	0	**142**	0	0	0	0	0	**50**	0	**50**	0	0	0	0
+45 mins.	0	93	0	93	0	0	0	0	0	44	0	44	0	0	1	1
Total Volume	0	385	2	387	0	0	0	0	1	166	0	167	1	0	10	11
% App. Total	0	99.5	0.5		0	0	0		0.6	99.4	0		9.1	0	90.9	
PHF	.000	.678	.250	.681	.000	.000	.000	.000	.250	.830	.000	.835	.250	.000	.313	.344

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per PM
Site Code : 05122445
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Groups Printed- Large 2 Axle Vehicles

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	1	2	0	3	0	0	0	0	4
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	1	5	0	6	0	0	1	1	12
05:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Grand Total	0	11	0	11	0	0	0	0	1	7	0	8	0	0	1	1	20
Apprch %	0	100	0		0	0	0		12.5	87.5	0		0	0	100		
Total %	0	55	0	55	0	0	0	0	5	35	0	40	0	0	5	5	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	**1**	**2**	0	**3**	0	0	0	0	**4**
04:15 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	3
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	1	5	0	6	0	0	1	1	12
% App. Total	0	100	0		0	0	0		16.7	83.3	0		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.250	.250	.750

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

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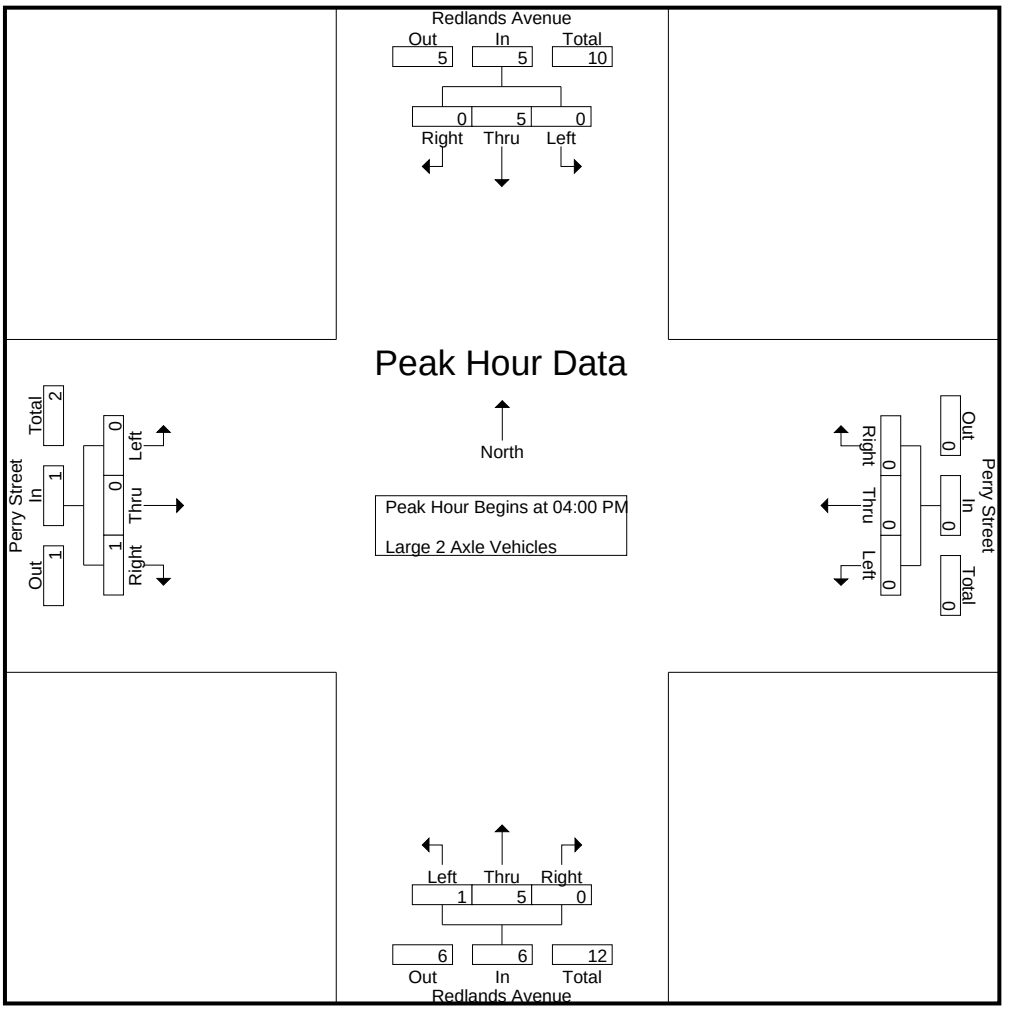

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	**1**	**2**	0	**3**	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	**1**	**1**
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	1	5	0	6	0	0	1	1
% App. Total	0	100	0		0	0	0		16.7	83.3	0		0	0	100	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.250	.250

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	1	3	0	4	0	0	0	0	5
04:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	4	1	5	0	0	0	0	1	6	0	7	0	0	0	0	12
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Grand Total	0	6	1	7	0	0	0	0	1	10	0	11	0	0	0	0	18
Apprch %	0	85.7	14.3		0	0	0		9.1	90.9	0		0	0	0		
Total %	0	33.3	5.6	38.9	0	0	0	0	5.6	55.6	0	61.1	0	0	0	0	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	**1**	**3**	0	**4**	0	0	0	0	**5**
04:15 PM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	4	1	5	0	0	0	0	1	6	0	7	0	0	0	0	12
% App. Total	0	80	20		0	0	0		14.3	85.7	0		0	0	0		
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.250	.500	.000	.438	.000	.000	.000	.000	.600

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

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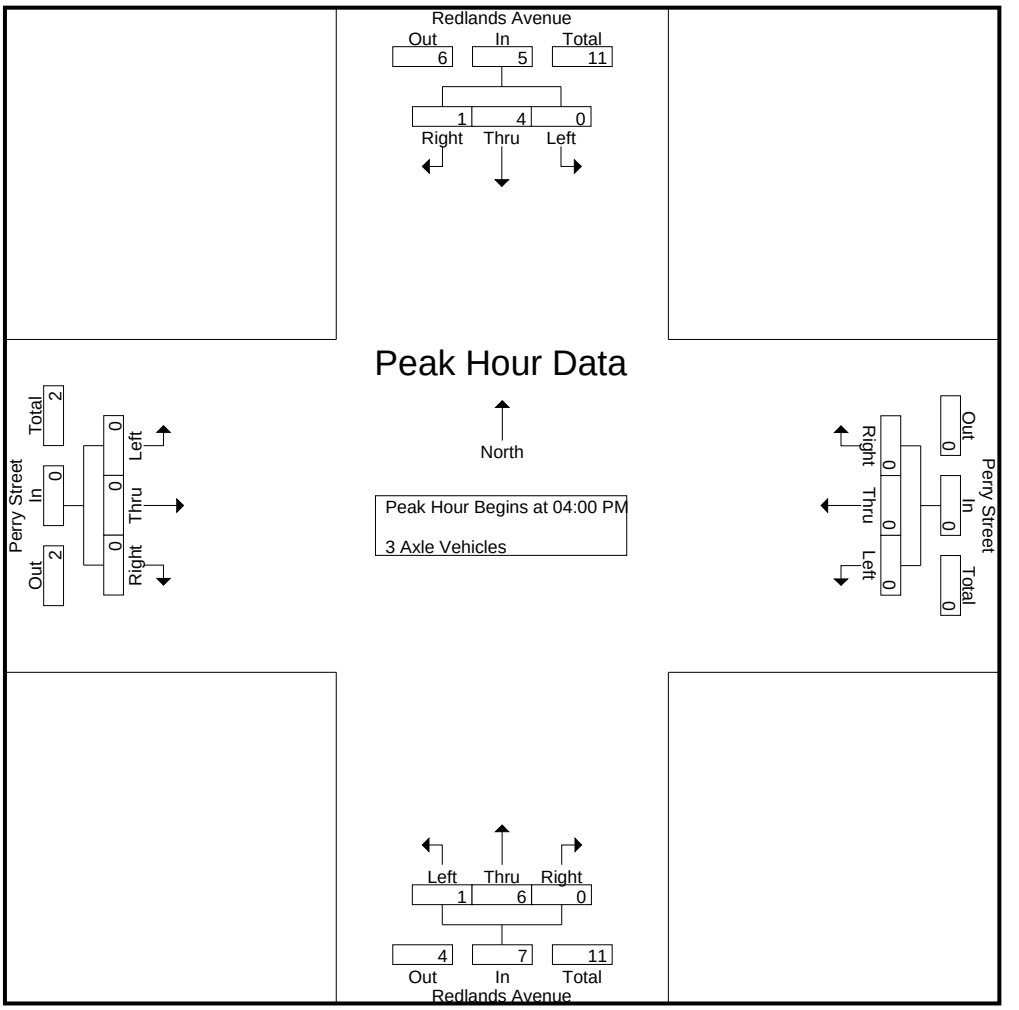

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	4	1	5	0	0	0	0	1	6	0	7	0	0	0	0
% App. Total	0	80	20		0	0	0		14.3	85.7	0		0	0	0	
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.250	.500	.000	.438	.000	.000	.000	.000

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City of Perris
N/S: Redlands Avenue
E/W: Perry Street
Weather: Clear

File Name : 16_PER_Red_Per PM
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Groups Printed- 4+ Axle Trucks

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	0	0	0	0	0	3	0	3	1	0	1	2	8
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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Grand Total	0	5	1	6	0	0	0	0	0	5	0	5	1	0	1	2	13
Apprch %	0	83.3	16.7		0	0	0		0	100	0		50	0	50		
Total %	0	38.5	7.7	46.2	0	0	0	0	0	38.5	0	38.5	7.7	0	7.7	15.4	

	Redlands Avenue Southbound				Perry Street Westbound				Redlands Avenue Northbound				Perry 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	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**	**3**
04:30 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	3	0	3	1	0	1	2	8
% App. Total	0	66.7	33.3		0	0	0		0	100	0		50	0	50		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.250	.500	.667

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City of Perris
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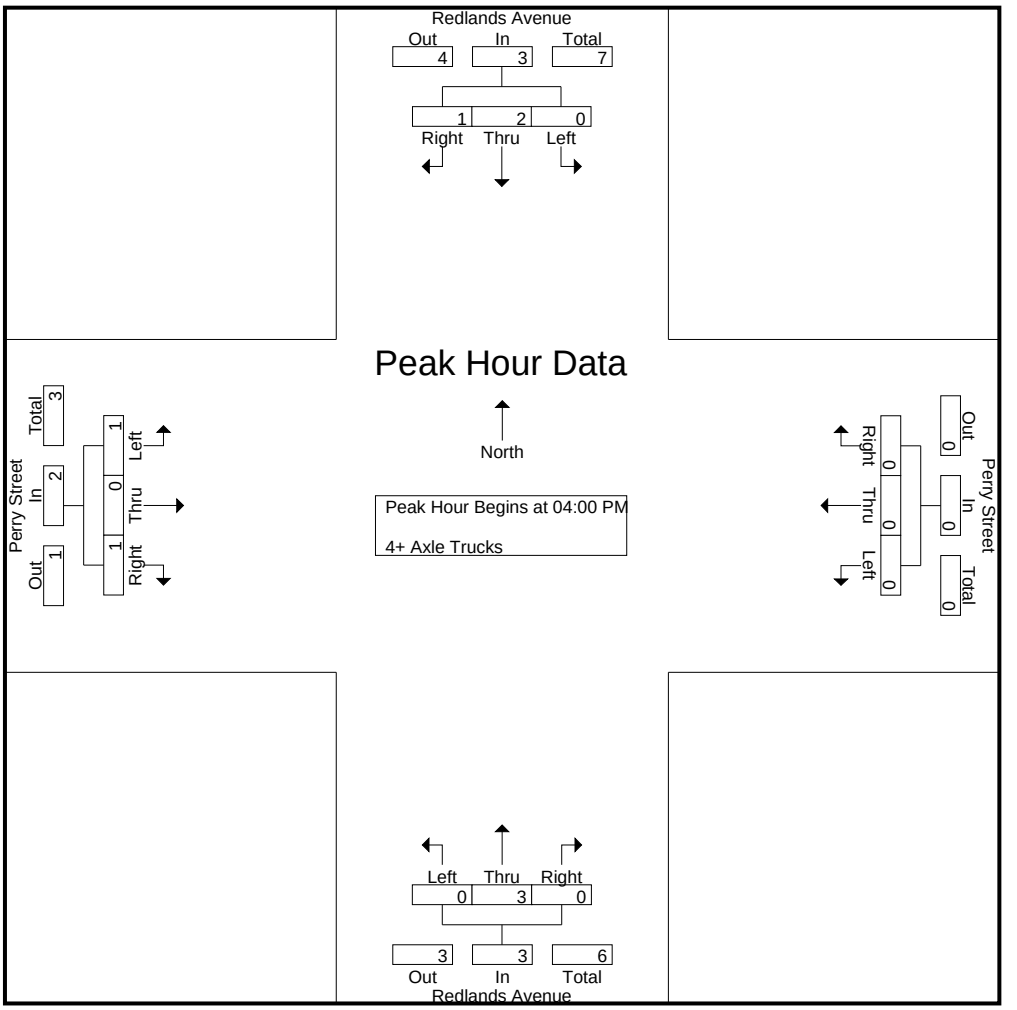

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**
+30 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	3	0	3	1	0	1	2
% App. Total	0	66.7	33.3		0	0	0		0	100	0		50	0	50	
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.250	.500

Location: Perris
N/S: Redlands Avenue
E/W: Perry Street

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Perry Street	South Leg Redlands Avenue	West Leg Perry Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Redlands Avenue	East Leg Perry Street	South Leg Redlands Avenue	West Leg Perry Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Perris
N/S: Redlands Avenue
E/W: Perry Street

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Perry Street			Northbound Redlands Avenue			Eastbound Perry Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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

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PO Box 1178
Corona, CA 92878
(951)268-6268

City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	19	4	3	1	26	14	270	89	36	373	9	22	25	14	56	3	149	8	3	160	54	615	669
07:15 AM	15	8	1	0	24	9	249	104	33	362	5	39	20	10	64	4	131	7	3	142	46	592	638
07:30 AM	17	10	1	0	28	8	238	99	45	345	7	42	25	15	74	6	149	8	5	163	65	610	675
07:45 AM	19	4	4	1	27	24	257	78	27	359	4	32	10	4	46	2	152	6	3	160	35	592	627
Total	70	26	9	2	105	55	1014	370	141	1439	25	135	80	43	240	15	581	29	14	625	200	2409	2609
08:00 AM	19	5	3	0	27	14	253	55	20	322	8	21	16	8	45	1	142	12	5	155	33	549	582
08:15 AM	18	6	0	0	24	14	251	54	19	319	5	11	7	4	23	2	144	9	4	155	27	521	548
08:30 AM	6	2	1	1	9	6	192	36	11	234	5	12	12	5	29	5	138	11	2	154	19	426	445
08:45 AM	10	7	4	3	21	8	200	35	13	243	5	16	10	2	31	7	116	9	1	132	19	427	446
Total	53	20	8	4	81	42	896	180	63	1118	23	60	45	19	128	15	540	41	12	596	98	1923	2021
Grand Total	123	46	17	6	186	97	1910	550	204	2557	48	195	125	62	368	30	1121	70	26	1221	298	4332	4630
Apprch %	66.1	24.7	9.1			3.8	74.7	21.5			13	53	34			2.5	91.8	5.7					
Total %	2.8	1.1	0.4		4.3	2.2	44.1	12.7		59	1.1	4.5	2.9		8.5	0.7	25.9	1.6		28.2	6.4	93.6	
Passenger Vehicles	105	33	13		157	96	1871	538		2708	44	178	121		404	22	1057	54		1151	0	0	4420
% Passenger Vehicles	85.4	71.7	76.5	100	81.8	99	98	97.8	99.5	98.1	91.7	91.3	96.8	98.4	94	73.3	94.3	77.1	69.2	92.3	0	0	95.5
Large 2 Axle Vehicles	5	2	1		8	0	16	2		18	0	6	2		9	2	30	3		37	0	0	72
% Large 2 Axle Vehicles	4.1	4.3	5.9	0	4.2	0	0.8	0.4	0	0.7	0	3.1	1.6	1.6	2.1	6.7	2.7	4.3	7.7	3	0	0	1.6
3 Axle Vehicles	13	1	1		15	0	5	6		12	3	2	1		6	1	13	10		29	0	0	62
% 3 Axle Vehicles	10.6	2.2	5.9	0	7.8	0	0.3	1.1	0.5	0.4	6.2	1	0.8	0	1.4	3.3	1.2	14.3	19.2	2.3	0	0	1.3
4+ Axle Trucks	0	10	2		12	1	18	4		23	1	9	1		11	5	21	3		30	0	0	76
% 4+ Axle Trucks	0	21.7	11.8	0	6.2	1	0.9	0.7	0	0.8	2.1	4.6	0.8	0	2.6	16.7	1.9	4.3	3.8	2.4	0	0	1.6

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**19**	4	3	26	14	**270**	89	**373**	**9**	22	**25**	56	3	149	**8**	160	**615**
07:15 AM	15	8	1	24	9	249	**104**	362	5	39	20	64	4	131	7	142	592
07:30 AM	17	**10**	1	**28**	8	238	99	345	7	**42**	25	**74**	**6**	149	8	**163**	610
07:45 AM	19	4	**4**	27	**24**	257	78	359	4	32	10	46	2	**152**	6	160	592
Total Volume	70	26	9	105	55	1014	370	1439	25	135	80	240	15	581	29	625	2409
% App. Total	66.7	24.8	8.6		3.8	70.5	25.7		10.4	56.2	33.3		2.4	93	4.6		
PHF	.921	.650	.563	.938	.573	.939	.889	.964	.694	.804	.800	.811	.625	.956	.906	.959	.979

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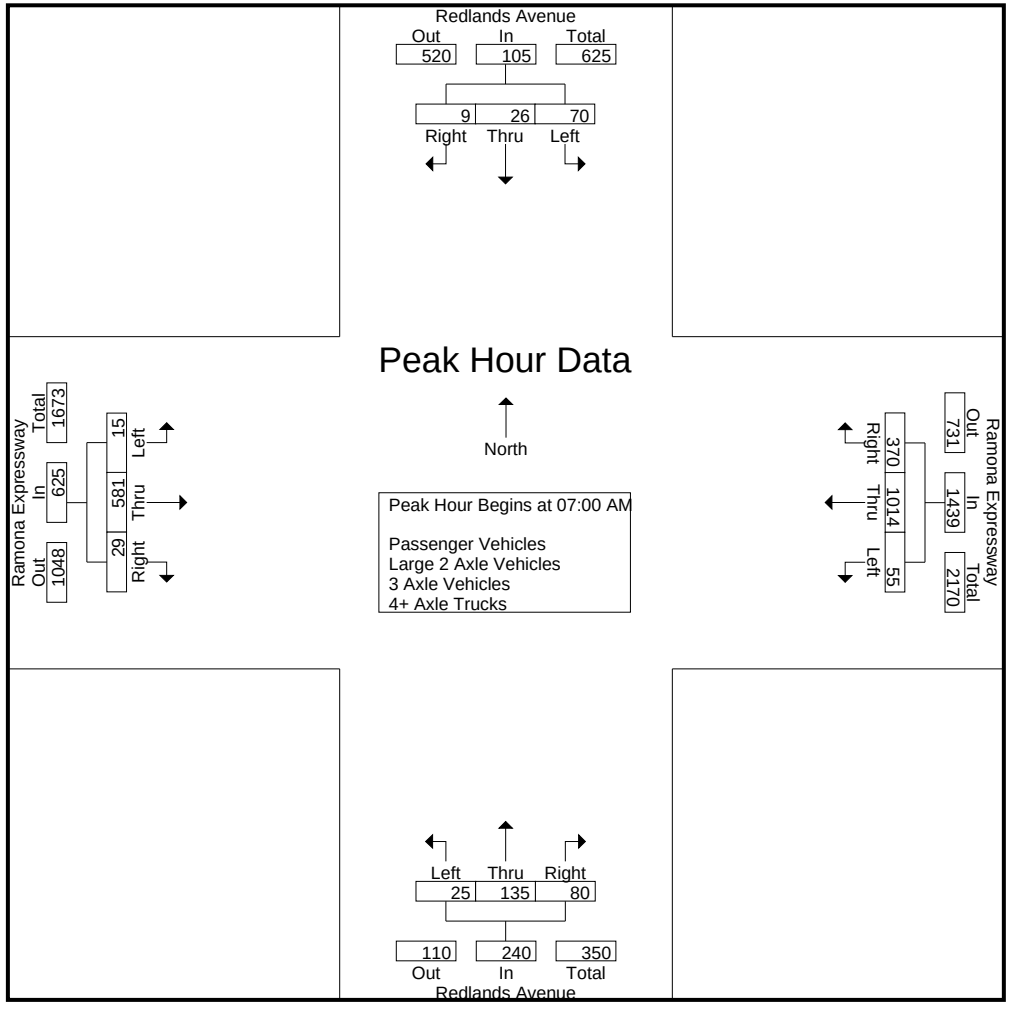
File Name : 17_PER_Red_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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Start Date : 6/8/2022

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	15	8	1	24	14	**270**	89	**373**	**9**	22	**25**	56	**6**	149	8	**163**	
+15 mins.	17	**10**	1	**28**	9	249	**104**	362	5	39	20	64	2	**152**	6	160	
+30 mins.	**19**	4	**4**	27	8	238	99	345	7	**42**	25	**74**	1	142	**12**	155	
+45 mins.	19	5	3	27	**24**	257	78	359	4	32	10	46	2	144	9	155	
Total Volume	70	27	9	106	55	1014	370	1439	25	135	80	240	11	587	35	633	
% App. Total	66	25.5	8.5		3.8	70.5	25.7		10.4	56.2	33.3		1.7	92.7	5.5		
PHF	.921	.675	.563	.946	.573	.939	.889	.964	.694	.804	.800	.811	.458	.965	.729	.971	

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Page No : 1

Groups Printed- Passenger Vehicles

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	4	3	1	18	14	265	89	36	368	8	19	24	14	51	2	144	6	2	152	53	589	642
07:15 AM	13	7	1	0	21	9	245	102	32	356	5	36	19	10	60	1	123	5	2	129	44	566	610
07:30 AM	16	8	1	0	25	7	233	99	45	339	6	41	24	14	71	6	143	5	2	154	61	589	650
07:45 AM	16	2	1	1	19	24	247	78	27	349	3	29	10	4	42	2	142	5	2	149	34	559	593
Total	56	21	6	2	83	54	990	368	140	1412	22	125	77	42	224	11	552	21	8	584	192	2303	2495
08:00 AM	16	2	2	0	20	14	252	55	20	321	7	19	16	8	42	0	135	12	5	147	33	530	563
08:15 AM	18	4	0	0	22	14	250	47	19	311	5	11	7	4	23	1	135	5	2	141	25	497	522
08:30 AM	6	1	1	1	8	6	188	35	11	229	5	10	12	5	27	4	129	9	2	142	19	406	425
08:45 AM	9	5	4	3	18	8	191	33	13	232	5	13	9	2	27	6	106	7	1	119	19	396	415
Total	49	12	7	4	68	42	881	170	63	1093	22	53	44	19	119	11	505	33	10	549	96	1829	1925
Grand Total	105	33	13	6	151	96	1871	538	203	2505	44	178	121	61	343	22	1057	54	18	1133	288	4132	4420
Apprch %	69.5	21.9	8.6			3.8	74.7	21.5			12.8	51.9	35.3			1.9	93.3	4.8					
Total %	2.5	0.8	0.3		3.7	2.3	45.3	13		60.6	1.1	4.3	2.9		8.3	0.5	25.6	1.3		27.4	6.5	93.5	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	11	4	**3**	18	14	**265**	89	**368**	**8**	19	**24**	51	2	**144**	**6**	152	**589**
07:15 AM	13	7	1	21	9	245	**102**	356	5	36	19	60	1	123	5	129	566
07:30 AM	**16**	**8**	1	**25**	7	233	99	339	6	**41**	24	**71**	**6**	143	5	**154**	589
07:45 AM	16	2	1	19	**24**	247	78	349	3	29	10	42	2	142	5	149	559
Total Volume	56	21	6	83	54	990	368	1412	22	125	77	224	11	552	21	584	2303
% App. Total	67.5	25.3	7.2		3.8	70.1	26.1		9.8	55.8	34.4		1.9	94.5	3.6		
PHF	.875	.656	.500	.830	.563	.934	.902	.959	.688	.762	.802	.789	.458	.958	.875	.948	.978

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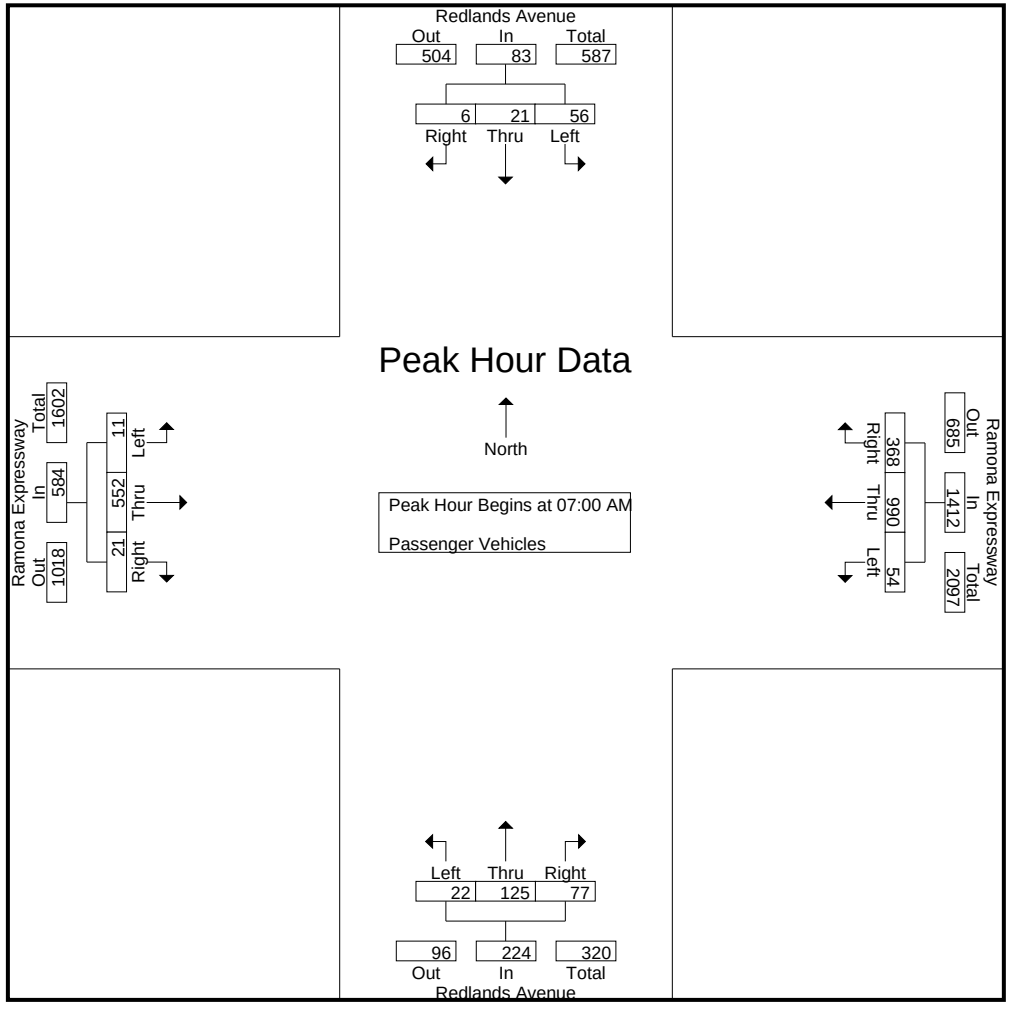
File Name : 17_PER_Red_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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Start Date : 6/8/2022

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	11	4	**3**	18	14	**265**	89	**368**	**8**	19	**24**	51	2	**144**	**6**	152	
+15 mins.	13	7	1	21	9	245	**102**	356	5	36	19	60	1	123	5	129	
+30 mins.	**16**	**8**	1	**25**	7	233	99	339	6	**41**	24	**71**	**6**	143	5	**154**	
+45 mins.	16	2	1	19	**24**	247	78	349	3	29	10	42	2	142	5	149	
Total Volume	56	21	6	83	54	990	368	1412	22	125	77	224	11	552	21	584	
% App. Total	67.5	25.3	7.2		3.8	70.1	26.1		9.8	55.8	34.4		1.9	94.5	3.6		
PHF	.875	.656	.500	.830	.563	.934	.902	.959	.688	.762	.802	.789	.458	.958	.875	.948	

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Groups Printed- Large 2 Axle Vehicles

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	1	1	1	1	3	1	7	8
07:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	8	8
07:30 AM	0	1	0	0	1	0	4	0	0	4	0	0	1	1	1	0	4	0	0	4	1	10	11
07:45 AM	1	1	0	0	2	0	6	0	0	6	0	2	0	0	2	0	5	0	0	5	0	15	15
Total	3	2	0	0	5	0	13	0	0	13	0	4	2	1	6	1	14	1	1	16	2	40	42
08:00 AM	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	7	7
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	1	1	4	1	5	6
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	5	0	0	6	0	8	8
08:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	1	0	6	0	9	9
Total	2	0	1	0	3	0	3	2	0	5	0	2	0	0	2	1	16	2	1	19	1	29	30
Grand Total	5	2	1	0	8	0	16	2	0	18	0	6	2	1	8	2	30	3	2	35	3	69	72
Apprch %	62.5	25	12.5			0	88.9	11.1			0	75	25			5.7	85.7	8.6					
Total %	7.2	2.9	1.4		11.6	0	23.2	2.9		26.1	0	8.7	2.9		11.6	2.9	43.5	4.3		50.7	4.2	95.8	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	1	0	1	0	**2**	0	**2**	**1**	1	**1**	3	7
07:15 AM	1	0	0	1	0	2	0	2	0	0	**1**	1	0	4	0	4	8
07:30 AM	0	**1**	0	1	0	4	0	4	0	0	1	1	0	4	0	4	10
07:45 AM	1	1	0	**2**	0	**6**	0	**6**	0	2	0	2	0	**5**	0	**5**	**15**
Total Volume	3	2	0	5	0	13	0	13	0	4	2	6	1	14	1	16	40
% App. Total	60	40	0		0	100	0		0	66.7	33.3		6.2	87.5	6.2		
PHF	.750	.500	.000	.625	.000	.542	.000	.542	.000	.500	.500	.750	.250	.700	.250	.800	.667

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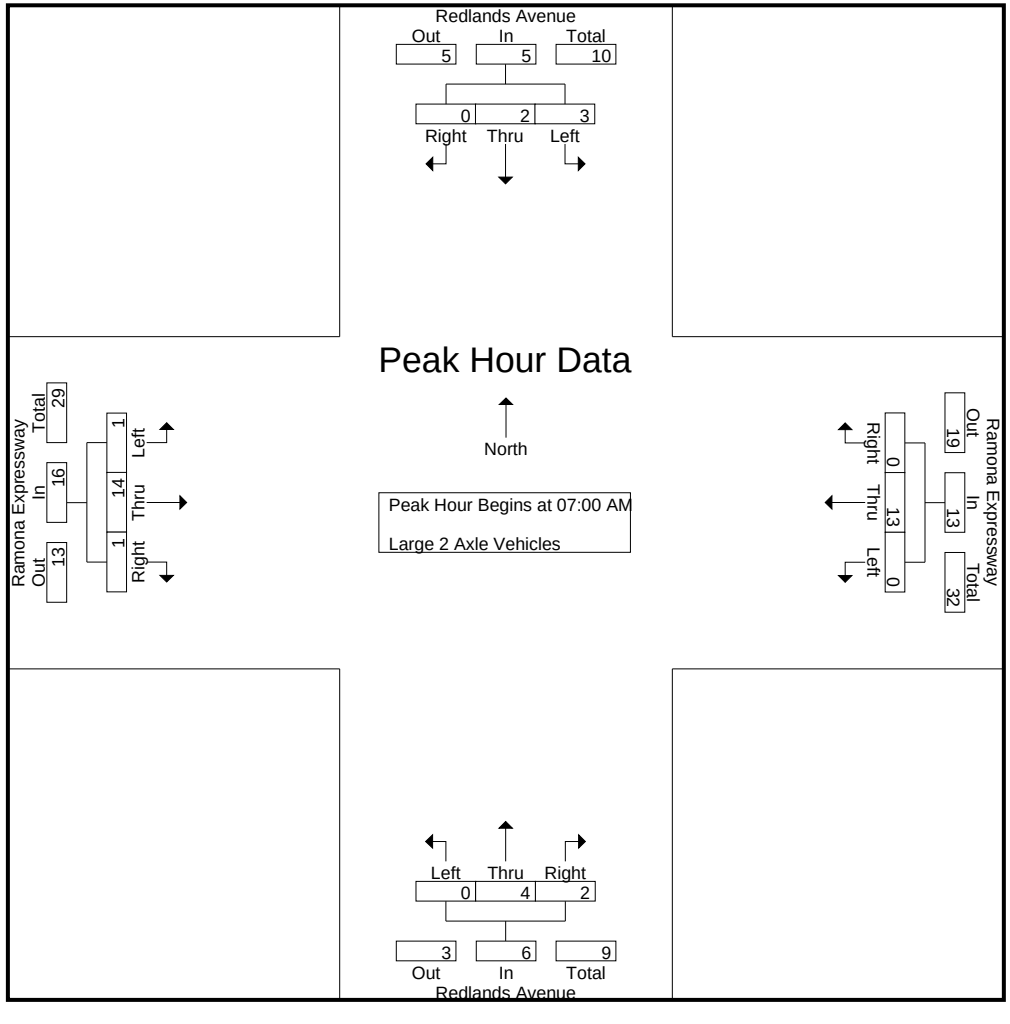

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	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**1**	0	0	1	0	1	0	1	0	**2**	0	**2**	**1**	1	**1**	3	
+15 mins.	1	0	0	1	0	2	0	2	0	0	**1**	1	0	4	0	4	
+30 mins.	0	**1**	0	1	0	4	0	4	0	0	1	1	0	4	0	4	
+45 mins.	1	1	0	**2**	0	**6**	0	**6**	0	2	0	2	0	**5**	0	**5**	
Total Volume	3	2	0	5	0	13	0	13	0	4	2	6	1	14	1	16	
% App. Total	60	40	0		0	100	0		0	66.7	33.3		6.2	87.5	6.2		
PHF	.750	.500	.000	.625	.000	.542	.000	.542	.000	.500	.500	.750	.250	.700	.250	.800	

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Groups Printed- 3 Axle Vehicles

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	0	0	0	7	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	11	11
07:15 AM	1	0	0	0	1	0	1	1	1	2	0	1	0	0	1	0	2	2	1	4	2	8	10
07:30 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	2	3	3	5	3	8	11
07:45 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	11	1	1	0	13	0	3	1	1	4	2	1	0	0	3	0	9	5	4	14	5	34	39
08:00 AM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	2	1	3	1	6	7
08:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2	0	4	0	6	6
08:45 AM	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	1	1	1	0	3	0	7	7
Total	2	0	0	0	2	0	2	5	0	7	1	1	1	0	3	1	4	5	1	10	1	22	23
Grand Total	13	1	1	0	15	0	5	6	1	11	3	2	1	0	6	1	13	10	5	24	6	56	62
Apprch %	86.7	6.7	6.7			0	45.5	54.5			50	33.3	16.7			4.2	54.2	41.7					
Total %	23.2	1.8	1.8		26.8	0	8.9	10.7		19.6	5.4	3.6	1.8		10.7	1.8	23.2	17.9		42.9	9.7	90.3	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**7**	0	0	**7**	0	**1**	0	1	**1**	0	0	**1**	0	2	0	2	**11**
07:15 AM	1	0	0	1	0	1	**1**	**2**	0	**1**	0	1	0	2	2	4	8
07:30 AM	1	**1**	0	2	0	0	0	0	1	0	0	1	0	2	**3**	**5**	8
07:45 AM	2	0	**1**	3	0	1	0	1	0	0	0	0	0	**3**	0	3	7
Total Volume	11	1	1	13	0	3	1	4	2	1	0	3	0	9	5	14	34
% App. Total	84.6	7.7	7.7		0	75	25		66.7	33.3	0		0	64.3	35.7		
PHF	.393	.250	.250	.464	.000	.750	.250	.500	.500	.250	.000	.750	.000	.750	.417	.700	.773

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City of Perris
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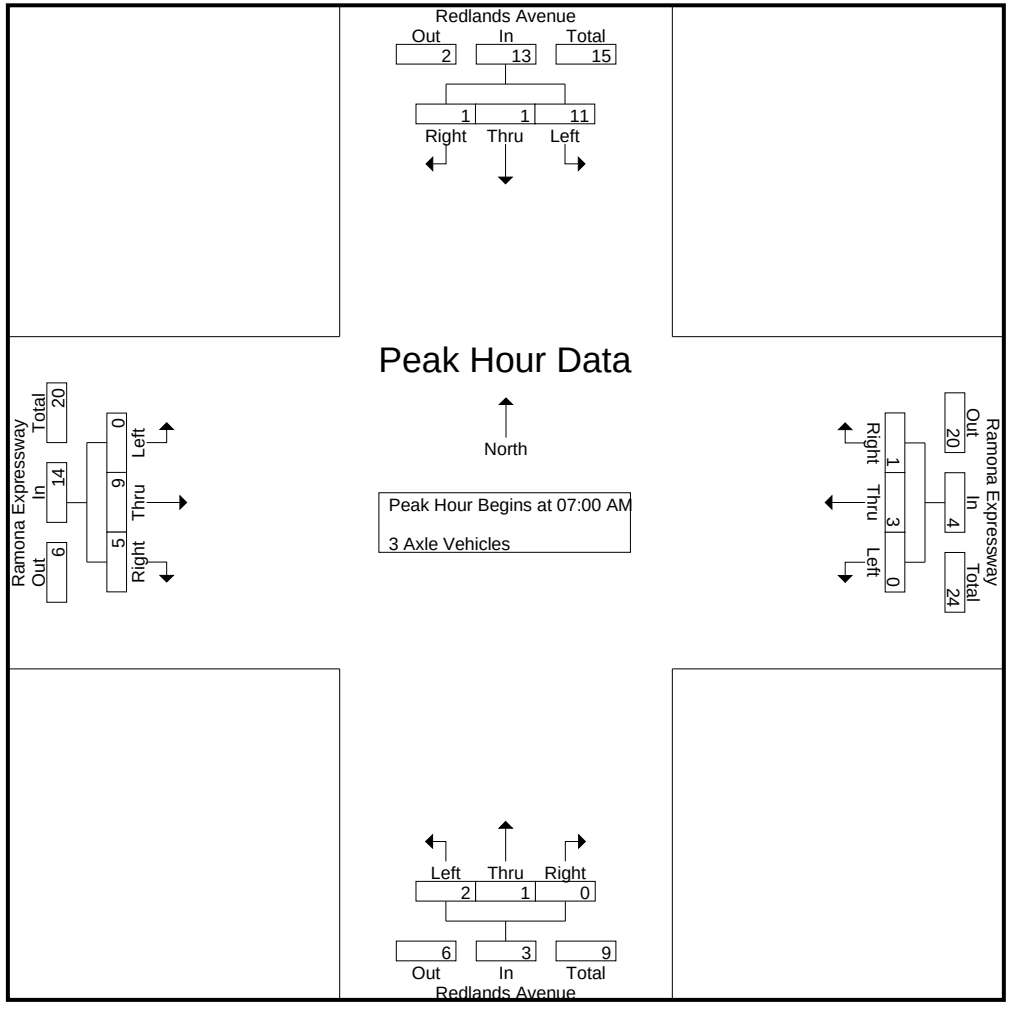
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**7**	0	0	**7**	0	**1**	0	1	**1**	0	0	**1**	0	2	0	2	
+15 mins.	1	0	0	1	0	1	**1**	**2**	0	**1**	0	1	0	2	2	4	
+30 mins.	1	**1**	0	2	0	0	0	0	1	0	0	1	0	2	**3**	**5**	
+45 mins.	2	0	**1**	3	0	1	0	1	0	0	0	0	0	**3**	0	3	
Total Volume	11	1	1	13	0	3	1	4	2	1	0	3	0	9	5	14	
% App. Total	84.6	7.7	7.7		0	75	25		66.7	33.3	0		0	64.3	35.7		
PHF	.393	.250	.250	.464	.000	.750	.250	.500	.500	.250	.000	.750	.000	.750	.417	.700	

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Groups Printed- 4+ Axle Trucks

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	2	1	0	3	0	8	8
07:15 AM	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	3	2	0	0	5	0	10	10
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	3
07:45 AM	0	1	2	0	3	0	3	0	0	3	1	1	0	0	2	0	2	1	1	3	1	11	12
Total	0	2	2	0	4	1	8	1	0	10	1	5	1	0	7	3	6	2	1	11	1	32	33
08:00 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	9	9
08:15 AM	0	2	0	0	2	0	1	3	0	4	0	0	0	0	0	1	5	1	0	7	0	13	13
08:30 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	6	6
08:45 AM	0	2	0	0	2	0	6	0	0	6	0	3	0	0	3	0	4	0	0	4	0	15	15
Total	0	8	0	0	8	0	10	3	0	13	0	4	0	0	4	2	15	1	0	18	0	43	43
Grand Total	0	10	2	0	12	1	18	4	0	23	1	9	1	0	11	5	21	3	1	29	1	75	76
Apprch %	0	83.3	16.7			4.3	78.3	17.4			9.1	81.8	9.1			17.2	72.4	10.3					
Total %	0	13.3	2.7		16	1.3	24	5.3		30.7	1.3	12	1.3		14.7	6.7	28	4		38.7	1.3	98.7	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**3**	0	**3**	0	1	**1**	**2**	0	**2**	**1**	3	8
07:15 AM	0	**1**	0	1	0	1	**1**	2	0	**2**	0	2	**3**	2	0	**5**	10
07:30 AM	0	0	0	0	**1**	1	0	2	0	1	0	1	0	0	0	0	3
07:45 AM	0	1	**2**	**3**	0	3	0	3	**1**	1	0	2	0	2	1	3	**11**
Total Volume	0	2	2	4	1	8	1	10	1	5	1	7	3	6	2	11	32
% App. Total	0	50	50		10	80	10		14.3	71.4	14.3		27.3	54.5	18.2		
PHF	.000	.500	.250	.333	.250	.667	.250	.833	.250	.625	.250	.875	.250	.750	.500	.550	.727

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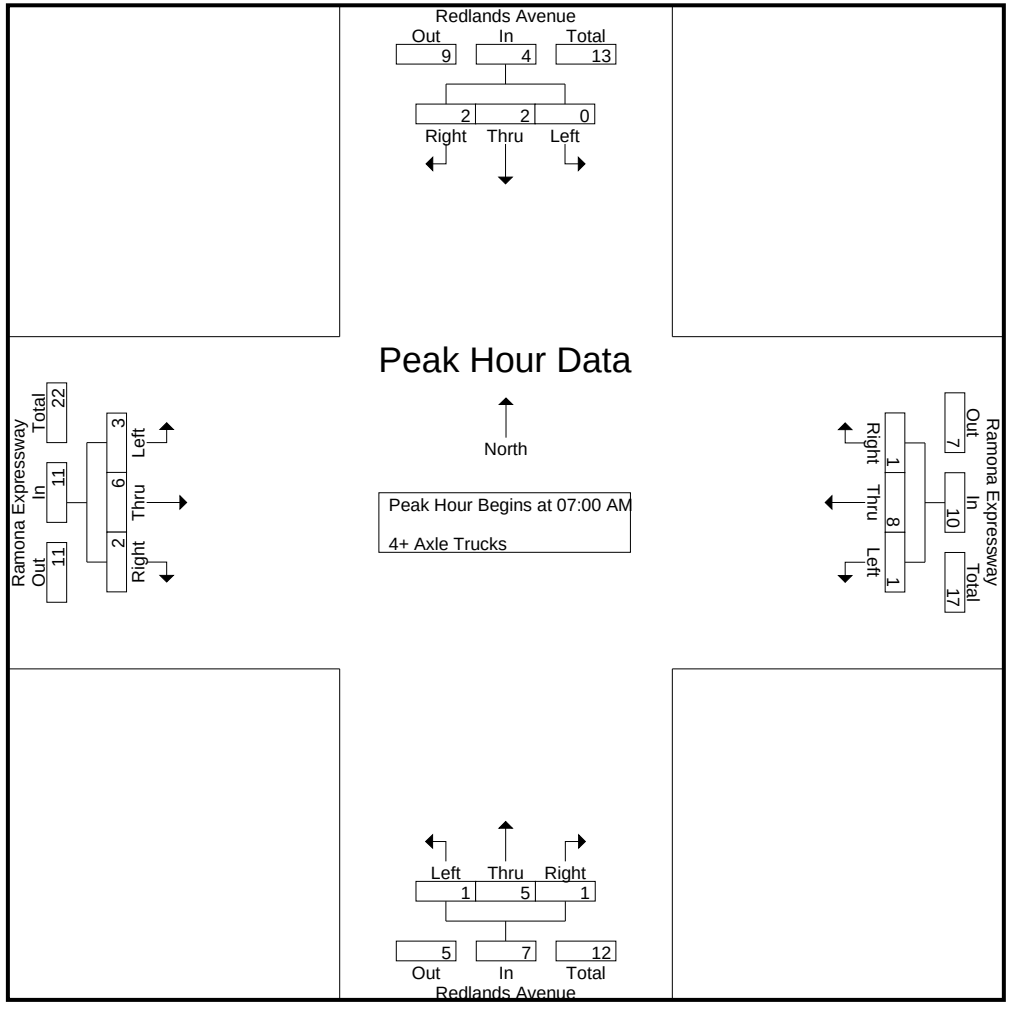

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	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	1	**1**	**2**	0	**2**	**1**	3	
+15 mins.	0	**1**	0	1	0	1	**1**	2	0	**2**	0	2	**3**	2	0	**5**	
+30 mins.	0	0	0	0	**1**	1	0	2	0	1	0	1	0	0	0	0	
+45 mins.	0	1	**2**	**3**	0	3	0	3	**1**	1	0	2	0	2	1	3	
Total Volume	0	2	2	4	1	8	1	10	1	5	1	7	3	6	2	11	
% App. Total	0	50	50		10	80	10		14.3	71.4	14.3		27.3	54.5	18.2		
PHF	.000	.500	.250	.333	.250	.667	.250	.833	.250	.625	.250	.875	.250	.750	.500	.550	

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

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	63	24	5	2	92	10	201	21	9	232	9	14	18	9	41	9	276	21	14	306	34	671	705
04:15 PM	63	13	4	3	80	25	235	34	17	294	9	2	19	17	30	7	321	15	4	343	41	747	788
04:30 PM	92	29	8	7	129	17	202	38	8	257	10	10	19	7	39	5	344	18	8	367	30	792	822
04:45 PM	86	21	4	0	111	22	225	36	13	283	11	9	18	5	38	2	299	13	8	314	26	746	772
Total	304	87	21	12	412	74	863	129	47	1066	39	35	74	38	148	23	1240	67	34	1330	131	2956	3087
05:00 PM	53	16	3	2	72	13	195	15	6	223	3	10	11	7	24	2	362	13	2	377	17	696	713
05:15 PM	59	12	1	1	72	16	206	26	7	248	8	7	7	5	22	4	344	16	7	364	20	706	726
05:30 PM	73	19	0	0	92	16	229	39	21	284	13	16	12	5	41	4	305	16	8	325	34	742	776
05:45 PM	52	9	1	1	62	9	214	43	12	266	11	8	8	6	27	4	328	18	10	350	29	705	734
Total	237	56	5	4	298	54	844	123	46	1021	35	41	38	23	114	14	1339	63	27	1416	100	2849	2949
Grand Total	541	143	26	16	710	128	1707	252	93	2087	74	76	112	61	262	37	2579	130	61	2746	231	5805	6036
Apprch %	76.2	20.1	3.7			6.1	81.8	12.1			28.2	29	42.7			1.3	93.9	4.7					
Total %	9.3	2.5	0.4		12.2	2.2	29.4	4.3		36	1.3	1.3	1.9		4.5	0.6	44.4	2.2		47.3	3.8	96.2	
Passenger Vehicles	531	134	22		701	122	1670	239		2120	73	72	111		317	33	2530	124		2745	0	0	5883
% Passenger Vehicles	98.2	93.7	84.6	87.5	96.6	95.3	97.8	94.8	95.7	97.2	98.6	94.7	99.1	100	98.1	89.2	98.1	95.4	95.1	97.8	0	0	97.5
Large 2 Axle Vehicles	6	4	1		12	3	17	3		24	0	2	0		2	0	33	1		34	0	0	72
% Large 2 Axle Vehicles	1.1	2.8	3.8	6.2	1.7	2.3	1	1.2	1.1	1.1	0	2.6	0	0	0.6	0	1.3	0.8	0	1.2	0	0	1.2
3 Axle Vehicles	3	3	0		6	1	6	9		19	1	1	0		2	1	7	2		12	0	0	39
% 3 Axle Vehicles	0.6	2.1	0	0	0.8	0.8	0.4	3.6	3.2	0.9	1.4	1.3	0	0	0.6	2.7	0.3	1.5	3.3	0.4	0	0	0.6
4+ Axle Trucks	1	2	3		7	2	14	1		17	0	1	1		2	3	9	3		16	0	0	42
% 4+ Axle Trucks	0.2	1.4	11.5	6.2	1	1.6	0.8	0.4	0	0.8	0	1.3	0.9	0	0.6	8.1	0.3	2.3	1.6	0.6	0	0	0.7

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	63	13	4	80	**25**	**235**	34	**294**	9	2	**19**	30	**7**	321	15	343	747
04:30 PM	**92**	**29**	**8**	**129**	17	202	**38**	257	10	**10**	19	**39**	5	344	**18**	367	**792**
04:45 PM	86	21	4	111	22	225	36	283	**11**	9	18	38	2	299	13	314	746
05:00 PM	53	16	3	72	13	195	15	223	3	10	11	24	2	**362**	13	**377**	696
Total Volume	294	79	19	392	77	857	123	1057	33	31	67	131	16	1326	59	1401	2981
% App. Total	75	20.2	4.8		7.3	81.1	11.6		25.2	23.7	51.1		1.1	94.6	4.2		
PHF	.799	.681	.594	.760	.770	.912	.809	.899	.750	.775	.882	.840	.571	.916	.819	.929	.941

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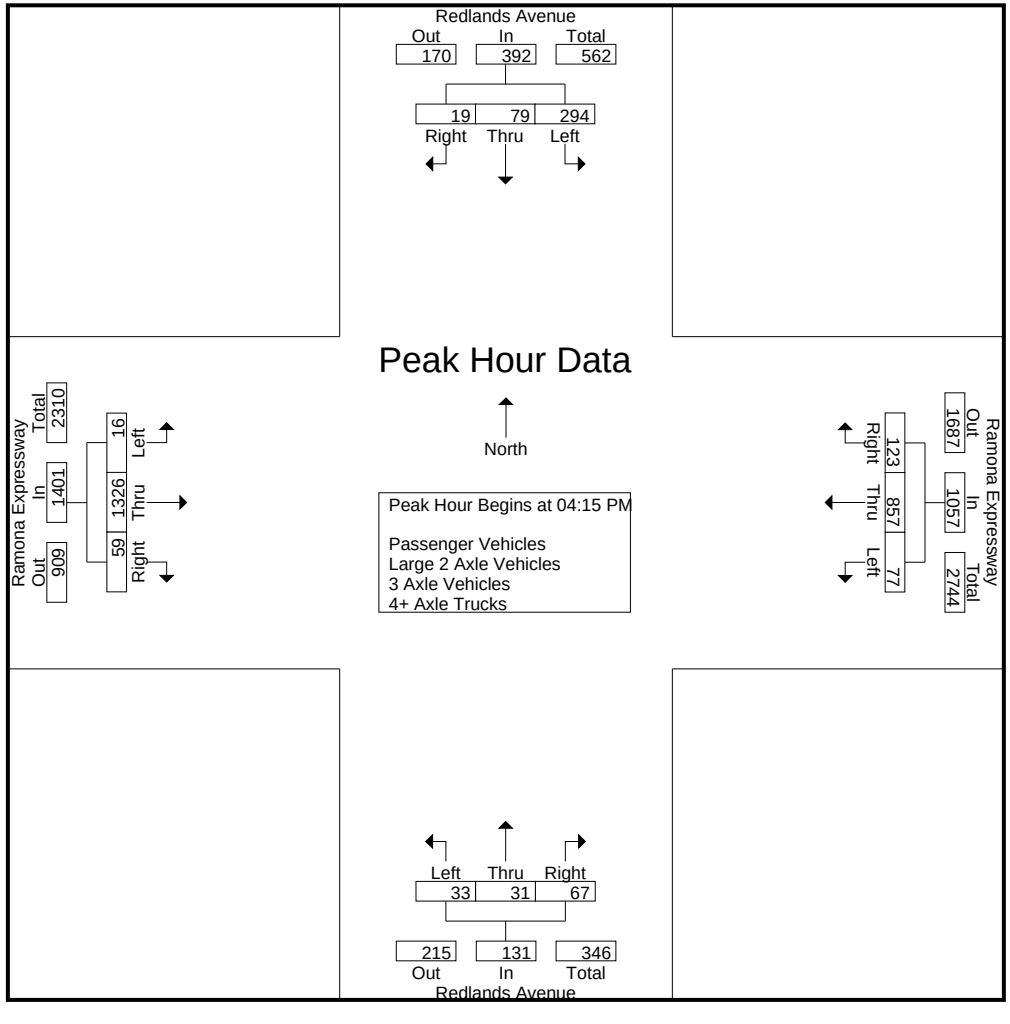

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	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:30 PM				
+0 mins.	63	24	5	92	10	201	21	232	9	**14**	18	**41**	**5**	344	**18**	367	
+15 mins.	63	13	4	80	**25**	**235**	34	**294**	9	2	**19**	30	2	299	13	314	
+30 mins.	**92**	**29**	**8**	**129**	17	202	**38**	257	10	10	19	39	2	**362**	13	**377**	
+45 mins.	86	21	4	111	22	225	36	283	**11**	9	18	38	4	344	16	364	
Total Volume	304	87	21	412	74	863	129	1066	39	35	74	148	13	1349	60	1422	
% App. Total	73.8	21.1	5.1		6.9	81	12.1		26.4	23.6	50		0.9	94.9	4.2		
PHF	.826	.750	.656	.798	.740	.918	.849	.906	.886	.625	.974	.902	.650	.932	.833	.943	

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Groups Printed- Passenger Vehicles

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	62	22	4	2	88	8	197	19	9	224	9	12	17	9	38	7	271	19	13	297	33	647	680
04:15 PM	62	13	3	3	78	23	228	32	16	283	9	2	19	17	30	6	316	15	4	337	40	728	768
04:30 PM	91	28	8	7	127	16	200	37	7	253	9	10	19	7	38	5	335	18	8	358	29	776	805
04:45 PM	84	20	4	0	108	22	220	34	12	276	11	9	18	5	38	2	294	12	7	308	24	730	754
Total	299	83	19	12	401	69	845	122	44	1036	38	33	73	38	144	20	1216	64	32	1300	126	2881	3007
05:00 PM	50	12	2	1	64	13	189	15	6	217	3	10	11	7	24	2	355	13	2	370	16	675	691
05:15 PM	57	12	0	0	69	16	201	24	7	241	8	7	7	5	22	3	337	13	6	353	18	685	703
05:30 PM	73	18	0	0	91	15	226	36	20	277	13	15	12	5	40	4	298	16	8	318	33	726	759
05:45 PM	52	9	1	1	62	9	209	42	12	260	11	7	8	6	26	4	324	18	10	346	29	694	723
Total	232	51	3	2	286	53	825	117	45	995	35	39	38	23	112	13	1314	60	26	1387	96	2780	2876
Grand Total	531	134	22	14	687	122	1670	239	89	2031	73	72	111	61	256	33	2530	124	58	2687	222	5661	5883
Apprch %	77.3	19.5	3.2			6	82.2	11.8			28.5	28.1	43.4			1.2	94.2	4.6					
Total %	9.4	2.4	0.4		12.1	2.2	29.5	4.2		35.9	1.3	1.3	2		4.5	0.6	44.7	2.2		47.5	3.8	96.2	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	62	13	3	78	**23**	**228**	32	**283**	9	2	**19**	30	**6**	316	15	337	728
04:30 PM	**91**	**28**	**8**	**127**	16	200	**37**	253	9	**10**	19	**38**	5	335	**18**	358	**776**
04:45 PM	84	20	4	108	22	220	34	276	**11**	9	18	38	2	294	12	308	730
05:00 PM	50	12	2	64	13	189	15	217	3	10	11	24	2	**355**	13	**370**	675
Total Volume	287	73	17	377	74	837	118	1029	32	31	67	130	15	1300	58	1373	2909
% App. Total	76.1	19.4	4.5		7.2	81.3	11.5		24.6	23.8	51.5		1.1	94.7	4.2		
PHF	.788	.652	.531	.742	.804	.918	.797	.909	.727	.775	.882	.855	.625	.915	.806	.928	.937

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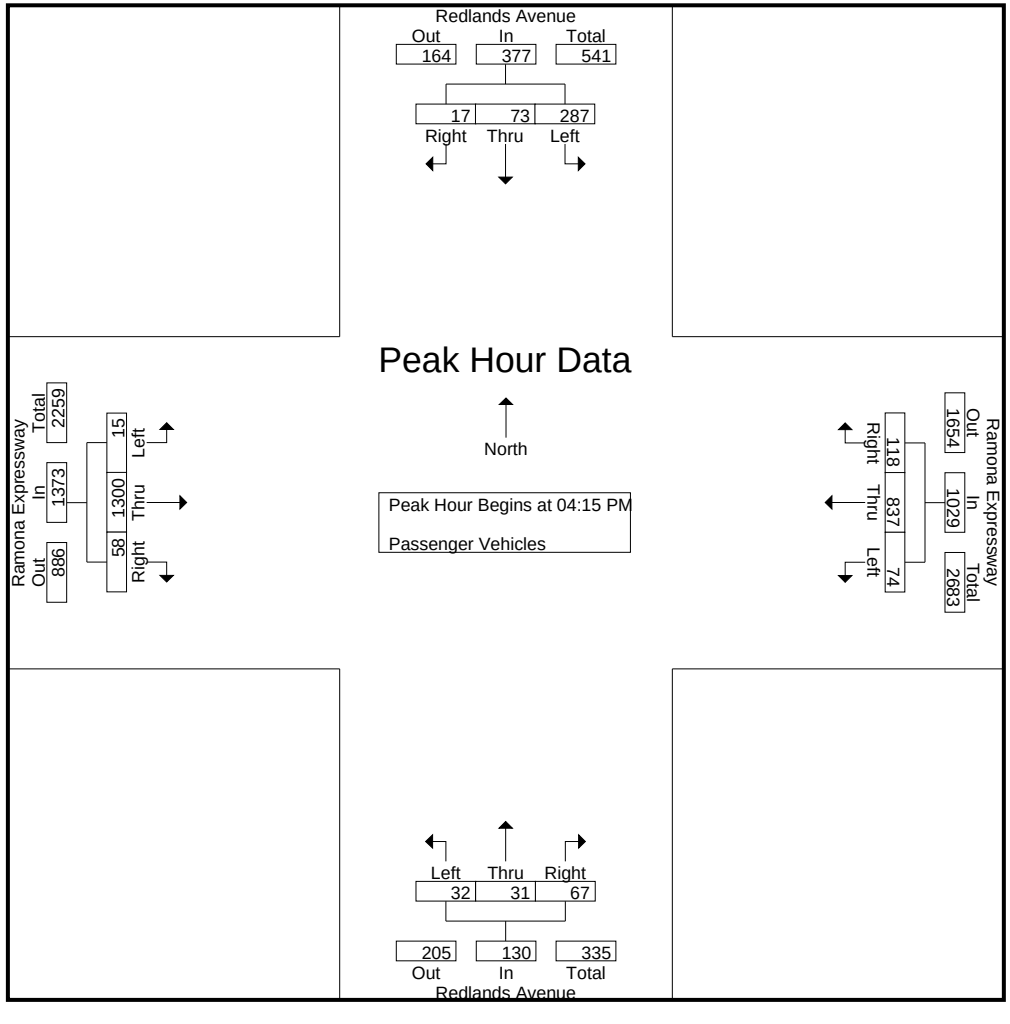

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Site Code : 05122445
Start Date : 6/8/2022

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	62	13	3	78	**23**	**228**	32	**283**	9	2	**19**	30	**6**	316	15	337	
+15 mins.	**91**	**28**	**8**	**127**	16	200	**37**	253	9	**10**	19	**38**	5	335	**18**	358	
+30 mins.	84	20	4	108	22	220	34	276	**11**	9	18	38	2	294	12	308	
+45 mins.	50	12	2	64	13	189	15	217	3	10	11	24	2	**355**	13	**370**	
Total Volume	287	73	17	377	74	837	118	1029	32	31	67	130	15	1300	58	1373	
% App. Total	76.1	19.4	4.5		7.2	81.3	11.5		24.6	23.8	51.5		1.1	94.7	4.2		
PHF	.788	.652	.531	.742	.804	.918	.797	.909	.727	.775	.882	.855	.625	.915	.806	.928	

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Corona, CA 92878
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City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	2	1	0	0	3	0	1	0	0	1	0	5	1	0	6	0	12	12
04:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	8	8
04:30 PM	1	0	0	0	1	1	1	1	1	3	0	0	0	0	0	0	4	0	0	4	1	8	9
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	6	6
Total	2	2	0	0	4	3	9	1	1	13	0	1	0	0	1	0	15	1	0	16	1	34	35
05:00 PM	3	2	0	0	5	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	12	12
05:15 PM	1	0	1	1	2	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	1	10	11
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	5	0	0	5	0	8	8
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	6	6
Total	4	2	1	1	7	0	8	2	0	10	0	1	0	0	1	0	18	0	0	18	1	36	37
Grand Total	6	4	1	1	11	3	17	3	1	23	0	2	0	0	2	0	33	1	0	34	2	70	72
Apprch %	54.5	36.4	9.1			13	73.9	13			0	100	0			0	97.1	2.9					
Total %	8.6	5.7	1.4		15.7	4.3	24.3	4.3		32.9	0	2.9	0		2.9	0	47.1	1.4		48.6	2.8	97.2	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	**4**	0	**4**	0	0	0	0	0	3	0	3	8
04:30 PM	1	0	0	1	**1**	1	**1**	3	0	0	0	0	0	4	0	4	8
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:00 PM	**3**	**2**	0	**5**	0	2	0	2	0	0	0	0	0	**5**	0	**5**	**12**
Total Volume	5	2	0	7	1	10	1	12	0	0	0	0	0	15	0	15	34
% App. Total	71.4	28.6	0		8.3	83.3	8.3		0	0	0		0	100	0		
PHF	.417	.250	.000	.350	.250	.625	.250	.750	.000	.000	.000	.000	.000	.750	.000	.750	.708

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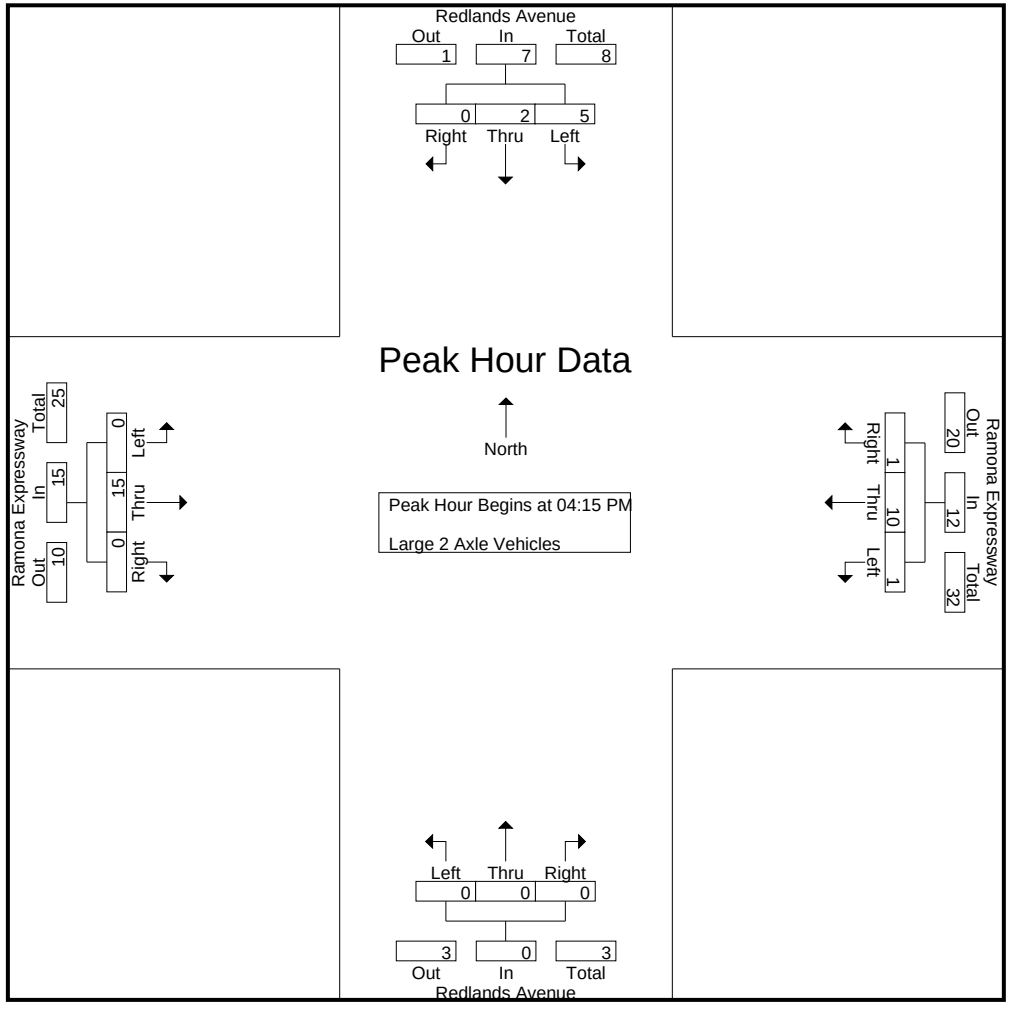
City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	1	0	0	1	0	**4**	0	**4**	0	0	0	0	0	3	0	3	
+15 mins.	1	0	0	1	**1**	1	**1**	3	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	
+45 mins.	**3**	**2**	0	**5**	0	2	0	2	0	0	0	0	0	**5**	0	**5**	
Total Volume	5	2	0	7	1	10	1	12	0	0	0	0	0	15	0	15	
% App. Total	71.4	28.6	0		8.3	83.3	8.3		0	0	0		0	100	0		
PHF	.417	.250	.000	.350	.250	.625	.250	.750	.000	.000	.000	.000	.000	.750	.000	.750	

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City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	2	2	0	4	0	1	0	0	1	1	0	1	1	2	1	8	9
04:15 PM	0	0	0	0	0	0	2	1	1	3	0	0	0	0	0	0	0	0	0	0	1	3	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	4	4
04:45 PM	1	1	0	0	2	0	1	2	1	3	0	0	0	0	0	0	1	1	1	2	2	7	9
Total	2	2	0	0	4	0	5	5	2	10	1	1	0	0	2	1	3	2	2	6	4	22	26
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
05:15 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
05:30 PM	0	0	0	0	0	1	0	2	1	3	0	0	0	0	0	0	2	0	0	2	1	5	6
05:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	1	0	0	2	1	1	4	1	6	0	0	0	0	0	0	4	0	0	4	1	12	13
Grand Total	3	3	0	0	6	1	6	9	3	16	1	1	0	0	2	1	7	2	2	10	5	34	39
Apprch %	50	50	0			6.2	37.5	56.2			50	50	0			10	70	20					
Total %	8.8	8.8	0		17.6	2.9	17.6	26.5		47.1	2.9	2.9	0		5.9	2.9	20.6	5.9		29.4	12.8	87.2	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**2**	1	**3**	0	0	0	0	0	0	0	0	3
04:30 PM	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	4
04:45 PM	**1**	1	0	**2**	0	1	**2**	3	0	0	0	0	0	1	**1**	2	**7**
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	3	0	4	0	3	3	6	1	0	0	1	0	4	1	5	16
% App. Total	25	75	0		0	50	50		100	0	0		0	80	20		
PHF	.250	.750	.000	.500	.000	.375	.375	.500	.250	.000	.000	.250	.000	.500	.250	.625	.571

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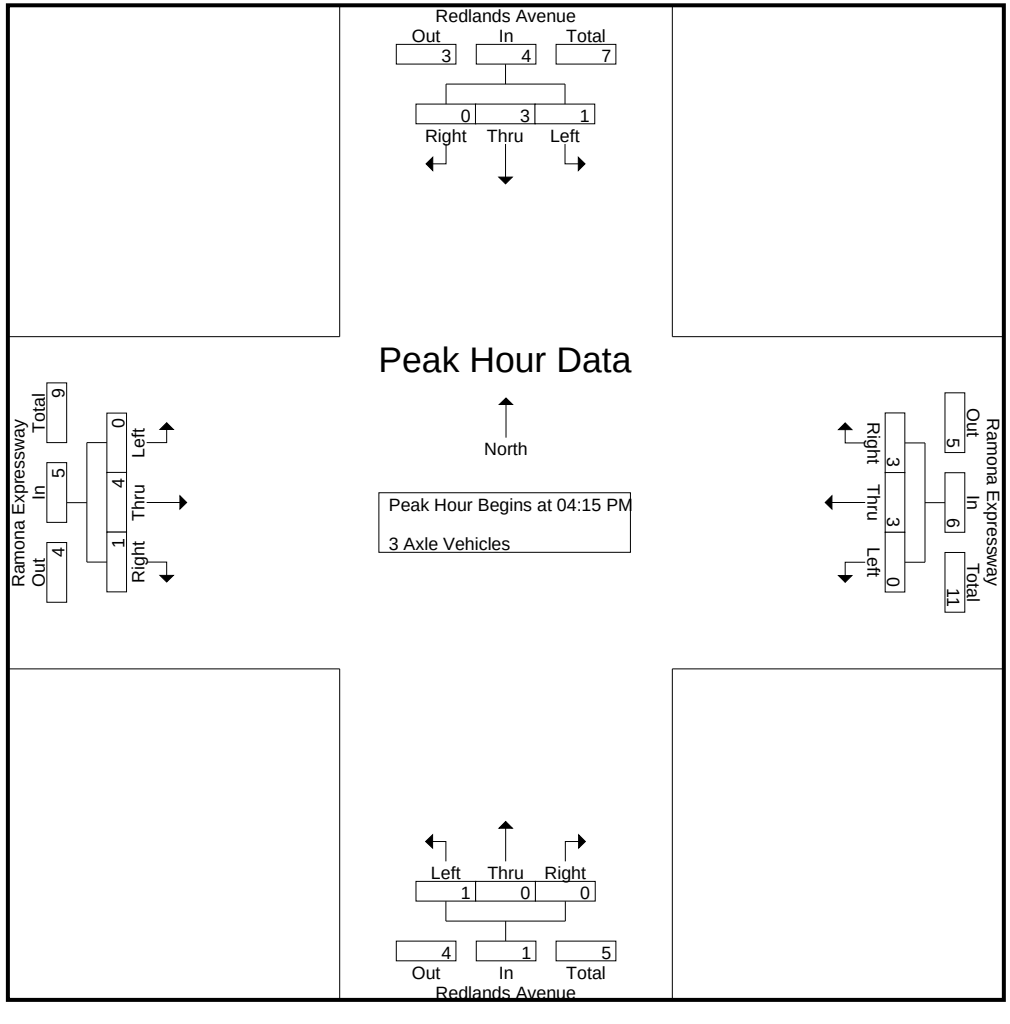
City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	**2**	1	**3**	0	0	0	0	0	0	0	0	
+15 mins.	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	
+30 mins.	**1**	1	0	**2**	0	1	**2**	3	0	0	0	0	0	1	**1**	2	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	1	3	0	4	0	3	3	6	1	0	0	1	0	4	1	5	
% App. Total	25	75	0		0	50	50		100	0	0		0	80	20		
PHF	.250	.750	.000	.500	.000	.375	.375	.500	.250	.000	.000	.250	.000	.500	.250	.625	

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City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	4	4
04:15 PM	0	0	1	0	1	2	1	1	0	4	0	0	0	0	0	1	2	0	0	3	0	8	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
04:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	0	2	0	3	2	4	1	0	7	0	0	1	0	1	2	6	0	0	8	0	19	19
05:00 PM	0	1	1	1	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	7	8
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	3	1	5	1	8	9
05:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	3
Total	0	2	1	1	3	0	10	0	0	10	0	1	0	0	1	1	3	3	1	7	2	21	23
Grand Total	1	2	3	1	6	2	14	1	0	17	0	1	1	0	2	3	9	3	1	15	2	40	42
Apprch %	16.7	33.3	50			11.8	82.4	5.9			0	50	50			20	60	20					
Total %	2.5	5	7.5		15	5	35	2.5		42.5	0	2.5	2.5		5	7.5	22.5	7.5		37.5	4.8	95.2	

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**1**	1	**2**	1	**1**	**4**	0	0	0	0	**1**	2	0	**3**	**8**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	3	4
04:45 PM	**1**	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	**1**	1	**2**	0	**4**	0	4	0	0	0	0	0	1	0	1	7
Total Volume	1	1	2	4	2	7	1	10	0	0	0	0	1	7	0	8	22
% App. Total	25	25	50		20	70	10		0	0	0		12.5	87.5	0		
PHF	.250	.250	.500	.500	.250	.438	.250	.625	.000	.000	.000	.000	.250	.583	.000	.667	.688

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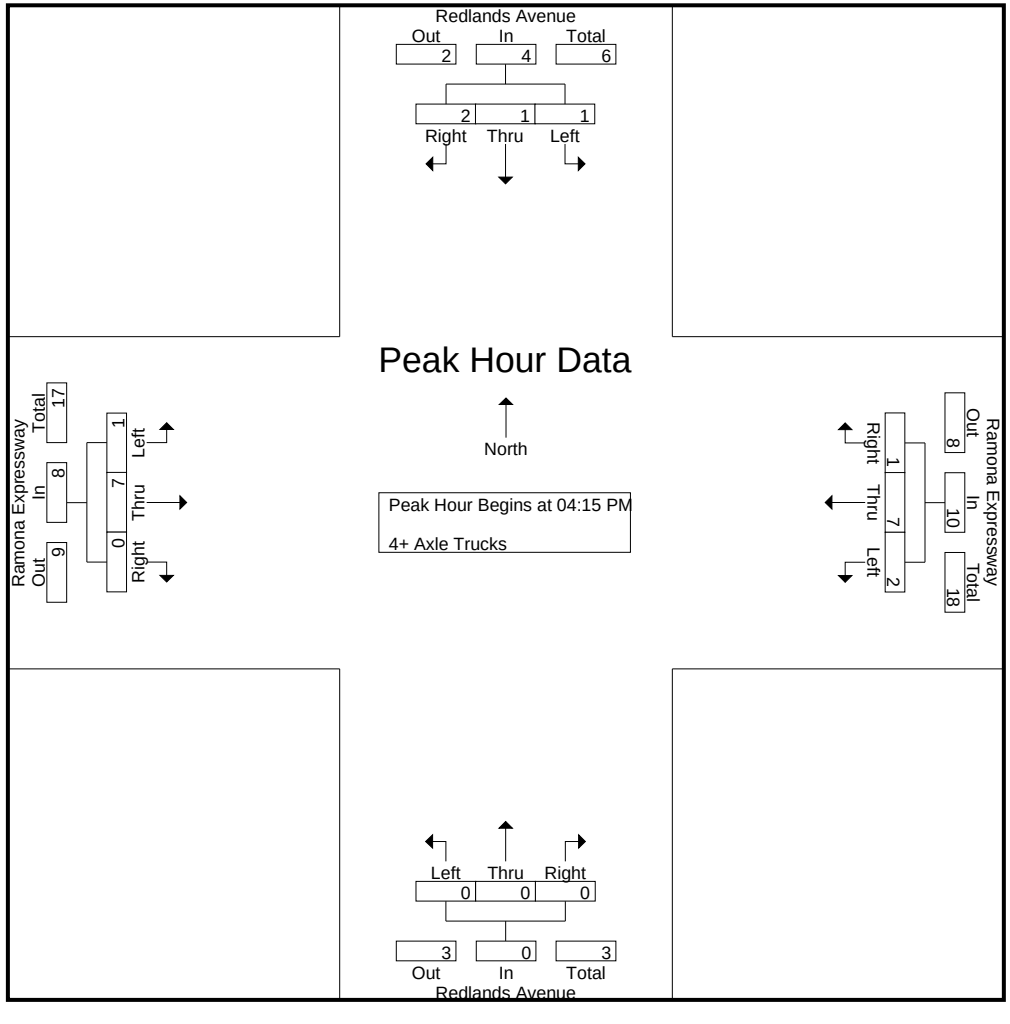
City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Redlands Avenue
E/W: Ramona Expressway
Weather: Clear

File Name : 17_PER_Red_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	**1**	1	**2**	1	**1**	**4**	0	0	0	0	**1**	2	0	**3**	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	3	
+30 mins.	**1**	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	
+45 mins.	0	**1**	1	**2**	0	**4**	0	4	0	0	0	0	0	1	0	1	
Total Volume	1	1	2	4	2	7	1	10	0	0	0	0	1	7	0	8	
% App. Total	25	25	50		20	70	10		0	0	0		12.5	87.5	0		
PHF	.250	.250	.500	.500	.250	.438	.250	.625	.000	.000	.000	.000	.250	.583	.000	.667	

Location: Perris
N/S: Redlands Avenue
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Ramona Expressway	South Leg Redlands Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	1	0	1
8:00 AM	0	0	2	0	2
8:15 AM	1	1	1	0	3
8:30 AM	0	0	1	0	1
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	1	2	7	0	10

	North Leg Redlands Avenue	East Leg Ramona Expressway	South Leg Redlands Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	2	0	2
5:30 PM	0	0	1	0	1
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	0	0	6	0	6

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Location: Perris
N/S: Redlands Avenue
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Ramona Expressway			Northbound Redlands Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	4	0	0	1	0	0	1	0	0	0	0	6
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	0	0	1	0	0	1	0	0	1	0	8

	Southbound Redlands Avenue			Westbound Ramona Expressway			Northbound Redlands Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	2	1	0	0	1	0	0	1	1	6

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

City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	14	29	61	27	104	1	243	55	16	299	76	90	8	5	174	106	67	7	1	180	49	757	806
07:15 AM	37	44	78	33	159	2	187	49	18	238	84	101	2	2	187	84	81	13	4	178	57	762	819
07:30 AM	32	42	85	33	159	1	198	47	29	246	83	118	5	5	206	72	83	17	8	172	75	783	858
07:45 AM	45	38	76	38	159	2	215	51	29	268	58	73	3	2	134	53	101	9	6	163	75	724	799
Total	128	153	300	131	581	6	843	202	92	1051	301	382	18	14	701	315	332	46	19	693	256	3026	3282
08:00 AM	54	45	66	26	165	3	156	40	19	199	80	64	1	0	145	67	84	14	7	165	52	674	726
08:15 AM	33	52	61	30	146	1	197	51	29	249	80	72	4	3	156	49	98	26	14	173	76	724	800
08:30 AM	19	29	60	37	108	4	142	42	32	188	47	56	3	2	106	66	93	9	3	168	74	570	644
08:45 AM	13	37	61	37	111	2	155	31	18	188	38	56	5	3	99	44	70	15	6	129	64	527	591
Total	119	163	248	130	530	10	650	164	98	824	245	248	13	8	506	226	345	64	30	635	266	2495	2761
Grand Total	247	316	548	261	1111	16	1493	366	190	1875	546	630	31	22	1207	541	677	110	49	1328	522	5521	6043
Apprch %	22.2	28.4	49.3			0.9	79.6	19.5			45.2	52.2	2.6			40.7	51	8.3					
Total %	4.5	5.7	9.9		20.1	0.3	27	6.6		34	9.9	11.4	0.6		21.9	9.8	12.3	2		24.1	8.6	91.4	
Passenger Vehicles	241	309	538		1343	16	1444	357		2002	540	621	31		1214	522	609	107		1287	0	0	5846
% Passenger Vehicles	97.6	97.8	98.2	97.7	97.9	100	96.7	97.5	97.4	96.9	98.9	98.6	100	100	98.8	96.5	90	97.3	100	93.5	0	0	96.7
Large 2 Axle Vehicles	4	6	6		19	0	19	7		30	4	8	0		12	16	24	2		42	0	0	103
% Large 2 Axle Vehicles	1.6	1.9	1.1	1.1	1.4	0	1.3	1.9	2.1	1.5	0.7	1.3	0	0	1	3	3.5	1.8	0	3.1	0	0	1.7
3 Axle Vehicles	1	1	2		6	0	11	0		11	0	1	0		1	1	25	1		27	0	0	45
% 3 Axle Vehicles	0.4	0.3	0.4	0.8	0.4	0	0.7	0	0	0.5	0	0.2	0	0	0.1	0.2	3.7	0.9	0	2	0	0	0.7
4+ Axle Trucks	1	0	2		4	0	19	2		22	2	0	0		2	2	19	0		21	0	0	49
% 4+ Axle Trucks	0.4	0	0.4	0.4	0.3	0	1.3	0.5	0.5	1.1	0.4	0	0	0	0.2	0.4	2.8	0	0	1.5	0	0	0.8

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	14	29	61	104	1	**243**	**55**	**299**	76	90	**8**	174	**106**	67	7	**180**	757
07:15 AM	37	**44**	78	**159**	**2**	187	49	238	**84**	101	2	187	84	81	13	178	762
07:30 AM	32	42	**85**	159	1	198	47	246	83	**118**	5	**206**	72	83	**17**	172	**783**
07:45 AM	**45**	38	76	159	2	215	51	268	58	73	3	134	53	**101**	9	163	724
Total Volume	128	153	300	581	6	843	202	1051	301	382	18	701	315	332	46	693	3026
% App. Total	22	26.3	51.6		0.6	80.2	19.2		42.9	54.5	2.6		45.5	47.9	6.6		
PHF	.711	.869	.882	.914	.750	.867	.918	.879	.896	.809	.563	.851	.743	.822	.676	.963	.966

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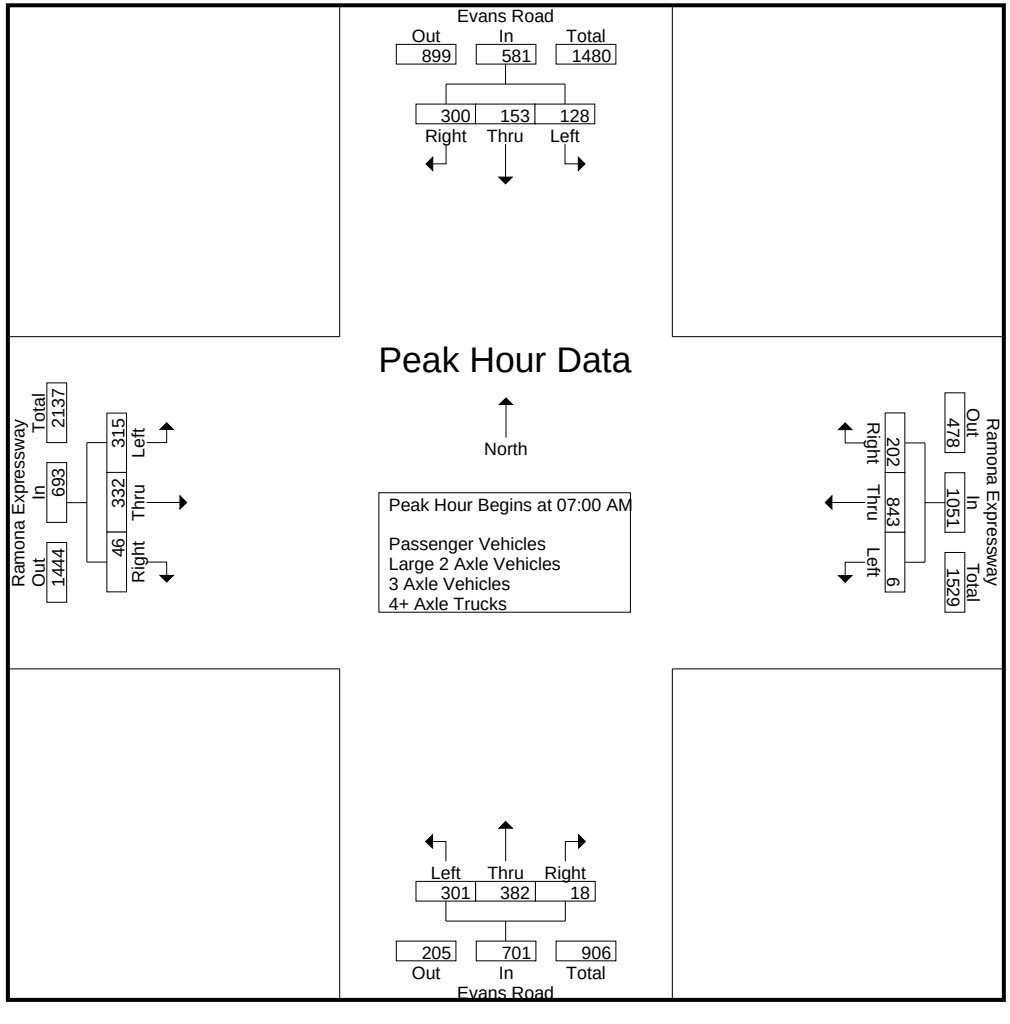
File Name : 18_PER_Evans_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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Start Date : 6/8/2022

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:15 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	37	44	78	159	1	**243**	**55**	**299**	76	90	**8**	174	**106**	67	7	**180**	
+15 mins.	32	42	**85**	159	**2**	187	49	238	**84**	101	2	187	84	81	13	178	
+30 mins.	45	38	76	159	1	198	47	246	83	**118**	5	**206**	72	83	**17**	172	
+45 mins.	**54**	**45**	66	**165**	2	215	51	268	58	73	3	134	53	**101**	9	163	
Total Volume	168	169	305	642	6	843	202	1051	301	382	18	701	315	332	46	693	
% App. Total	26.2	26.3	47.5		0.6	80.2	19.2		42.9	54.5	2.6		45.5	47.9	6.6		
PHF	.778	.939	.897	.973	.750	.867	.918	.879	.896	.809	.563	.851	.743	.822	.676	.963	

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Page No : 1

Groups Printed- Passenger Vehicles

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	14	29	60	26	103	1	241	54	16	296	74	89	8	5	171	103	54	6	1	163	48	733	781
07:15 AM	37	43	75	32	155	2	180	48	17	230	83	100	2	2	185	80	74	13	4	167	55	737	792
07:30 AM	32	41	83	31	156	1	193	47	29	241	83	116	5	5	204	70	78	17	8	165	73	766	839
07:45 AM	45	38	75	37	158	2	207	48	27	257	57	72	3	2	132	49	92	8	6	149	72	696	768
Total	128	151	293	126	572	6	821	197	89	1024	297	377	18	14	692	302	298	44	19	644	248	2932	3180
08:00 AM	51	45	66	26	162	3	154	38	18	195	79	63	1	0	143	66	75	14	7	155	51	655	706
08:15 AM	32	49	61	30	142	1	189	51	29	241	80	71	4	3	155	48	91	26	14	165	76	703	779
08:30 AM	17	27	57	36	101	4	139	41	31	184	46	55	3	2	104	64	84	9	3	157	72	546	618
08:45 AM	13	37	61	37	111	2	141	30	18	173	38	55	5	3	98	42	61	14	6	117	64	499	563
Total	113	158	245	129	516	10	623	160	96	793	243	244	13	8	500	220	311	63	30	594	263	2403	2666
Grand Total	241	309	538	255	1088	16	1444	357	185	1817	540	621	31	22	1192	522	609	107	49	1238	511	5335	5846
Apprch %	22.2	28.4	49.4			0.9	79.5	19.6			45.3	52.1	2.6			42.2	49.2	8.6					
Total %	4.5	5.8	10.1		20.4	0.3	27.1	6.7		34.1	10.1	11.6	0.6		22.3	9.8	11.4	2		23.2	8.7	91.3	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	14	29	60	103	1	**241**	**54**	**296**	74	89	**8**	171	**103**	54	6	163	733
07:15 AM	37	**43**	75	155	**2**	180	48	230	**83**	100	2	185	80	74	13	**167**	737
07:30 AM	32	41	**83**	156	1	193	47	241	83	**116**	5	**204**	70	78	**17**	165	**766**
07:45 AM	**45**	38	75	**158**	2	207	48	257	57	72	3	132	49	**92**	8	149	696
Total Volume	128	151	293	572	6	821	197	1024	297	377	18	692	302	298	44	644	2932
% App. Total	22.4	26.4	51.2		0.6	80.2	19.2		42.9	54.5	2.6		46.9	46.3	6.8		
PHF	.711	.878	.883	.905	.750	.852	.912	.865	.895	.813	.563	.848	.733	.810	.647	.964	.957

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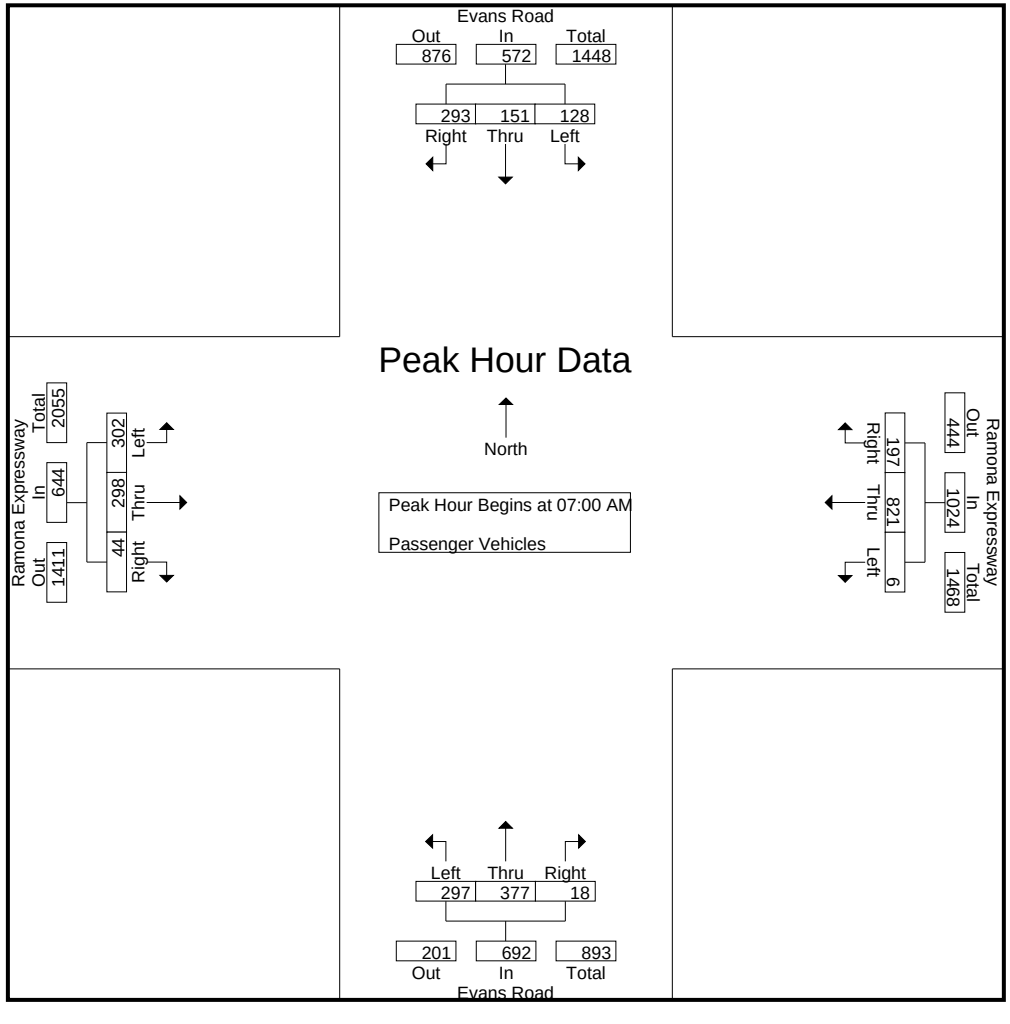

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	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	14	29	60	103	1	**241**	**54**	**296**	74	89	**8**	171	**103**	54	6	163	
+15 mins.	37	**43**	75	155	**2**	180	48	230	**83**	100	2	185	80	74	13	**167**	
+30 mins.	32	41	**83**	156	1	193	47	241	83	**116**	5	**204**	70	78	**17**	165	
+45 mins.	**45**	38	75	**158**	2	207	48	257	57	72	3	132	49	**92**	8	149	
Total Volume	128	151	293	572	6	821	197	1024	297	377	18	692	302	298	44	644	
% App. Total	22.4	26.4	51.2		0.6	80.2	19.2		42.9	54.5	2.6		46.9	46.3	6.8		
PHF	.711	.878	.883	.905	.750	.852	.912	.865	.895	.813	.563	.848	.733	.810	.647	.964	

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Groups Printed- Large 2 Axle Vehicles

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	1	0	1	1	1	0	0	2	2	3	0	0	5	1	9	10
07:15 AM	0	1	2	0	3	0	4	1	1	5	1	1	0	0	2	4	2	0	0	6	1	16	17
07:30 AM	0	1	1	1	2	0	3	0	0	3	0	2	0	0	2	1	4	0	0	5	1	12	13
07:45 AM	0	0	1	1	1	0	5	2	1	7	1	1	0	0	2	3	1	1	0	5	2	15	17
Total	0	2	5	3	7	0	12	4	2	16	3	5	0	0	8	10	10	1	0	21	5	52	57
08:00 AM	2	0	0	0	2	0	1	2	1	3	1	1	0	0	2	1	4	0	0	5	1	12	13
08:15 AM	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	8	8
08:30 AM	1	2	1	0	4	0	2	1	1	3	0	1	0	0	1	2	6	0	0	8	1	16	17
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	2	1	0	5	0	8	8
Total	4	4	1	0	9	0	7	3	2	10	1	3	0	0	4	6	14	1	0	21	2	44	46
Grand Total	4	6	6	3	16	0	19	7	4	26	4	8	0	0	12	16	24	2	0	42	7	96	103
Apprch %	25	37.5	37.5			0	73.1	26.9			33.3	66.7	0			38.1	57.1	4.8					
Total %	4.2	6.2	6.2		16.7	0	19.8	7.3		27.1	4.2	8.3	0		12.5	16.7	25	2.1		43.8	6.8	93.2	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	1	1	0	0	1	1	**1**	1	0	**2**	2	3	0	5	9
07:15 AM	0	**1**	**2**	**3**	0	4	1	5	1	1	0	2	**4**	2	0	**6**	**16**
07:30 AM	0	1	1	2	0	3	0	3	0	**2**	0	2	1	**4**	0	5	12
07:45 AM	0	0	1	1	0	**5**	**2**	**7**	1	1	0	2	3	1	**1**	5	15
Total Volume	0	2	5	7	0	12	4	16	3	5	0	8	10	10	1	21	52
% App. Total	0	28.6	71.4		0	75	25		37.5	62.5	0		47.6	47.6	4.8		
PHF	.000	.500	.625	.583	.000	.600	.500	.571	.750	.625	.000	1.00	.625	.625	.250	.875	.813

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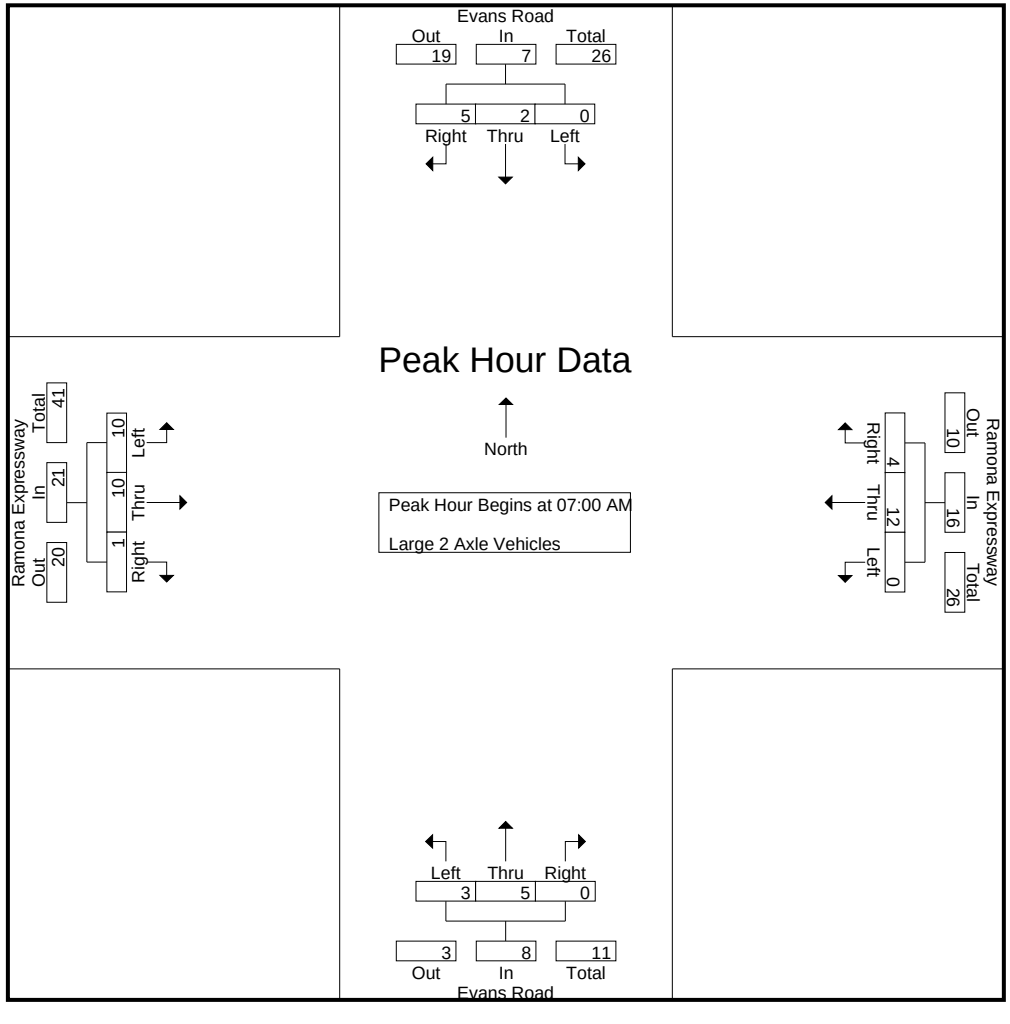

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	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	1	1	0	0	1	1	**1**	1	0	**2**	2	3	0	5	
+15 mins.	0	**1**	**2**	**3**	0	4	1	5	1	1	0	2	**4**	2	0	**6**	
+30 mins.	0	1	1	2	0	3	0	3	0	**2**	0	2	1	**4**	0	5	
+45 mins.	0	0	1	1	0	**5**	**2**	**7**	1	1	0	2	3	1	**1**	5	
Total Volume	0	2	5	7	0	12	4	16	3	5	0	8	10	10	1	21	
% App. Total	0	28.6	71.4		0	75	25		37.5	62.5	0		47.6	47.6	4.8		
PHF	.000	.500	.625	.583	.000	.600	.500	.571	.750	.625	.000	1.000	.625	.625	.250	.875	

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Groups Printed- 3 Axle Vehicles

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	1	0	9	0	10	10
07:15 AM	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	5	6
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	7
Total	0	0	1	1	1	0	3	0	0	3	0	0	0	0	0	1	19	1	0	21	1	25	26
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:15 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	5	5
08:30 AM	1	0	1	1	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	4	5
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	0	8	8
Total	1	1	1	1	3	0	8	0	0	8	0	1	0	0	1	0	6	0	0	6	1	18	19
Grand Total	1	1	2	2	4	0	11	0	0	11	0	1	0	0	1	1	25	1	0	27	2	43	45
Apprch %	25	25	50			0	100	0			0	100	0			3.7	92.6	3.7					
Total %	2.3	2.3	4.7		9.3	0	25.6	0		25.6	0	2.3	0		2.3	2.3	58.1	2.3		62.8	4.4	95.6	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**1**	0	**1**	0	0	0	0	0	**8**	**1**	**9**	**10**
07:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	3	0	3	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	1	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	1	19	1	21	25
% App. Total	0	0	100		0	100	0		0	0	0		4.8	90.5	4.8		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.250	.594	.250	.583	.625

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City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
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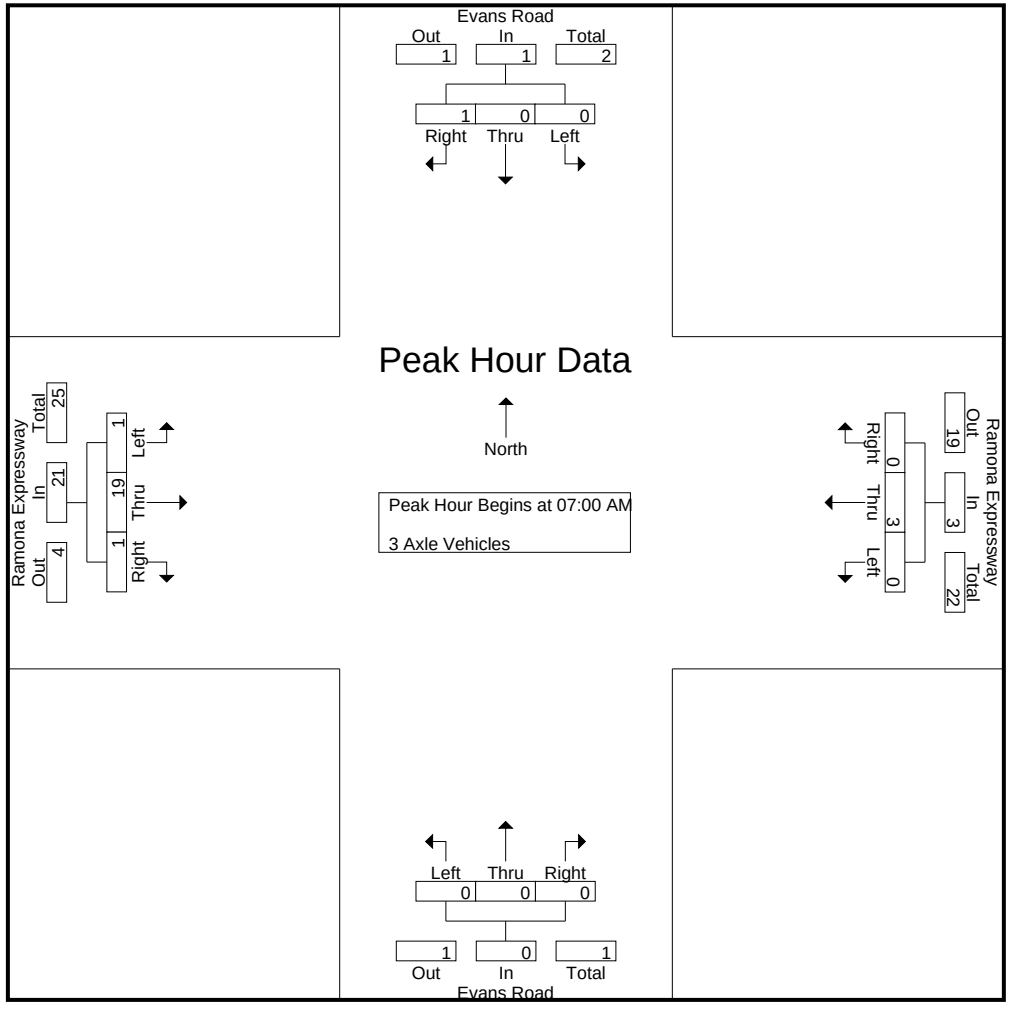

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Site Code : 05122445
Start Date : 6/8/2022

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**8**	**1**	**9**	
+15 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	1	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	1	19	1	21	
% App. Total	0	0	100		0	100	0		0	0	0		4.8	90.5	4.8		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.250	.594	.250	.583	

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File Name : 18_PER_Evans_Ram AM
Site Code : 05122445
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Groups Printed- 4+ Axle Trucks

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	5	5
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
07:30 AM	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	3
07:45 AM	0	0	0	0	0	0	3	1	1	4	0	0	0	0	0	1	1	0	0	2	1	6	7
Total	0	0	1	1	1	0	7	1	1	8	1	0	0	0	1	2	5	0	0	7	2	17	19
08:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	6	6
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	8	8
08:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	4	4
08:45 AM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	4	0	0	4	0	12	12
Total	1	0	1	0	2	0	12	1	0	13	1	0	0	0	1	0	14	0	0	14	0	30	30
Grand Total	1	0	2	1	3	0	19	2	1	21	2	0	0	0	2	2	19	0	0	21	2	47	49
Apprch %	33.3	0	66.7			0	90.5	9.5			100	0	0			9.5	90.5	0					
Total %	2.1	0	4.3		6.4	0	40.4	4.3		44.7	4.3	0	0		4.3	4.3	40.4	0		44.7	4.1	95.9	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	1	0	1	**1**	0	0	**1**	**1**	**2**	0	**3**	5
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	1	1	0	2	**6**
Total Volume	0	0	1	1	0	7	1	8	1	0	0	1	2	5	0	7	17
% App. Total	0	0	100		0	87.5	12.5		100	0	0		28.6	71.4	0		
PHF	.000	.000	.250	.250	.000	.583	.250	.500	.250	.000	.000	.250	.500	.625	.000	.583	.708

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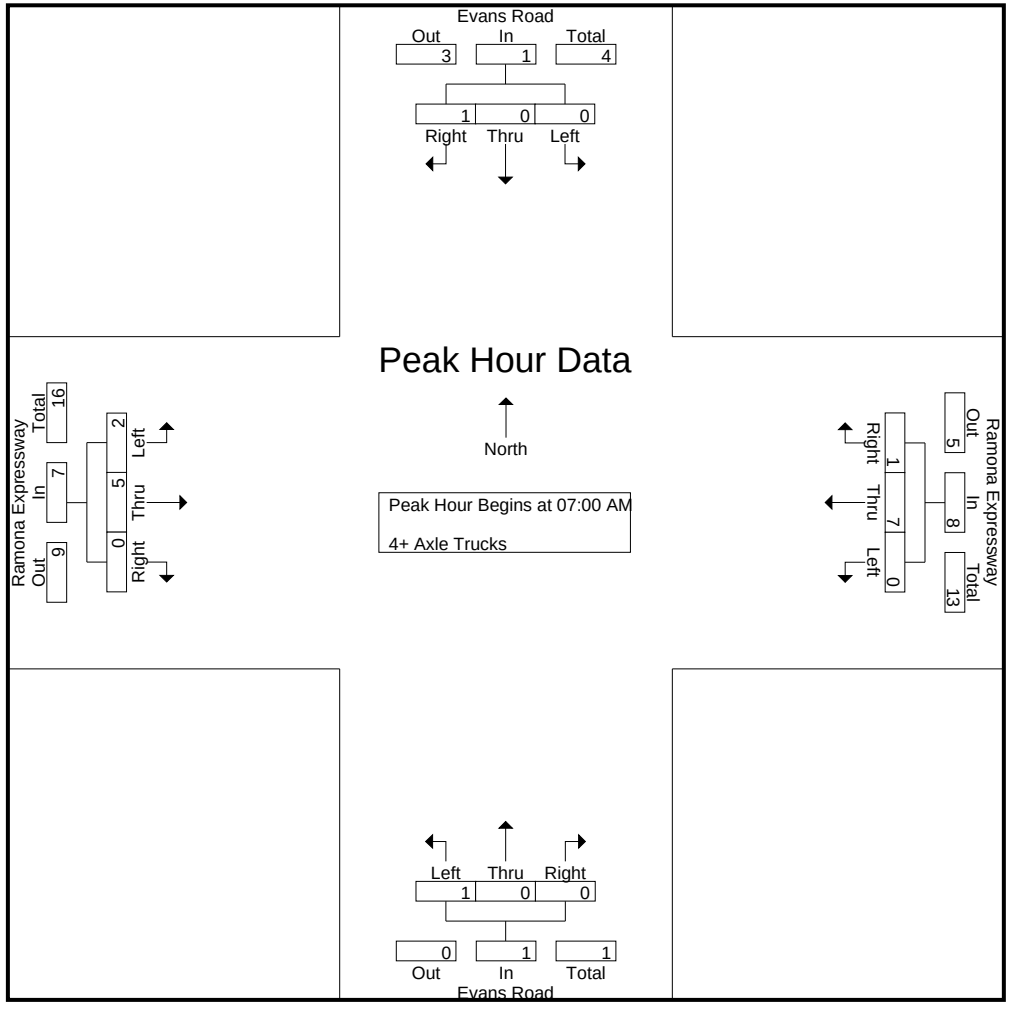

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	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	**1**	**2**	0	**3**	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	
+30 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	1	1	0	2	
Total Volume	0	0	1	1	0	7	1	8	1	0	0	1	2	5	0	7	
% App. Total	0	0	100		0	87.5	12.5		100	0	0		28.6	71.4	0		
PHF	.000	.000	.250	.250	.000	.583	.250	.500	.250	.000	.000	.250	.500	.625	.000	.583	

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

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	58	82	75	29	215	1	122	36	20	159	53	62	5	4	120	84	209	56	26	349	79	843	922
04:15 PM	61	96	85	27	242	6	140	32	13	178	45	60	6	4	111	97	222	33	26	352	70	883	953
04:30 PM	57	114	86	40	257	4	134	27	15	165	53	63	3	1	119	95	259	52	20	406	76	947	1023
04:45 PM	66	108	77	27	251	7	151	33	19	191	58	63	4	3	125	80	250	46	25	376	74	943	1017
Total	242	400	323	123	965	18	547	128	67	693	209	248	18	12	475	356	940	187	97	1483	299	3616	3915
05:00 PM	52	114	77	28	243	4	128	31	15	163	46	69	1	0	116	96	241	43	17	380	60	902	962
05:15 PM	66	72	62	19	200	6	133	38	16	177	55	52	1	1	108	93	232	47	22	372	58	857	915
05:30 PM	50	93	83	25	226	5	172	36	20	213	52	60	0	0	112	89	227	46	16	362	61	913	974
05:45 PM	49	99	74	29	222	2	143	37	15	182	48	68	3	2	119	81	232	44	11	357	57	880	937
Total	217	378	296	101	891	17	576	142	66	735	201	249	5	3	455	359	932	180	66	1471	236	3552	3788
Grand Total	459	778	619	224	1856	35	1123	270	133	1428	410	497	23	15	930	715	1872	367	163	2954	535	7168	7703
Apprch %	24.7	41.9	33.4			2.5	78.6	18.9			44.1	53.4	2.5			24.2	63.4	12.4					
Total %	6.4	10.9	8.6		25.9	0.5	15.7	3.8		19.9	5.7	6.9	0.3		13	10	26.1	5.1		41.2	6.9	93.1	
Passenger Vehicles	456	770	608		2054	34	1079	267		1511	401	494	22		932	702	1836	361		3059	0	0	7556
% Passenger Vehicles	99.3	99	98.2	98.2	98.8	97.1	96.1	98.9	98.5	96.8	97.8	99.4	95.7	100	98.6	98.2	98.1	98.4	98.2	98.1	0	0	98.1
Large 2 Axle Vehicles	3	7	10		24	1	18	3		24	4	3	0		7	11	19	5		38	0	0	93
% Large 2 Axle Vehicles	0.7	0.9	1.6	1.8	1.2	2.9	1.6	1.1	1.5	1.5	1	0.6	0	0	0.7	1.5	1	1.4	1.8	1.2	0	0	1.2
3 Axle Vehicles	0	1	0		1	0	10	0		10	5	0	1		6	0	8	1		9	0	0	26
% 3 Axle Vehicles	0	0.1	0	0	0	0	0.9	0	0	0.6	1.2	0	4.3	0	0.6	0	0.4	0.3	0	0.3	0	0	0.3
4+ Axle Trucks	0	0	1		1	0	16	0		16	0	0	0		0	2	9	0		11	0	0	28
% 4+ Axle Trucks	0	0	0.2	0	0	0	1.4	0	0	1	0	0	0	0	0	0.3	0.5	0	0	0.4	0	0	0.4

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	61	96	85	242	6	140	32	178	45	60	**6**	111	**97**	222	33	352	883
04:30 PM	57	**114**	**86**	**257**	4	134	27	165	53	63	3	119	95	**259**	**52**	**406**	**947**
04:45 PM	**66**	108	77	251	**7**	**151**	**33**	**191**	**58**	63	4	**125**	80	250	46	376	943
05:00 PM	52	114	77	243	4	128	31	163	46	**69**	1	116	96	241	43	380	902
Total Volume	236	432	325	993	21	553	123	697	202	255	14	471	368	972	174	1514	3675
% App. Total	23.8	43.5	32.7		3	79.3	17.6		42.9	54.1	3		24.3	64.2	11.5		
PHF	.894	.947	.945	.966	.750	.916	.932	.912	.871	.924	.583	.942	.948	.938	.837	.932	.970

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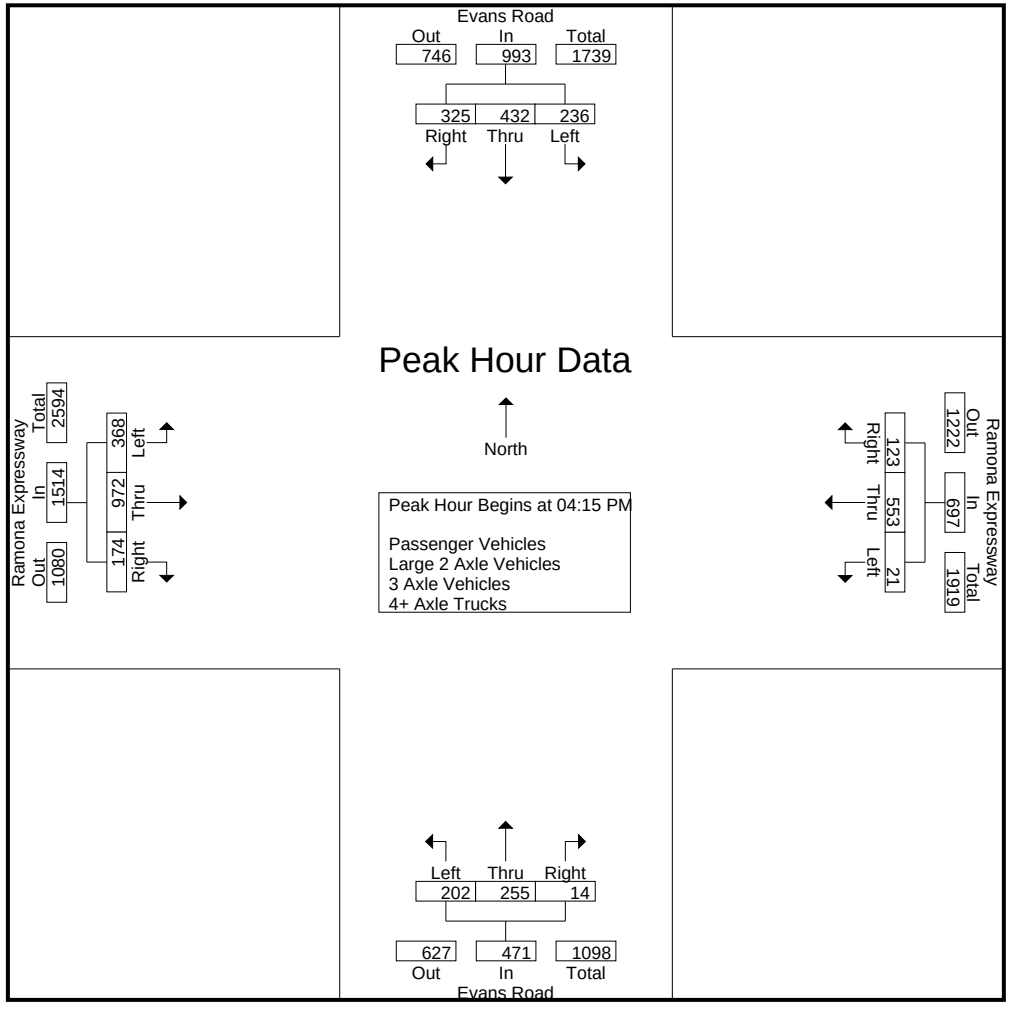

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	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:45 PM				04:00 PM				04:30 PM				
+0 mins.	61	96	85	242	**7**	151	33	191	53	62	5	120	95	**259**	**52**	**406**	
+15 mins.	57	**114**	**86**	**257**	4	128	31	163	45	60	**6**	111	80	250	46	376	
+30 mins.	**66**	108	77	251	6	133	**38**	177	53	**63**	3	119	**96**	241	43	380	
+45 mins.	52	114	77	243	5	**172**	36	**213**	**58**	63	4	**125**	93	232	47	372	
Total Volume	236	432	325	993	22	584	138	744	209	248	18	475	364	982	188	1534	
% App. Total	23.8	43.5	32.7		3	78.5	18.5		44	52.2	3.8		23.7	64	12.3		
PHF	.894	.947	.945	.966	.786	.849	.908	.873	.901	.984	.750	.950	.948	.948	.904	.945	

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Groups Printed- Passenger Vehicles

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	58	82	74	29	214	1	114	36	20	151	52	61	4	4	117	82	207	53	26	342	79	824	903
04:15 PM	60	95	85	27	240	6	129	32	13	167	44	60	6	4	110	96	218	32	25	346	69	863	932
04:30 PM	57	114	83	38	254	4	133	27	15	164	53	63	3	1	119	92	251	52	20	395	74	932	1006
04:45 PM	66	106	73	25	245	6	145	33	19	184	57	62	4	3	123	79	244	46	25	369	72	921	993
Total	241	397	315	119	953	17	521	128	67	666	206	246	17	12	469	349	920	183	96	1452	294	3540	3834
05:00 PM	51	111	77	28	239	4	123	31	15	158	46	69	1	0	116	95	239	41	15	375	58	888	946
05:15 PM	66	72	61	19	199	6	129	36	15	171	53	51	1	1	105	90	224	47	22	361	57	836	893
05:30 PM	50	92	83	25	225	5	167	36	20	208	49	60	0	0	109	87	223	46	16	356	61	898	959
05:45 PM	48	98	72	29	218	2	139	36	14	177	47	68	3	2	118	81	230	44	11	355	56	868	924
Total	215	373	293	101	881	17	558	139	64	714	195	248	5	3	448	353	916	178	64	1447	232	3490	3722
Grand Total	456	770	608	220	1834	34	1079	267	131	1380	401	494	22	15	917	702	1836	361	160	2899	526	7030	7556
Apprch %	24.9	42	33.2			2.5	78.2	19.3			43.7	53.9	2.4			24.2	63.3	12.5					
Total %	6.5	11	8.6		26.1	0.5	15.3	3.8		19.6	5.7	7	0.3		13	10	26.1	5.1		41.2	7	93	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	60	95	**85**	240	**6**	129	32	167	44	60	**6**	110	**96**	218	32	346	863
04:30 PM	57	**114**	83	**254**	4	133	27	164	53	63	3	119	92	**251**	**52**	**395**	**932**
04:45 PM	**66**	106	73	245	6	**145**	**33**	**184**	**57**	62	4	**123**	79	244	46	369	921
05:00 PM	51	111	77	239	4	123	31	158	46	**69**	1	116	95	239	41	375	888
Total Volume	234	426	318	978	20	530	123	673	200	254	14	468	362	952	171	1485	3604
% App. Total	23.9	43.6	32.5		3	78.8	18.3		42.7	54.3	3		24.4	64.1	11.5		
PHF	.886	.934	.935	.963	.833	.914	.932	.914	.877	.920	.583	.951	.943	.948	.822	.940	.967

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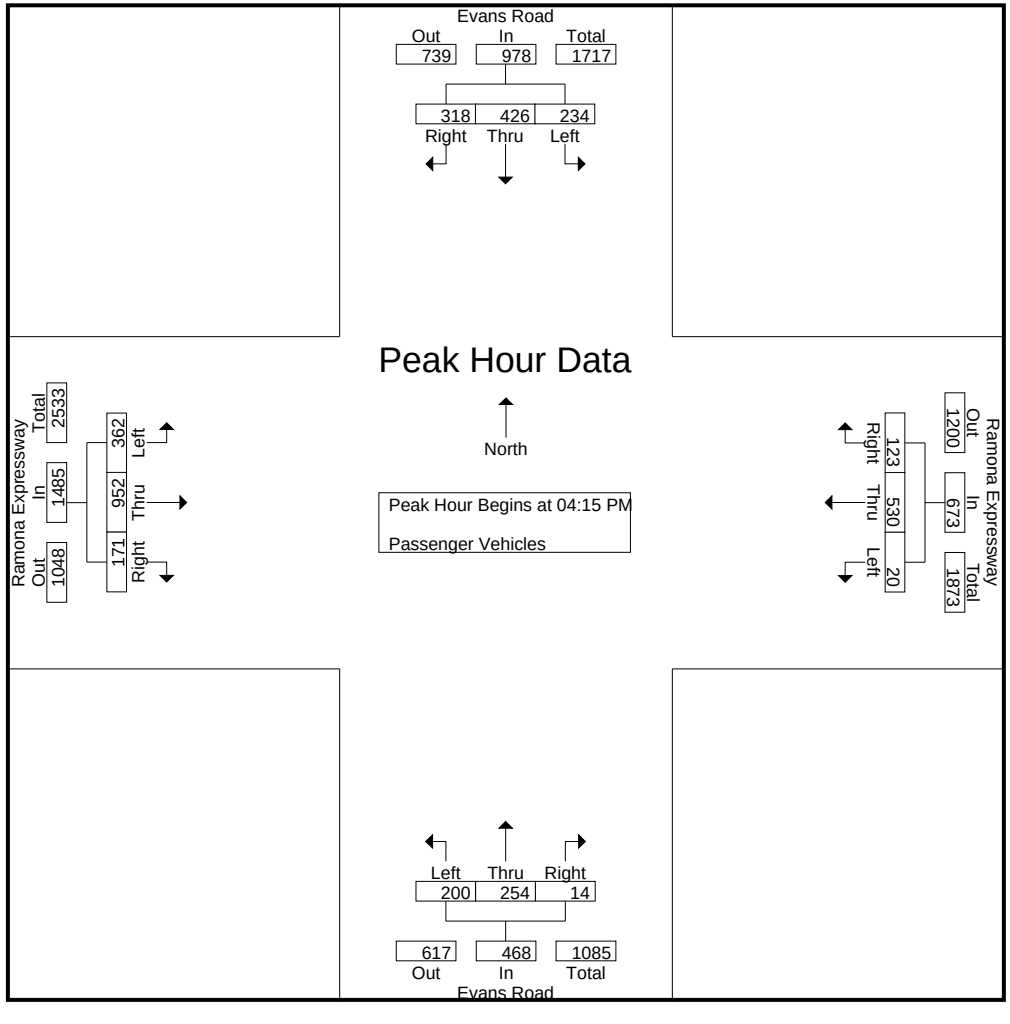

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	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	60	95	**85**	240	**6**	129	32	167	44	60	**6**	110	**96**	218	32	346	
+15 mins.	57	**114**	83	**254**	4	133	27	164	53	63	3	119	92	**251**	**52**	**395**	
+30 mins.	**66**	106	73	245	6	**145**	**33**	**184**	**57**	62	4	**123**	79	244	46	369	
+45 mins.	51	111	77	239	4	123	31	158	46	**69**	1	116	95	239	41	375	
Total Volume	234	426	318	978	20	530	123	673	200	254	14	468	362	952	171	1485	
% App. Total	23.9	43.6	32.5		3	78.8	18.3		42.7	54.3	3		24.4	64.1	11.5		
PHF	.886	.934	.935	.963	.833	.914	.932	.914	.877	.920	.583	.951	.943	.948	.822	.940	

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PO Box 1178
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City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	4	0	0	4	1	1	0	0	2	2	1	2	0	5	0	12	12
04:15 PM	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	0	3	1	1	4	1	11	12
04:30 PM	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	2	9	11
04:45 PM	0	2	3	2	5	1	4	0	0	5	0	1	0	0	1	1	2	0	0	3	2	14	16
Total	1	3	7	4	11	1	13	0	0	14	1	2	0	0	3	5	10	3	1	18	5	46	51
05:00 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	1	1	2	2	4	2	8	10
05:15 PM	0	0	1	0	1	0	1	2	1	3	1	1	0	0	2	3	6	0	0	9	1	15	16
05:30 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	2	1	0	0	3	0	7	7
05:45 PM	1	1	2	0	4	0	1	1	1	2	1	0	0	0	1	0	1	0	0	1	1	8	9
Total	2	4	3	0	9	0	5	3	2	8	3	1	0	0	4	6	9	2	2	17	4	38	42
Grand Total	3	7	10	4	20	1	18	3	2	22	4	3	0	0	7	11	19	5	3	35	9	84	93
Apprch %	15	35	50			4.5	81.8	13.6			57.1	42.9	0			31.4	54.3	14.3					
Total %	3.6	8.3	11.9		23.8	1.2	21.4	3.6		26.2	4.8	3.6	0		8.3	13.1	22.6	6		41.7	9.7	90.3	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	1	0	2	0	**5**	0	**5**	0	0	0	0	0	3	1	4	11
04:30 PM	0	0	**3**	3	0	0	0	0	0	0	0	0	**2**	**4**	0	**6**	9
04:45 PM	0	**2**	3	**5**	**1**	4	0	5	0	**1**	0	**1**	1	2	0	3	**14**
05:00 PM	1	2	0	3	0	1	0	1	0	0	0	0	1	1	**2**	4	8
Total Volume	2	5	6	13	1	10	0	11	0	1	0	1	4	10	3	17	42
% App. Total	15.4	38.5	46.2		9.1	90.9	0		0	100	0		23.5	58.8	17.6		
PHF	.500	.625	.500	.650	.250	.500	.000	.550	.000	.250	.000	.250	.500	.625	.375	.708	.750

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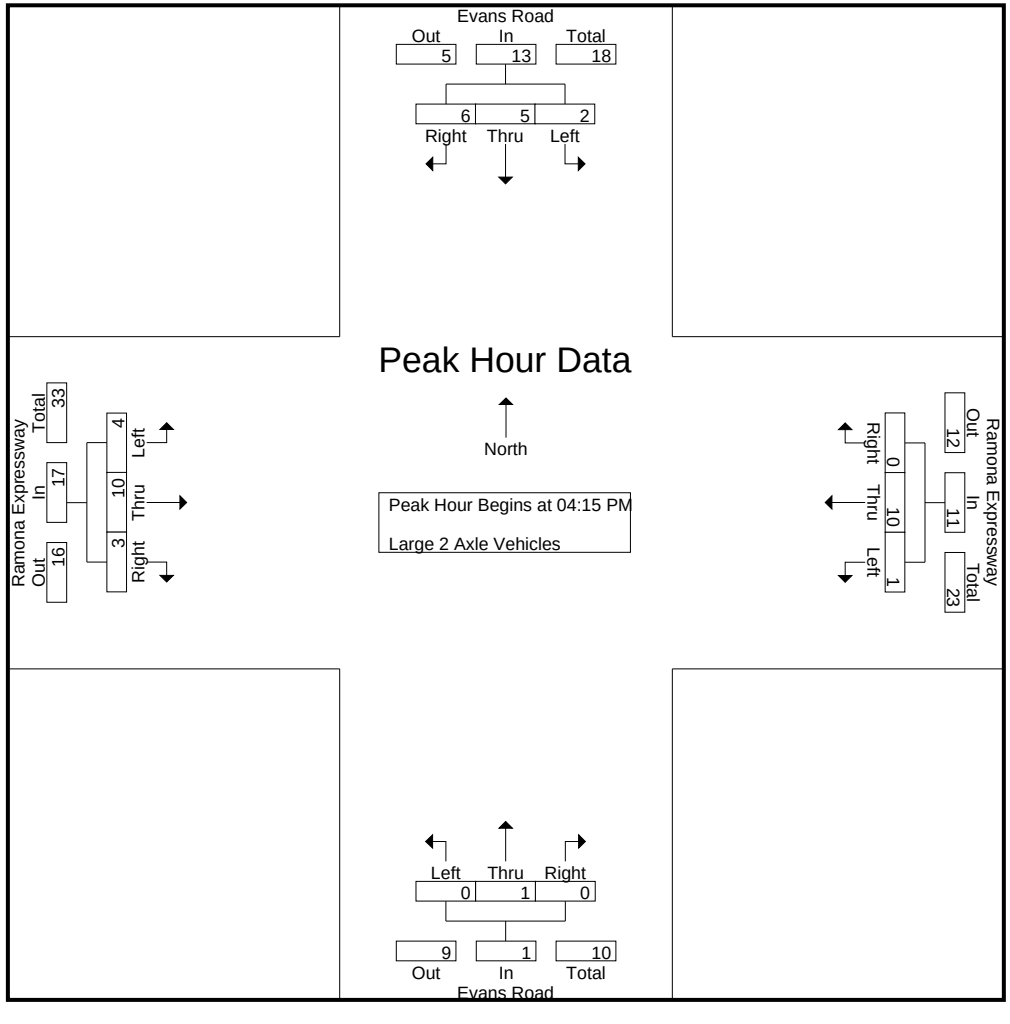
City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**1**	1	0	2	0	**5**	0	**5**	0	0	0	0	0	3	1	4	
+15 mins.	0	0	**3**	3	0	0	0	0	0	0	0	0	**2**	**4**	0	**6**	
+30 mins.	0	**2**	3	**5**	**1**	4	0	5	0	**1**	0	**1**	1	2	0	3	
+45 mins.	1	2	0	3	0	1	0	1	0	0	0	0	1	1	**2**	4	
Total Volume	2	5	6	13	1	10	0	11	0	1	0	1	4	10	3	17	
% App. Total	15.4	38.5	46.2		9.1	90.9	0		0	100	0		23.5	58.8	17.6		
PHF	.500	.625	.500	.650	.250	.500	.000	.550	.000	.250	.000	.250	.500	.625	.375	.708	

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City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	0	5	5
04:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	5	5
Total	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	0	4	1	0	5	0	15	15
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	3	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	0	5	5
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	0	3	0	0	3	3	0	0	0	3	0	4	0	0	4	0	11	11
Grand Total	0	1	0	0	1	0	10	0	0	10	5	0	1	0	6	0	8	1	0	9	0	26	26
Apprch %	0	100	0			0	100	0			83.3	0	16.7			0	88.9	11.1					
Total %	0	3.8	0		3.8	0	38.5	0		38.5	19.2	0	3.8		23.1	0	30.8	3.8		34.6	0	100	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	**5**
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	4	0	4	2	0	0	2	0	4	0	4	11
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.500	.000	.000	.500	.000	.500	.000	.500	.550

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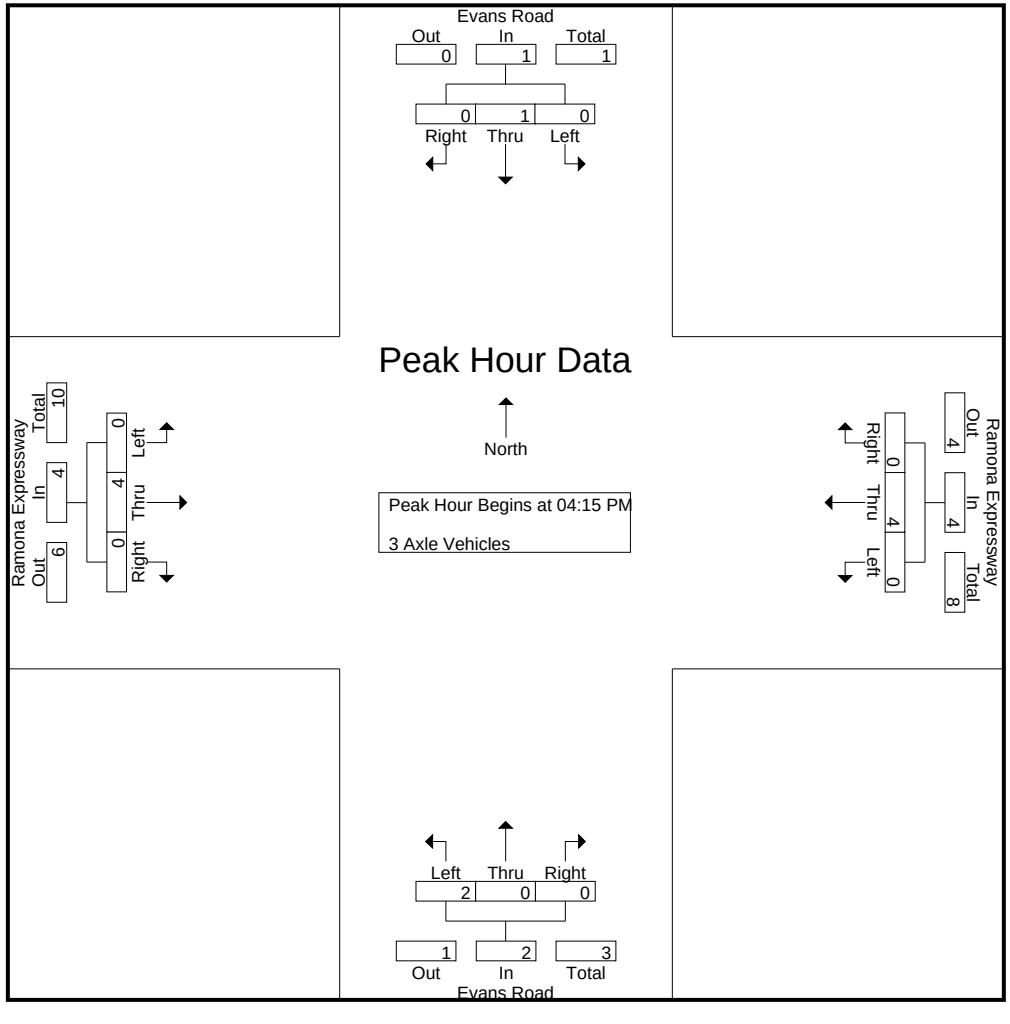
City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	
+30 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	0	4	0	4	2	0	0	2	0	4	0	4	
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.500	.000	.000	.500	.000	.500	.000	.500	

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City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Evans Road Southbound					Ramona Expressway Westbound					Evans Road Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	6	6
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	4	4
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3
Total	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	2	6	0	0	8	0	15	15
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	5	5
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	13	13
Grand Total	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	2	9	0	0	11	0	28	28
Apprch %	0	0	100			0	100	0			0	0	0			18.2	81.8	0					
Total %	0	0	3.6		3.6	0	57.1	0		57.1	0	0	0		0	7.1	32.1	0		39.3	0	100	

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**4**	0	**4**	0	0	0	0	**1**	1	0	2	**6**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	**2**	0	**3**	4
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total Volume	0	0	1	1	0	9	0	9	0	0	0	0	2	6	0	8	18
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.250	.250	.000	.563	.000	.563	.000	.000	.000	.000	.500	.750	.000	.667	.750

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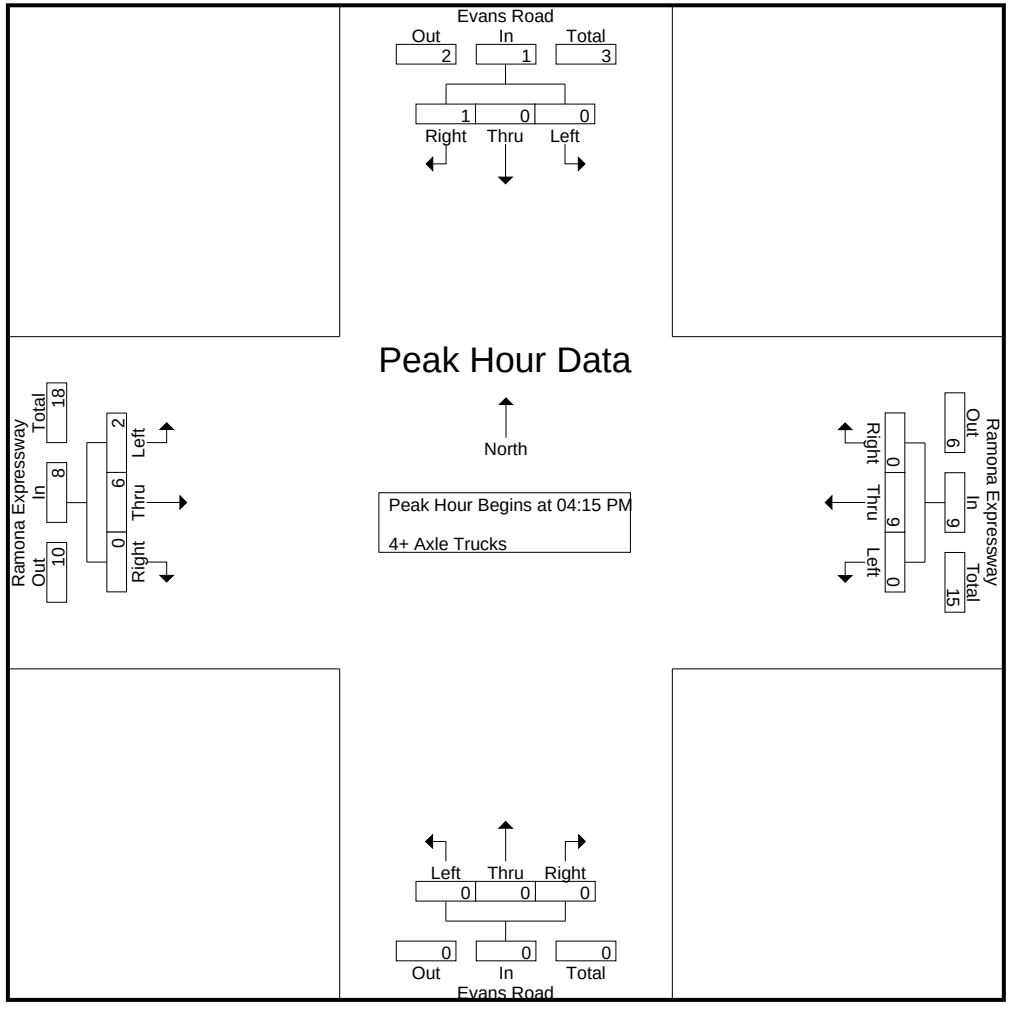
City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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City of Perris
N/S: Evans Road
E/W: Ramona Expressway
Weather: Clear

File Name : 18_PER_Evans_Ram PM
Site Code : 05122445
Start Date : 6/8/2022

	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**1**	1	0	2	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	**2**	0	**3**	
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	0	2	
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	
Total Volume	0	0	1	1	0	9	0	9	0	0	0	0	2	6	0	8	
% App. Total	0	0	100		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.250	.250	.000	.563	.000	.563	.000	.000	.000	.000	.500	.750	.000	.667	

Location: Perris
N/S: Evans Road
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Evans Road	East Leg Ramona Expressway	South Leg Evans Road	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	1	2
8:15 AM	0	3	1	0	4
8:30 AM	0	0	0	0	0
8:45 AM	0	3	0	0	3
TOTAL VOLUMES:	1	7	1	1	10

	North Leg Evans Road	East Leg Ramona Expressway	South Leg Evans Road	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Perris
N/S: Evans Road
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Evans Road			Westbound Ramona Expressway			Northbound Evans Road			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Evans Road			Westbound Ramona Expressway			Northbound Evans Road			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram AM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

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

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	188	189	41	4	1	45	69	7	0	76	1	310	311
07:15 AM	4	174	178	40	5	3	45	101	9	1	110	4	333	337
07:30 AM	2	192	194	42	4	1	46	92	11	0	103	1	343	344
07:45 AM	3	187	190	30	6	4	36	129	14	0	143	4	369	373
Total	10	741	751	153	19	9	172	391	41	1	432	10	1355	1365
08:00 AM	2	165	167	25	2	1	27	125	14	1	139	2	333	335
08:15 AM	1	179	180	39	3	2	42	90	12	0	102	2	324	326
08:30 AM	2	136	138	24	3	2	27	83	7	0	90	2	255	257
08:45 AM	0	125	125	23	7	2	30	69	12	2	81	4	236	240
Total	5	605	610	111	15	7	126	367	45	3	412	10	1148	1158
Grand Total	15	1346	1361	264	34	16	298	758	86	4	844	20	2503	2523
Apprch %	1.1	98.9		88.6	11.4			89.8	10.2					
Total %	0.6	53.8	54.4	10.5	1.4		11.9	30.3	3.4		33.7	0.8	99.2	
Passenger Vehicles	15	1289	1304	255	34		305	672	83		759	0	0	2368
% Passenger Vehicles	100	95.8	95.8	96.6	100	100	97.1	88.7	96.5	100	89.5	0	0	93.9
Large 2 Axle Vehicles	0	24	24	9	0		9	41	3		44	0	0	77
% Large 2 Axle Vehicles	0	1.8	1.8	3.4	0	0	2.9	5.4	3.5	0	5.2	0	0	3.1
3 Axle Vehicles	0	11	11	0	0		0	25	0		25	0	0	36
% 3 Axle Vehicles	0	0.8	0.8	0	0	0	0	3.3	0	0	2.9	0	0	1.4
4+ Axle Trucks	0	22	22	0	0		0	20	0		20	0	0	42
% 4+ Axle Trucks	0	1.6	1.6	0	0	0	0	2.6	0	0	2.4	0	0	1.7

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway 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 07:15 AM										
07:15 AM	**4**	174	178	40	5	45	101	9	110	333
07:30 AM	2	**192**	**194**	**42**	4	**46**	92	11	103	343
07:45 AM	3	187	190	30	**6**	36	**129**	**14**	**143**	**369**
08:00 AM	2	165	167	25	2	27	125	14	139	333
Total Volume	11	718	729	137	17	154	447	48	495	1378
% App. Total	1.5	98.5		89	11		90.3	9.7		
PHF	.688	.935	.939	.815	.708	.837	.866	.857	.865	.934

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City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram AM
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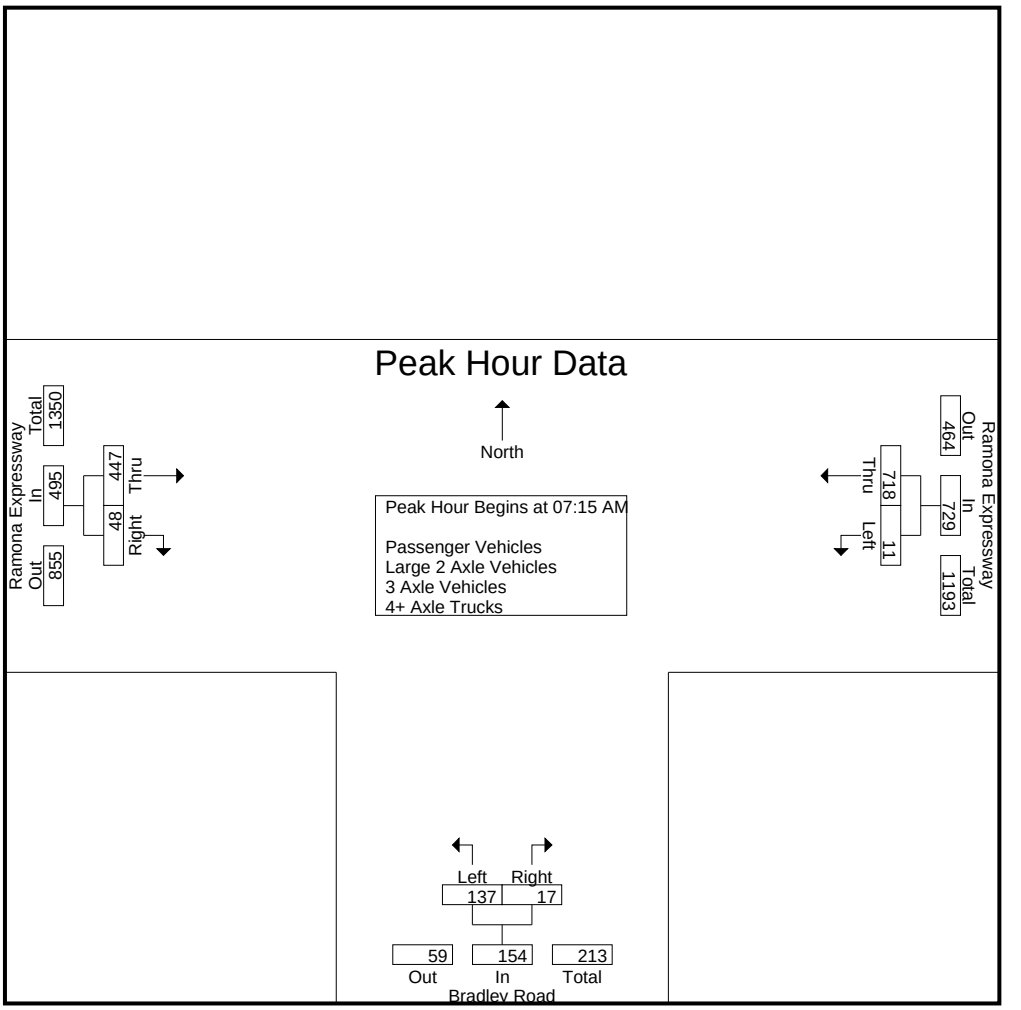

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	1	188	189	41	4	45	101	9	110
+15 mins.	**4**	174	178	40	5	45	92	11	103
+30 mins.	2	**192**	**194**	**42**	4	**46**	**129**	**14**	**143**
+45 mins.	3	187	190	30	**6**	36	125	14	139
Total Volume	10	741	751	153	19	172	447	48	495
% App. Total	1.3	98.7		89	11		90.3	9.7	
PHF	.625	.965	.968	.911	.792	.935	.866	.857	.865

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Groups Printed- Passenger Vehicles

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	183	184	40	4	1	44	55	7	0	62	1	290	291
07:15 AM	4	169	173	40	5	3	45	93	9	1	102	4	320	324
07:30 AM	2	184	186	40	4	1	44	84	11	0	95	1	325	326
07:45 AM	3	177	180	28	6	4	34	116	14	0	130	4	344	348
Total	10	713	723	148	19	9	167	348	41	1	389	10	1279	1289
08:00 AM	2	161	163	24	2	1	26	112	13	1	125	2	314	316
08:15 AM	1	173	174	38	3	2	41	83	11	0	94	2	309	311
08:30 AM	2	132	134	24	3	2	27	70	6	0	76	2	237	239
08:45 AM	0	110	110	21	7	2	28	59	12	2	71	4	209	213
Total	5	576	581	107	15	7	122	324	42	3	366	10	1069	1079
Grand Total	15	1289	1304	255	34	16	289	672	83	4	755	20	2348	2368
Apprch %	1.2	98.8		88.2	11.8			89	11					
Total %	0.6	54.9	55.5	10.9	1.4		12.3	28.6	3.5		32.2	0.8	99.2	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**4**	169	173	**40**	5	**45**	93	9	102	320
07:30 AM	2	**184**	**186**	40	4	44	84	11	95	325
07:45 AM	3	177	180	28	**6**	34	**116**	**14**	**130**	**344**
08:00 AM	2	161	163	24	2	26	112	13	125	314
Total Volume	11	691	702	132	17	149	405	47	452	1303
% App. Total	1.6	98.4		88.6	11.4		89.6	10.4		
PHF	.688	.939	.944	.825	.708	.828	.873	.839	.869	.947

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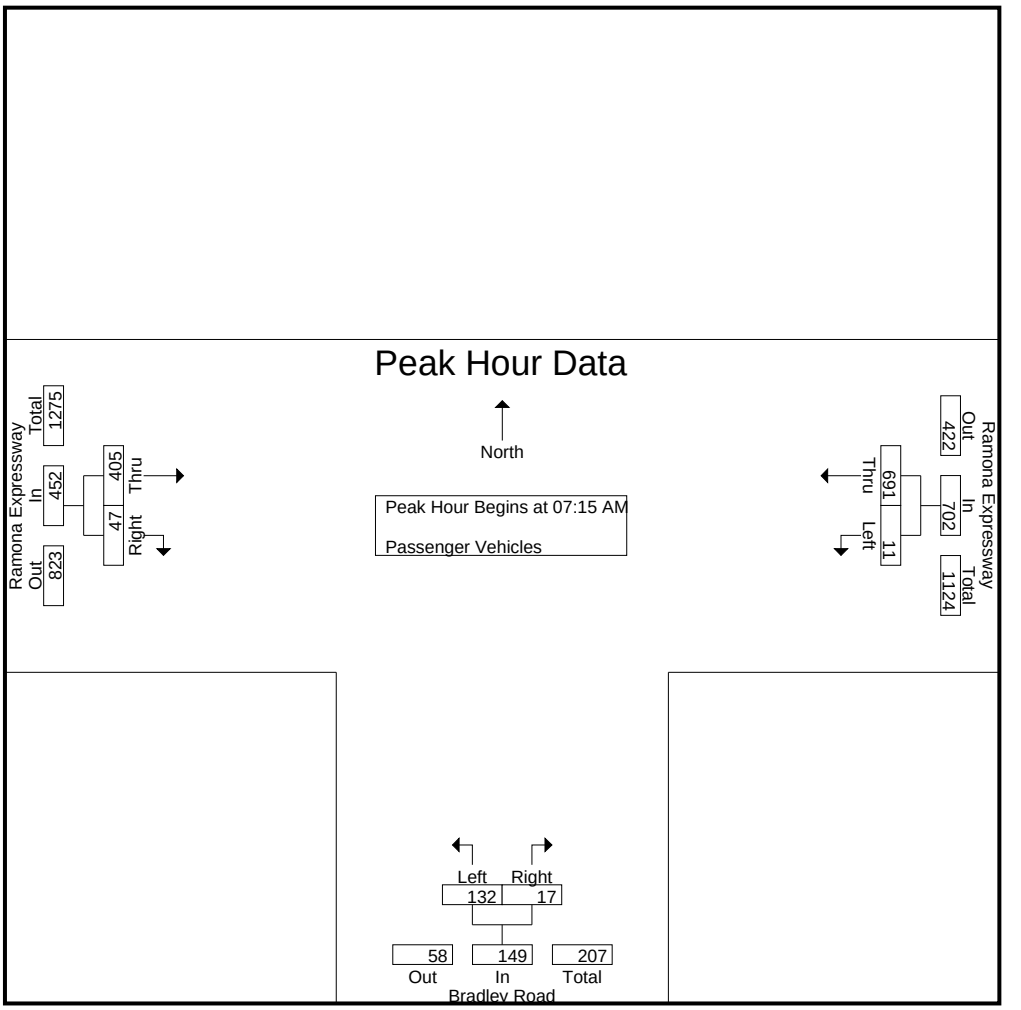

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**4**	169	173	**40**	5	**45**	93	9	102
+15 mins.	2	**184**	**186**	40	4	44	84	11	95
+30 mins.	3	177	180	28	**6**	34	**116**	**14**	**130**
+45 mins.	2	161	163	24	2	26	112	13	125
Total Volume	11	691	702	132	17	149	405	47	452
% App. Total	1.6	98.4		88.6	11.4		89.6	10.4	
PHF	.688	.939	.944	.825	.708	.828	.873	.839	.869

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Groups Printed- Large 2 Axle Vehicles

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	1	0	0	1	7	0	0	7	0	10	10
07:15 AM	0	4	4	0	0	0	0	2	0	0	2	0	6	6
07:30 AM	0	5	5	2	0	0	2	6	0	0	6	0	13	13
07:45 AM	0	6	6	2	0	0	2	9	0	0	9	0	17	17
Total	0	17	17	5	0	0	5	24	0	0	24	0	46	46
08:00 AM	0	2	2	1	0	0	1	3	1	0	4	0	7	7
08:15 AM	0	0	0	1	0	0	1	5	1	0	6	0	7	7
08:30 AM	0	3	3	0	0	0	0	6	1	0	7	0	10	10
08:45 AM	0	2	2	2	0	0	2	3	0	0	3	0	7	7
Total	0	7	7	4	0	0	4	17	3	0	20	0	31	31
Grand Total	0	24	24	9	0	0	9	41	3	0	44	0	77	77
Apprch %	0	100		100	0			93.2	6.8					
Total %	0	31.2	31.2	11.7	0		11.7	53.2	3.9		57.1	0	100	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	4	4	0	0	0	2	0	2	6
07:30 AM	0	5	5	**2**	0	**2**	6	0	6	13
07:45 AM	0	**6**	**6**	2	0	2	**9**	0	**9**	**17**
08:00 AM	0	2	2	1	0	1	3	**1**	4	7
Total Volume	0	17	17	5	0	5	20	1	21	43
% App. Total	0	100		100	0		95.2	4.8		
PHF	.000	.708	.708	.625	.000	.625	.556	.250	.583	.632

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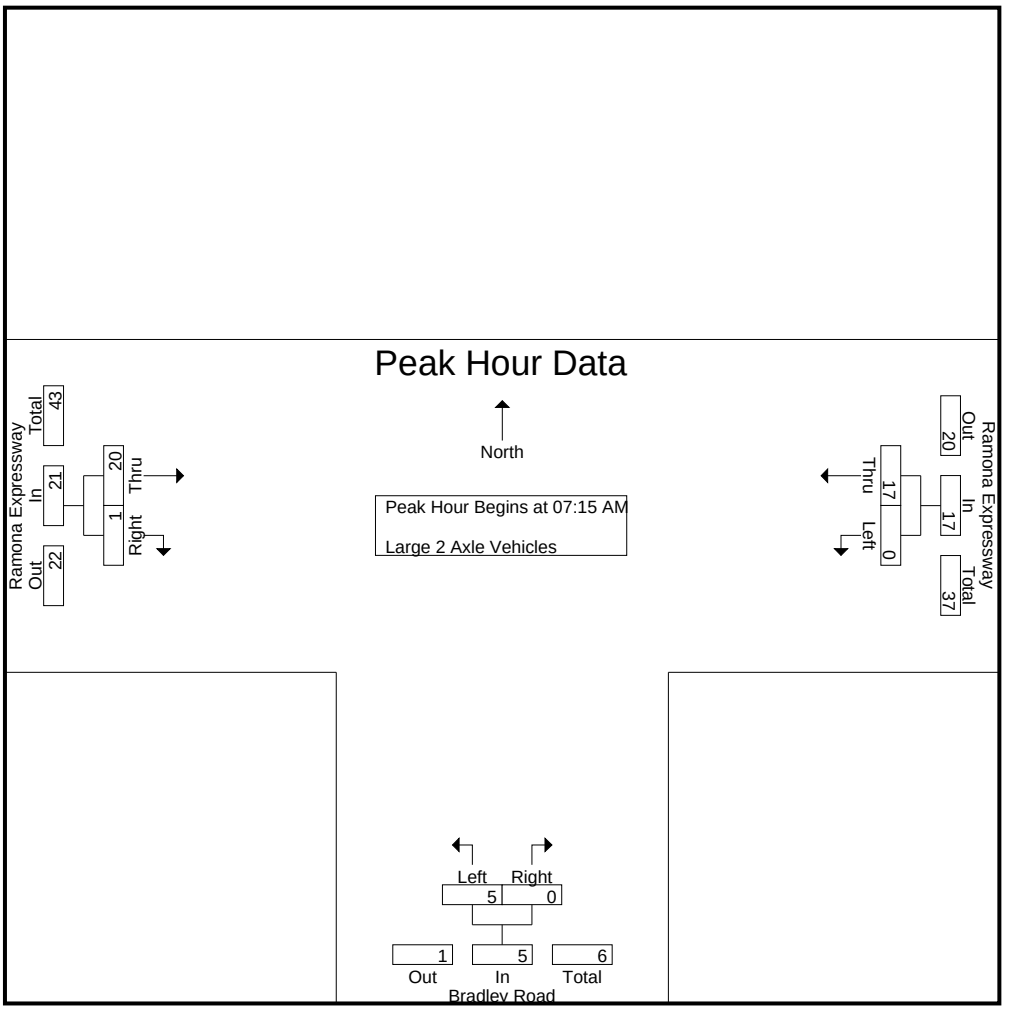

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	4	4	0	0	0	2	0	2
+15 mins.	0	5	5	**2**	0	**2**	6	0	6
+30 mins.	0	**6**	**6**	2	0	2	**9**	0	**9**
+45 mins.	0	2	2	1	0	1	3	**1**	4
Total Volume	0	17	17	5	0	5	20	1	21
% App. Total	0	100		100	0		95.2	4.8	
PHF	.000	.708	.708	.625	.000	.625	.556	.250	.583

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Groups Printed- 3 Axle Vehicles

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	5	0	0	5	0	6	6
07:15 AM	0	0	0	0	0	0	0	5	0	0	5	0	5	5
07:30 AM	0	2	2	0	0	0	0	1	0	0	1	0	3	3
07:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Total	0	3	3	0	0	0	0	14	0	0	14	0	17	17
08:00 AM	0	1	1	0	0	0	0	5	0	0	5	0	6	6
08:15 AM	0	2	2	0	0	0	0	1	0	0	1	0	3	3
08:30 AM	0	1	1	0	0	0	0	3	0	0	3	0	4	4
08:45 AM	0	4	4	0	0	0	0	2	0	0	2	0	6	6
Total	0	8	8	0	0	0	0	11	0	0	11	0	19	19
Grand Total	0	11	11	0	0	0	0	25	0	0	25	0	36	36
Apprch %	0	100		0	0			100	0					
Total %	0	30.6	30.6	0	0		0	69.4	0		69.4	0	100	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	**5**	0	**5**	5
07:30 AM	0	**2**	**2**	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	3	0	3	3
08:00 AM	0	1	1	0	0	0	5	0	5	**6**
Total Volume	0	3	3	0	0	0	14	0	14	17
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.700	.000	.700	.708

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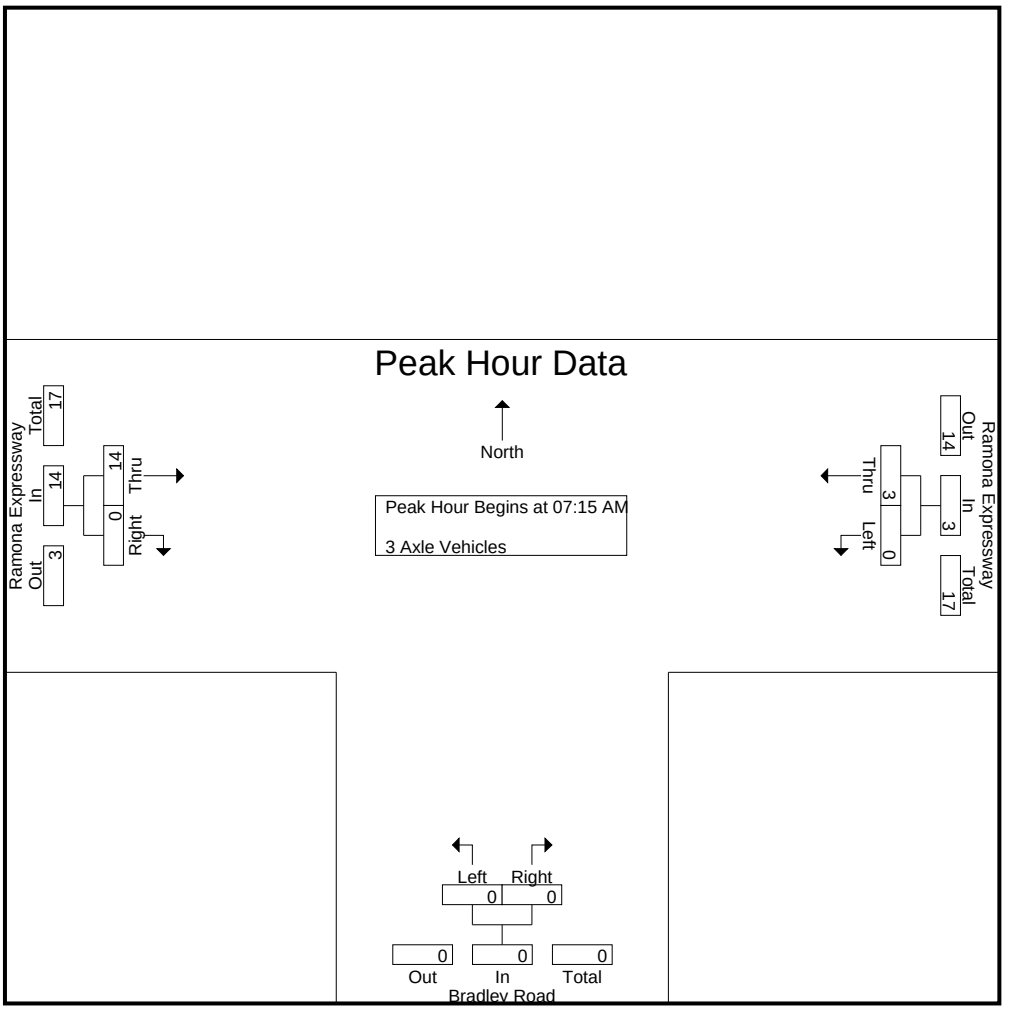

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	**5**	0	**5**
+15 mins.	0	**2**	**2**	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	3	0	3
+45 mins.	0	1	1	0	0	0	5	0	5
Total Volume	0	3	3	0	0	0	14	0	14
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.700	.000	.700

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Groups Printed- 4+ Axle Trucks

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	0	0	0	0	2	0	0	2	0	4	4
07:15 AM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
07:30 AM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
07:45 AM	0	4	4	0	0	0	0	1	0	0	1	0	5	5
Total	0	8	8	0	0	0	0	5	0	0	5	0	13	13
08:00 AM	0	1	1	0	0	0	0	5	0	0	5	0	6	6
08:15 AM	0	4	4	0	0	0	0	1	0	0	1	0	5	5
08:30 AM	0	0	0	0	0	0	0	4	0	0	4	0	4	4
08:45 AM	0	9	9	0	0	0	0	5	0	0	5	0	14	14
Total	0	14	14	0	0	0	0	15	0	0	15	0	29	29
Grand Total	0	22	22	0	0	0	0	20	0	0	20	0	42	42
Apprch %	0	100		0	0			100	0					
Total %	0	52.4	52.4	0	0		0	47.6	0		47.6	0	100	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	**4**	**4**	0	0	0	1	0	1	5
08:00 AM	0	1	1	0	0	0	**5**	0	**5**	**6**
Total Volume	0	7	7	0	0	0	8	0	8	15
% App. Total	0	100		0	0		100	0		
PHF	.000	.438	.438	.000	.000	.000	.400	.000	.400	.625

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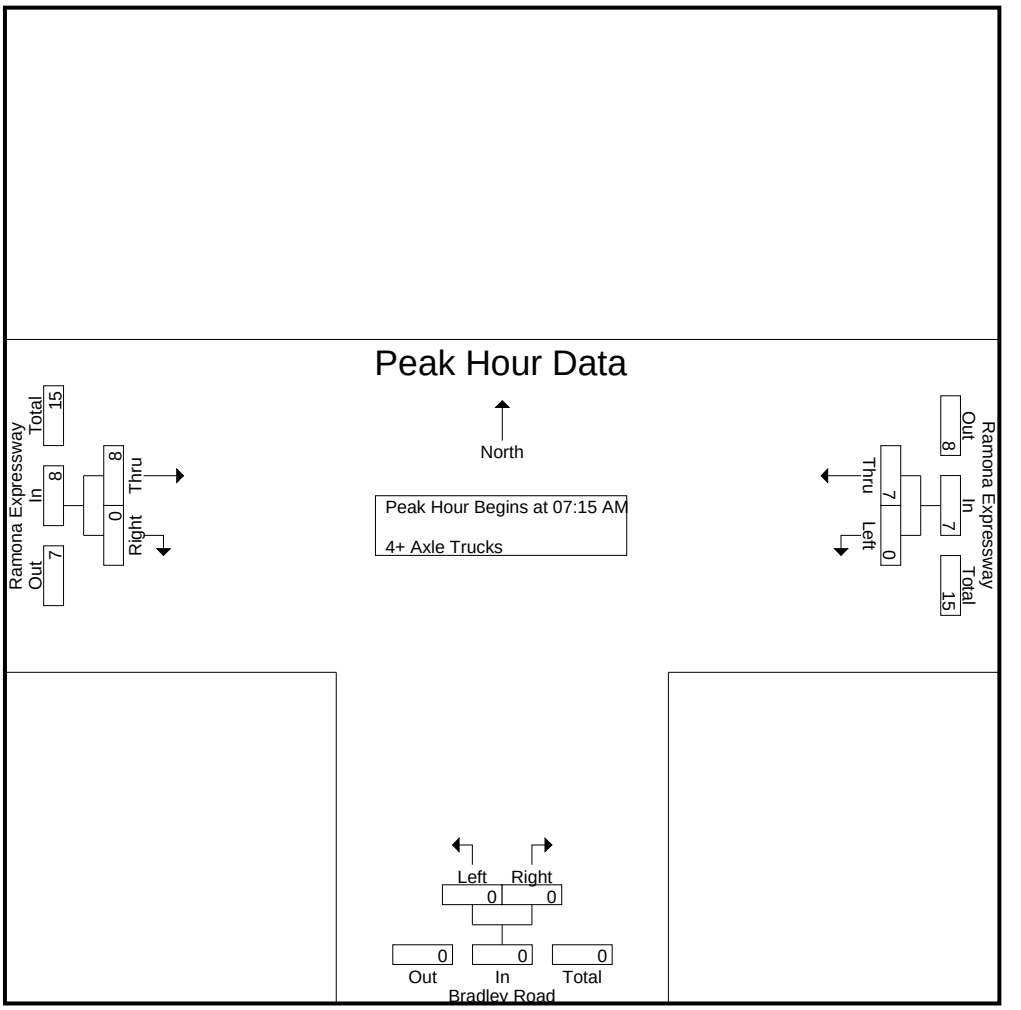

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	1	1	0	0	0	1	0	1
+30 mins.	0	**4**	**4**	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	**5**	0	**5**
Total Volume	0	7	7	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.438	.438	.000	.000	.000	.400	.000	.400

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

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	122	127	19	5	4	24	167	31	0	198	4	349	353
04:15 PM	4	141	145	21	4	1	25	181	34	0	215	1	385	386
04:30 PM	6	120	126	18	5	4	23	195	44	2	239	6	388	394
04:45 PM	6	120	126	20	3	2	23	248	38	2	286	4	435	439
Total	21	503	524	78	17	11	95	791	147	4	938	15	1557	1572
05:00 PM	6	115	121	19	6	2	25	162	46	2	208	4	354	358
05:15 PM	5	127	132	15	5	3	20	212	50	1	262	4	414	418
05:30 PM	9	152	161	33	5	2	38	188	35	1	223	3	422	425
05:45 PM	7	131	138	24	4	2	28	162	42	1	204	3	370	373
Total	27	525	552	91	20	9	111	724	173	5	897	14	1560	1574
Grand Total	48	1028	1076	169	37	20	206	1515	320	9	1835	29	3117	3146
Apprch %	4.5	95.5		82	18			82.6	17.4					
Total %	1.5	33	34.5	5.4	1.2		6.6	48.6	10.3		58.9	0.9	99.1	
Passenger Vehicles	47	978	1025	164	35		217	1465	314		1788	0	0	3030
% Passenger Vehicles	97.9	95.1	95.3	97	94.6	90	96	96.7	98.1	100	97	0	0	96.3
Large 2 Axle Vehicles	1	24	25	5	2		9	33	5		38	0	0	72
% Large 2 Axle Vehicles	2.1	2.3	2.3	3	5.4	10	4	2.2	1.6	0	2.1	0	0	2.3
3 Axle Vehicles	0	12	12	0	0		0	8	1		9	0	0	21
% 3 Axle Vehicles	0	1.2	1.1	0	0	0	0	0.5	0.3	0	0.5	0	0	0.7
4+ Axle Trucks	0	14	14	0	0		0	9	0		9	0	0	23
% 4+ Axle Trucks	0	1.4	1.3	0	0	0	0	0.6	0	0	0.5	0	0	0.7

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway 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 04:45 PM										
04:45 PM	6	120	126	20	3	23	**248**	38	**286**	**435**
05:00 PM	6	115	121	19	**6**	25	162	46	208	354
05:15 PM	5	127	132	15	5	20	212	**50**	262	414
05:30 PM	**9**	**152**	**161**	**33**	5	**38**	188	35	223	422
Total Volume	26	514	540	87	19	106	810	169	979	1625
% App. Total	4.8	95.2		82.1	17.9		82.7	17.3		
PHF	.722	.845	.839	.659	.792	.697	.817	.845	.856	.934

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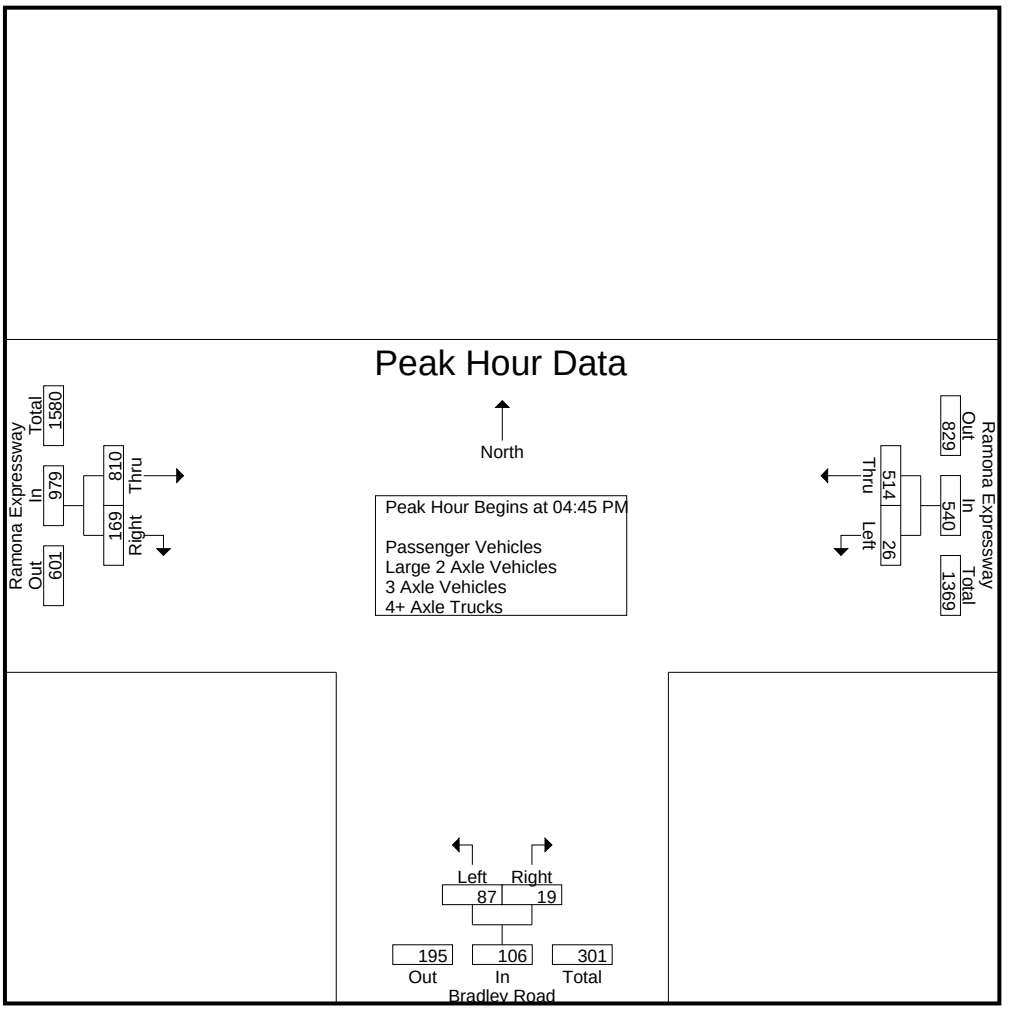
City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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

	05:00 PM			05:00 PM			04:30 PM		
+0 mins.	6	115	121	19	**6**	25	195	44	239
+15 mins.	5	127	132	15	5	20	**248**	38	**286**
+30 mins.	**9**	**152**	**161**	**33**	5	**38**	162	46	208
+45 mins.	7	131	138	24	4	28	212	**50**	262
Total Volume	27	525	552	91	20	111	817	178	995
% App. Total	4.9	95.1		82	18		82.1	17.9	
PHF	.750	.863	.857	.689	.833	.730	.824	.890	.870

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File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
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Groups Printed- Passenger Vehicles

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	116	120	18	5	4	23	163	31	0	194	4	337	341
04:15 PM	4	128	132	20	4	1	24	177	34	0	211	1	367	368
04:30 PM	6	117	123	18	3	2	21	187	44	2	231	4	375	379
04:45 PM	6	115	121	19	3	2	22	237	37	2	274	4	417	421
Total	20	476	496	75	15	9	90	764	146	4	910	13	1496	1509
05:00 PM	6	109	115	19	6	2	25	158	45	2	203	4	343	347
05:15 PM	5	122	127	15	5	3	20	205	48	1	253	4	400	404
05:30 PM	9	147	156	31	5	2	36	184	33	1	217	3	409	412
05:45 PM	7	124	131	24	4	2	28	154	42	1	196	3	355	358
Total	27	502	529	89	20	9	109	701	168	5	869	14	1507	1521
Grand Total	47	978	1025	164	35	18	199	1465	314	9	1779	27	3003	3030
Apprch %	4.6	95.4		82.4	17.6			82.3	17.7					
Total %	1.6	32.6	34.1	5.5	1.2		6.6	48.8	10.5		59.2	0.9	99.1	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	6	115	121	19	3	22	**237**	37	**274**	**417**
05:00 PM	6	109	115	19	**6**	25	158	45	203	343
05:15 PM	5	122	127	15	5	20	205	**48**	253	400
05:30 PM	**9**	**147**	**156**	**31**	5	**36**	184	33	217	409
Total Volume	26	493	519	84	19	103	784	163	947	1569
% App. Total	5	95		81.6	18.4		82.8	17.2		
PHF	.722	.838	.832	.677	.792	.715	.827	.849	.864	.941

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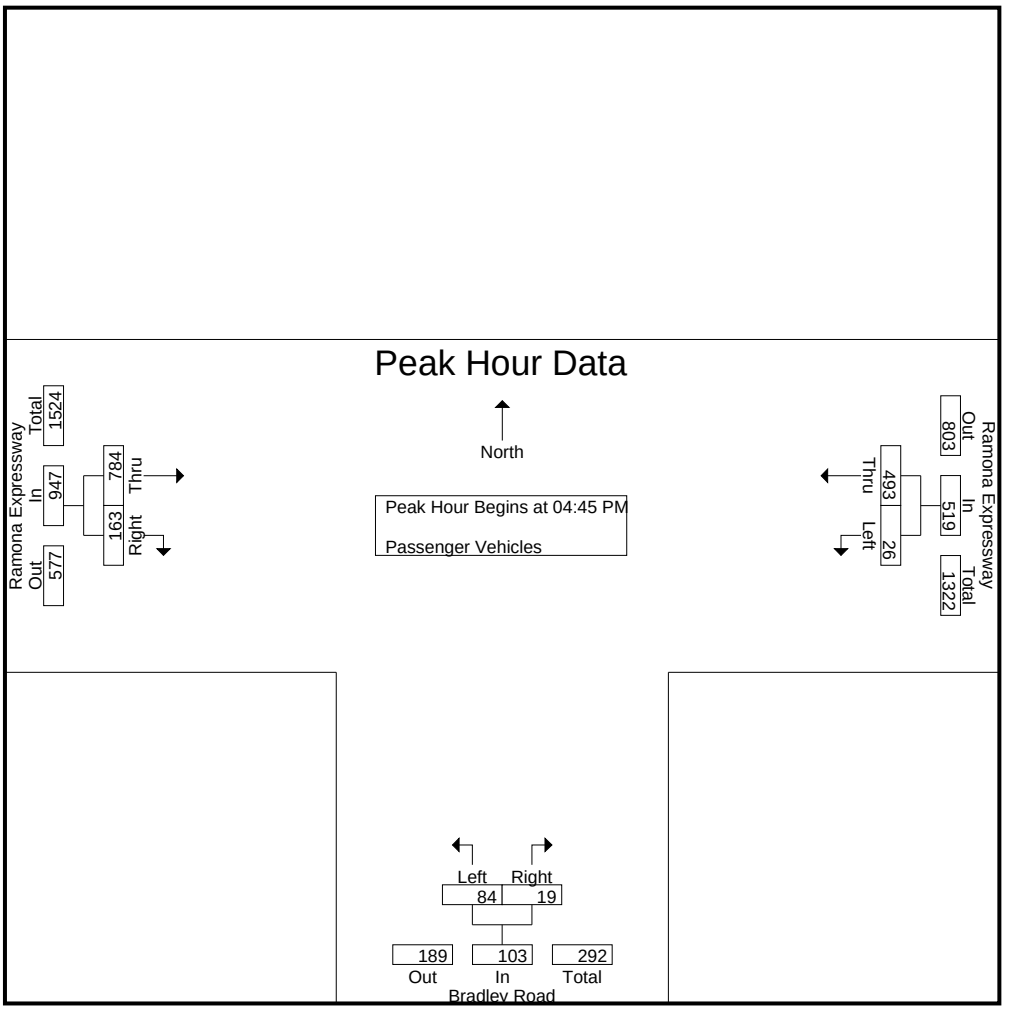
City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	6	115	121	19	3	22	**237**	37	**274**
+15 mins.	6	109	115	19	**6**	25	158	45	203
+30 mins.	5	122	127	15	5	20	205	**48**	253
+45 mins.	**9**	**147**	**156**	**31**	5	**36**	184	33	217
Total Volume	26	493	519	84	19	103	784	163	947
% App. Total	5	95		81.6	18.4		82.8	17.2	
PHF	.722	.838	.832	.677	.792	.715	.827	.849	.864

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City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	3	4	1	0	0	1	2	0	0	2	0	7	7
04:15 PM	0	7	7	1	0	0	1	3	0	0	3	0	11	11
04:30 PM	0	2	2	0	2	2	2	5	0	0	5	2	9	11
04:45 PM	0	2	2	1	0	0	1	6	1	0	7	0	10	10
Total	1	14	15	3	2	2	5	16	1	0	17	2	37	39
05:00 PM	0	3	3	0	0	0	0	3	1	0	4	0	7	7
05:15 PM	0	2	2	0	0	0	0	6	2	0	8	0	10	10
05:30 PM	0	2	2	2	0	0	2	1	1	0	2	0	6	6
05:45 PM	0	3	3	0	0	0	0	7	0	0	7	0	10	10
Total	0	10	10	2	0	0	2	17	4	0	21	0	33	33
Grand Total	1	24	25	5	2	2	7	33	5	0	38	2	70	72
Apprch %	4	96		71.4	28.6			86.8	13.2					
Total %	1.4	34.3	35.7	7.1	2.9		10	47.1	7.1		54.3	2.8	97.2	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	2	2	1	0	1	**6**	1	7	**10**
05:00 PM	0	**3**	**3**	0	0	0	3	1	4	7
05:15 PM	0	2	2	0	0	0	6	**2**	**8**	10
05:30 PM	0	2	2	**2**	0	**2**	1	1	2	6
Total Volume	0	9	9	3	0	3	16	5	21	33
% App. Total	0	100		100	0		76.2	23.8		
PHF	.000	.750	.750	.375	.000	.375	.667	.625	.656	.825

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File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
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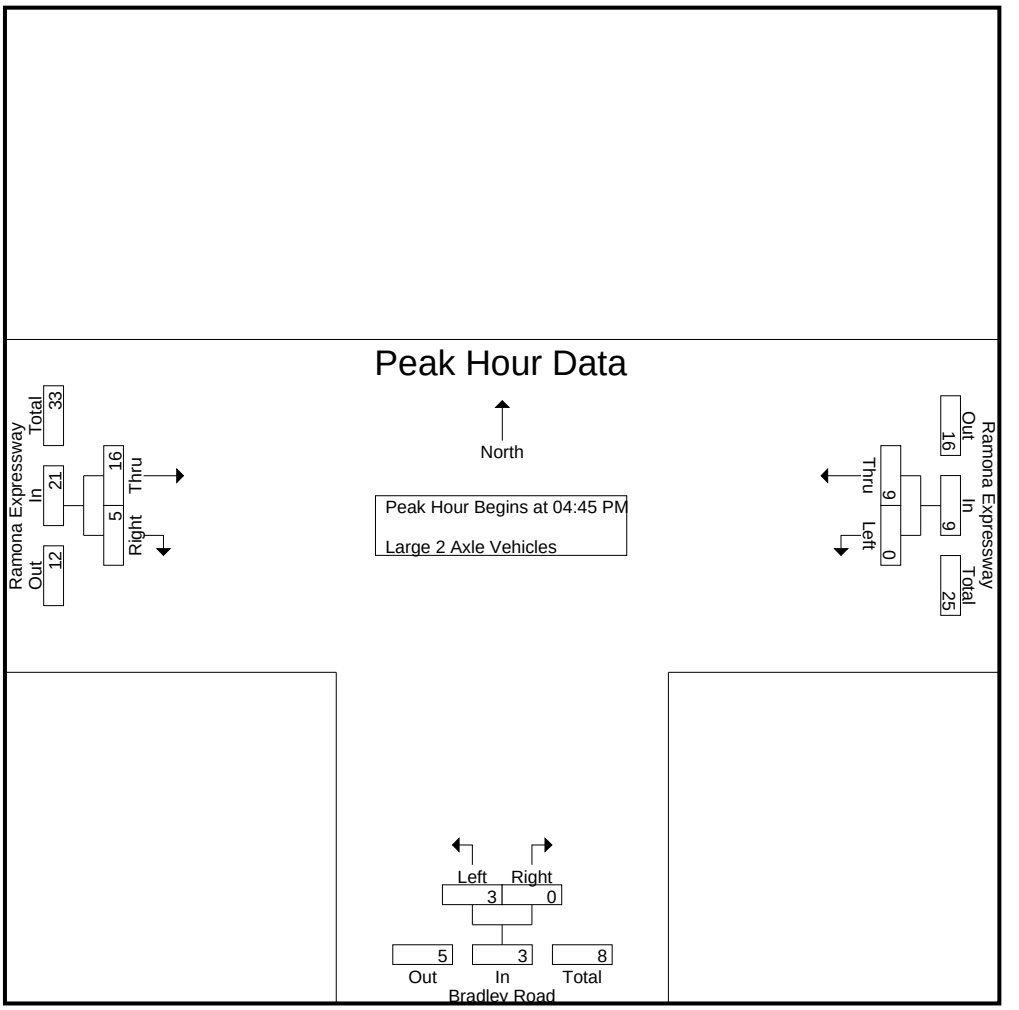

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	2	2	1	0	1	**6**	1	7
+15 mins.	0	**3**	**3**	0	0	0	3	1	4
+30 mins.	0	2	2	0	0	0	6	**2**	**8**
+45 mins.	0	2	2	**2**	0	**2**	1	1	2
Total Volume	0	9	9	3	0	3	16	5	21
% App. Total	0	100		100	0		76.2	23.8	
PHF	.000	.750	.750	.375	.000	.375	.667	.625	.656

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City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
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Groups Printed- 3 Axle Vehicles

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	3	0	0	0	0	1	0	0	1	0	4	4
04:15 PM	0	3	3	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	2	2
04:45 PM	0	2	2	0	0	0	0	2	0	0	2	0	4	4
Total	0	8	8	0	0	0	0	5	0	0	5	0	13	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:30 PM	0	1	1	0	0	0	0	2	1	0	3	0	4	4
05:45 PM	0	3	3	0	0	0	0	0	0	0	0	0	3	3
Total	0	4	4	0	0	0	0	3	1	0	4	0	8	8
Grand Total	0	12	12	0	0	0	0	8	1	0	9	0	21	21
Apprch %	0	100		0	0			88.9	11.1					
Total %	0	57.1	57.1	0	0		0	38.1	4.8		42.9	0	100	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	**2**	**2**	0	0	0	**2**	0	2	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	1	0	0	0	2	**1**	**3**	4
Total Volume	0	3	3	0	0	0	5	1	6	9
% App. Total	0	100		0	0		83.3	16.7		
PHF	.000	.375	.375	.000	.000	.000	.625	.250	.500	.563

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E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
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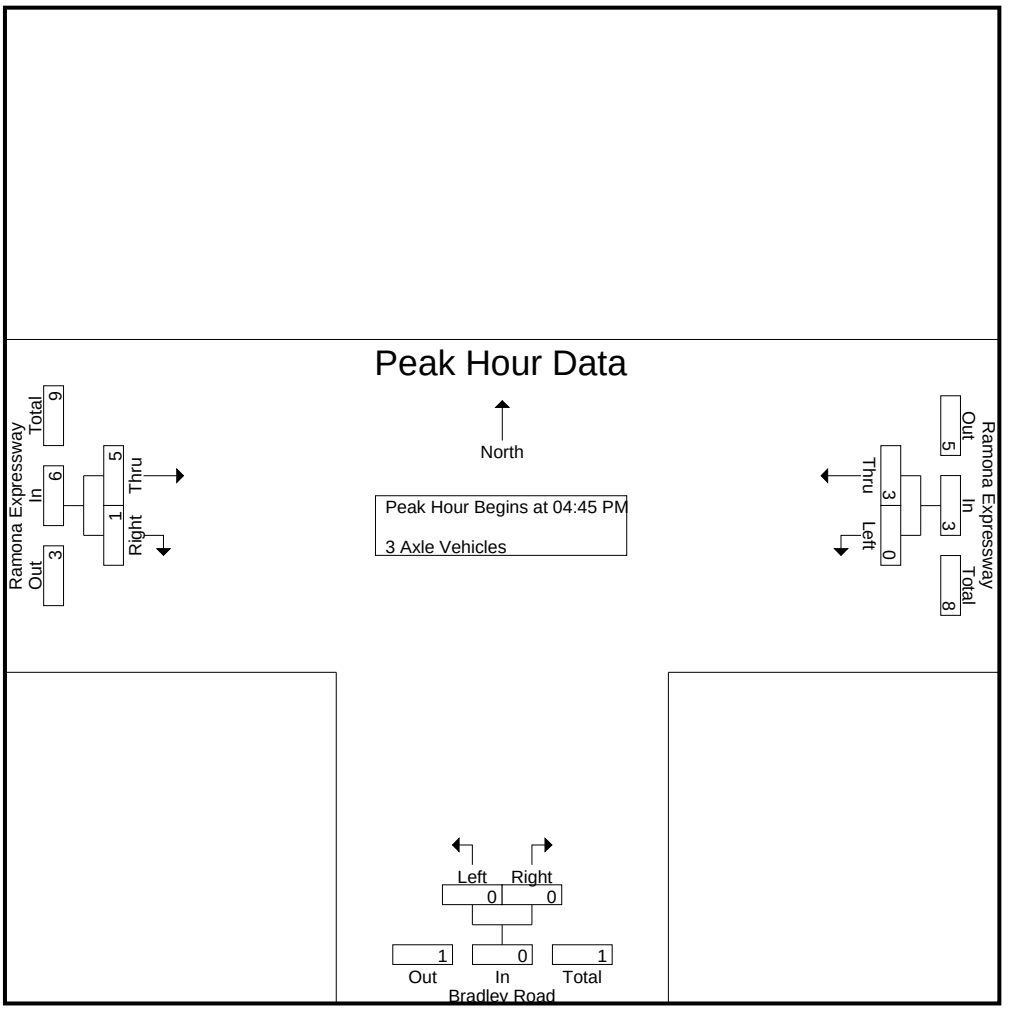

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	**2**	**2**	0	0	0	**2**	0	2
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	2	**1**	**3**
Total Volume	0	3	3	0	0	0	5	1	6
% App. Total	0	100		0	0		83.3	16.7	
PHF	.000	.375	.375	.000	.000	.000	.625	.250	.500

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City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
Start Date : 6/8/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Ramona Expressway Westbound			Bradley Road Northbound				Ramona Expressway Eastbound						
Start Time	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	3	3	0	0	0	0	1	0	0	1	0	4	4
04:30 PM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	0	1	1	0	0	0	0	3	0	0	3	0	4	4
Total	0	5	5	0	0	0	0	6	0	0	6	0	11	11
05:00 PM	0	3	3	0	0	0	0	1	0	0	1	0	4	4
05:15 PM	0	3	3	0	0	0	0	0	0	0	0	0	3	3
05:30 PM	0	2	2	0	0	0	0	1	0	0	1	0	3	3
05:45 PM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
Total	0	9	9	0	0	0	0	3	0	0	3	0	12	12
Grand Total	0	14	14	0	0	0	0	9	0	0	9	0	23	23
Apprch %	0	100		0	0			100	0					
Total %	0	60.9	60.9	0	0		0	39.1	0		39.1	0	100	

	Ramona Expressway Westbound			Bradley Road Northbound			Ramona Expressway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	1	1	0	0	0	**3**	0	**3**	**4**
05:00 PM	0	**3**	**3**	0	0	0	1	0	1	4
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	2	2	0	0	0	1	0	1	3
Total Volume	0	9	9	0	0	0	5	0	5	14
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.417	.000	.417	.875

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City of Perris
N/S: Bradley Road
E/W: Ramona Expressway
Weather: Clear

File Name : 19_PER_Bradl_Ram PM
Site Code : 05122445
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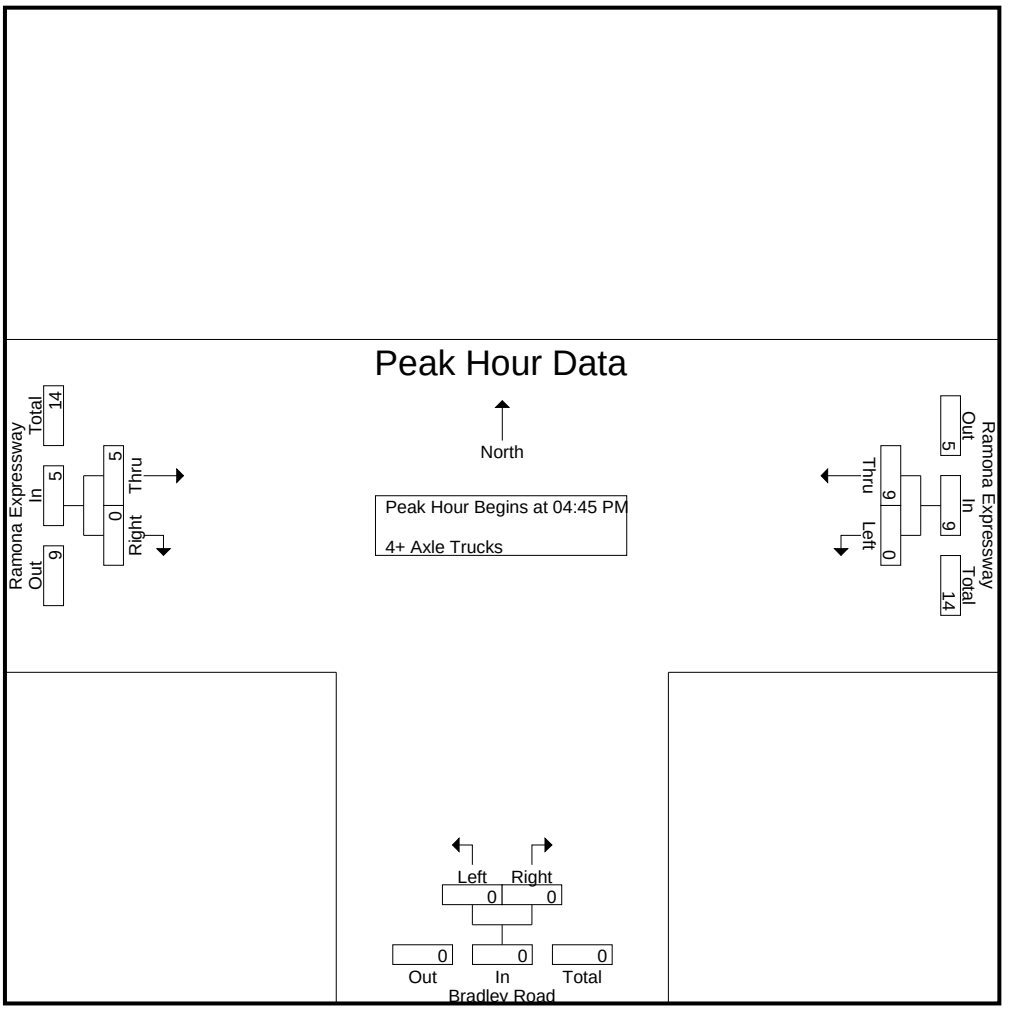

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	1	1	0	0	0	**3**	0	**3**
+15 mins.	0	**3**	**3**	0	0	0	1	0	1
+30 mins.	0	3	3	0	0	0	0	0	0
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	9	9	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.417	.000	.417

Location: Perris
N/S: Bradley Road
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Ramona Expressway	South Leg Bradley Road	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	0	3

	North Leg Dead End	East Leg Ramona Expressway	South Leg Bradley Road	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Perris
N/S: Bradley Road
E/W: Ramona Expressway

Date: 6/8/2022
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Ramona Expressway			Northbound Bradley Road			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

	Southbound Dead End			Westbound Ramona Expressway			Northbound Bradley Road			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona AM
Site Code : 05122305
Start Date : 4/6/2022
Page No : 1

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

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	17	49	31	22	97	17	222	35	6	274	53	186	26	16	265	70	136	24	16	230	60	866	926
07:15 AM	26	79	29	13	134	31	217	34	4	282	52	286	21	13	359	60	125	12	3	197	33	972	1005
07:30 AM	22	75	27	20	124	28	232	53	9	313	48	232	12	9	292	96	148	18	15	262	53	991	1044
07:45 AM	33	124	32	15	189	33	213	48	8	294	63	141	7	6	211	62	135	34	25	231	54	925	979
Total	98	327	119	70	544	109	884	170	27	1163	216	845	66	44	1127	288	544	88	59	920	200	3754	3954
08:00 AM	36	78	37	16	151	27	223	44	1	294	64	116	7	4	187	50	145	21	0	216	21	848	869
08:15 AM	34	91	45	11	170	23	195	41	11	259	75	133	20	12	228	43	138	30	21	211	55	868	923
08:30 AM	41	80	38	10	159	32	194	27	2	253	55	93	15	6	163	55	147	28	12	230	30	805	835
08:45 AM	24	52	25	10	101	29	154	14	2	197	56	71	18	7	145	61	130	28	5	219	24	662	686
Total	135	301	145	47	581	111	766	126	16	1003	250	413	60	29	723	209	560	107	38	876	130	3183	3313
Grand Total	233	628	264	117	1125	220	1650	296	43	2166	466	1258	126	73	1850	497	1104	195	97	1796	330	6937	7267
Apprch %	20.7	55.8	23.5			10.2	76.2	13.7			25.2	68	6.8			27.7	61.5	10.9					
Total %	3.4	9.1	3.8		16.2	3.2	23.8	4.3		31.2	6.7	18.1	1.8		26.7	7.2	15.9	2.8		25.9	4.5	95.5	
Passenger Vehicles	218	573	226		1123	210	1586	278		2115	424	1213	121		1830	436	1017	160		1698	0	0	6766
% Passenger Vehicles	93.6	91.2	85.6	90.6	90.4	95.5	96.1	93.9	95.3	95.7	91	96.4	96	98.6	95.2	87.7	92.1	82.1	87.6	89.7	0	0	93.1
Large 2 Axle Vehicles	7	32	16		60	7	26	5		39	22	30	4		57	28	26	15		76	0	0	232
% Large 2 Axle Vehicles	3	5.1	6.1	4.3	4.8	3.2	1.6	1.7	2.3	1.8	4.7	2.4	3.2	1.4	3	5.6	2.4	7.7	7.2	4	0	0	3.2
3 Axle Vehicles	5	3	2		11	0	11	4		16	5	3	1		9	6	13	3		22	0	0	58
% 3 Axle Vehicles	2.1	0.5	0.8	0.9	0.9	0	0.7	1.4	2.3	0.7	1.1	0.2	0.8	0	0.5	1.2	1.2	1.5	0	1.2	0	0	0.8
4+ Axle Trucks	3	20	20		48	3	27	9		39	15	12	0		27	27	48	17		97	0	0	211
% 4+ Axle Trucks	1.3	3.2	7.6	4.3	3.9	1.4	1.6	3	0	1.8	3.2	1	0	0	1.4	5.4	4.3	8.7	5.2	5.1	0	0	2.9

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	17	49	31	97	17	222	35	274	53	186	**26**	265	70	136	24	230	866
07:15 AM	26	79	29	134	31	217	34	282	52	**286**	21	**359**	60	125	12	197	972
07:30 AM	22	75	27	124	28	**232**	**53**	**313**	48	232	12	292	**96**	**148**	18	**262**	**991**
07:45 AM	**33**	**124**	**32**	**189**	**33**	213	48	294	**63**	141	7	211	62	135	**34**	231	925
Total Volume	98	327	119	544	109	884	170	1163	216	845	66	1127	288	544	88	920	3754
% App. Total	18	60.1	21.9		9.4	76	14.6		19.2	75	5.9		31.3	59.1	9.6		
PHF	.742	.659	.930	.720	.826	.953	.802	.929	.857	.739	.635	.785	.750	.919	.647	.878	.947

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City of Perris
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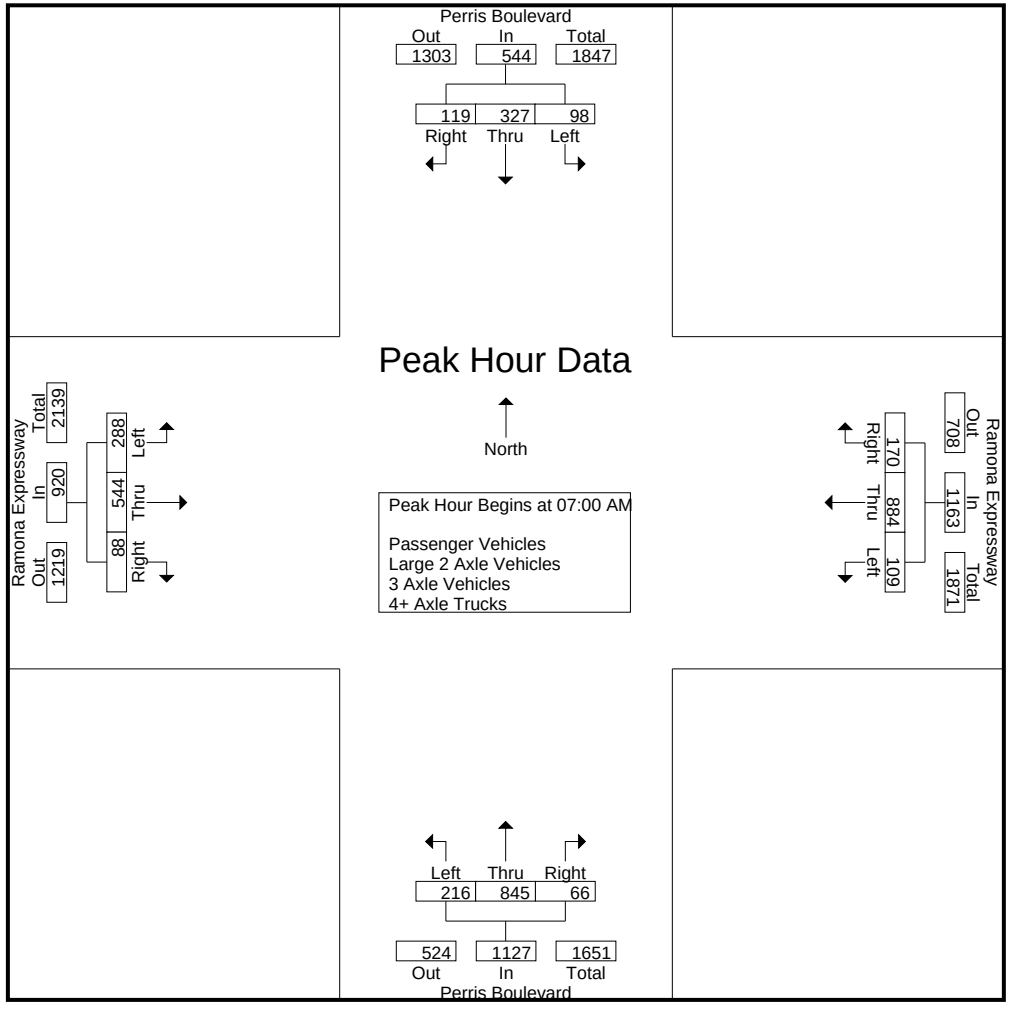
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona AM
Site Code : 05122305
Start Date : 4/6/2022
Page No : 2



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Start Date : 4/6/2022

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:45 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	33	**124**	32	**189**	31	217	34	282	53	186	**26**	265	70	136	24	230	
+15 mins.	36	78	37	151	28	**232**	**53**	**313**	52	**286**	21	**359**	60	125	12	197	
+30 mins.	34	91	**45**	170	**33**	213	48	294	48	232	12	292	**96**	**148**	18	**262**	
+45 mins.	**41**	80	38	159	27	223	44	294	**63**	141	7	211	62	135	**34**	231	
Total Volume	144	373	152	669	119	885	179	1183	216	845	66	1127	288	544	88	920	
% App. Total	21.5	55.8	22.7		10.1	74.8	15.1		19.2	75	5.9		31.3	59.1	9.6		
PHF	.878	.752	.844	.885	.902	.954	.844	.945	.857	.739	.635	.785	.750	.919	.647	.878	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	17	46	25	19	88	17	215	31	6	263	49	179	25	16	253	62	127	19	12	208	53	812	865
07:15 AM	24	73	26	12	123	31	210	32	4	273	48	280	20	13	348	52	113	10	2	175	31	919	950
07:30 AM	21	68	24	19	113	27	228	51	9	306	43	229	12	9	284	84	138	16	13	238	50	941	991
07:45 AM	30	119	29	13	178	32	204	45	8	281	59	139	7	6	205	57	132	31	25	220	52	884	936
Total	92	306	104	63	502	107	857	159	27	1123	199	827	64	44	1090	255	510	76	52	841	186	3556	3742
08:00 AM	35	70	33	15	138	24	208	41	1	273	54	113	7	4	174	45	133	16	0	194	20	779	799
08:15 AM	31	81	39	9	151	20	181	38	9	239	71	122	17	11	210	36	124	24	19	184	48	784	832
08:30 AM	37	68	31	9	136	31	190	26	2	247	48	86	15	6	149	49	138	19	9	206	26	738	764
08:45 AM	23	48	19	10	90	28	150	14	2	192	52	65	18	7	135	51	112	25	5	188	24	605	629
Total	126	267	122	43	515	103	729	119	14	951	225	386	57	28	668	181	507	84	33	772	118	2906	3024
Grand Total	218	573	226	106	1017	210	1586	278	41	2074	424	1213	121	72	1758	436	1017	160	85	1613	304	6462	6766
Apprch %	21.4	56.3	22.2			10.1	76.5	13.4			24.1	69	6.9			27	63.1	9.9					
Total %	3.4	8.9	3.5		15.7	3.2	24.5	4.3		32.1	6.6	18.8	1.9		27.2	6.7	15.7	2.5		25	4.5	95.5	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	17	46	25	88	17	215	31	263	49	179	**25**	253	62	127	19	208	812
07:15 AM	24	73	26	123	31	210	32	273	48	**280**	20	**348**	52	113	10	175	919
07:30 AM	21	68	24	113	27	**228**	**51**	**306**	43	229	12	284	**84**	**138**	16	**238**	**941**
07:45 AM	**30**	**119**	**29**	**178**	**32**	204	45	281	**59**	139	7	205	57	132	**31**	220	884
Total Volume	92	306	104	502	107	857	159	1123	199	827	64	1090	255	510	76	841	3556
% App. Total	18.3	61	20.7		9.5	76.3	14.2		18.3	75.9	5.9		30.3	60.6	9		
PHF	.767	.643	.897	.705	.836	.940	.779	.917	.843	.738	.640	.783	.759	.924	.613	.883	.945

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Site Code : 05122305
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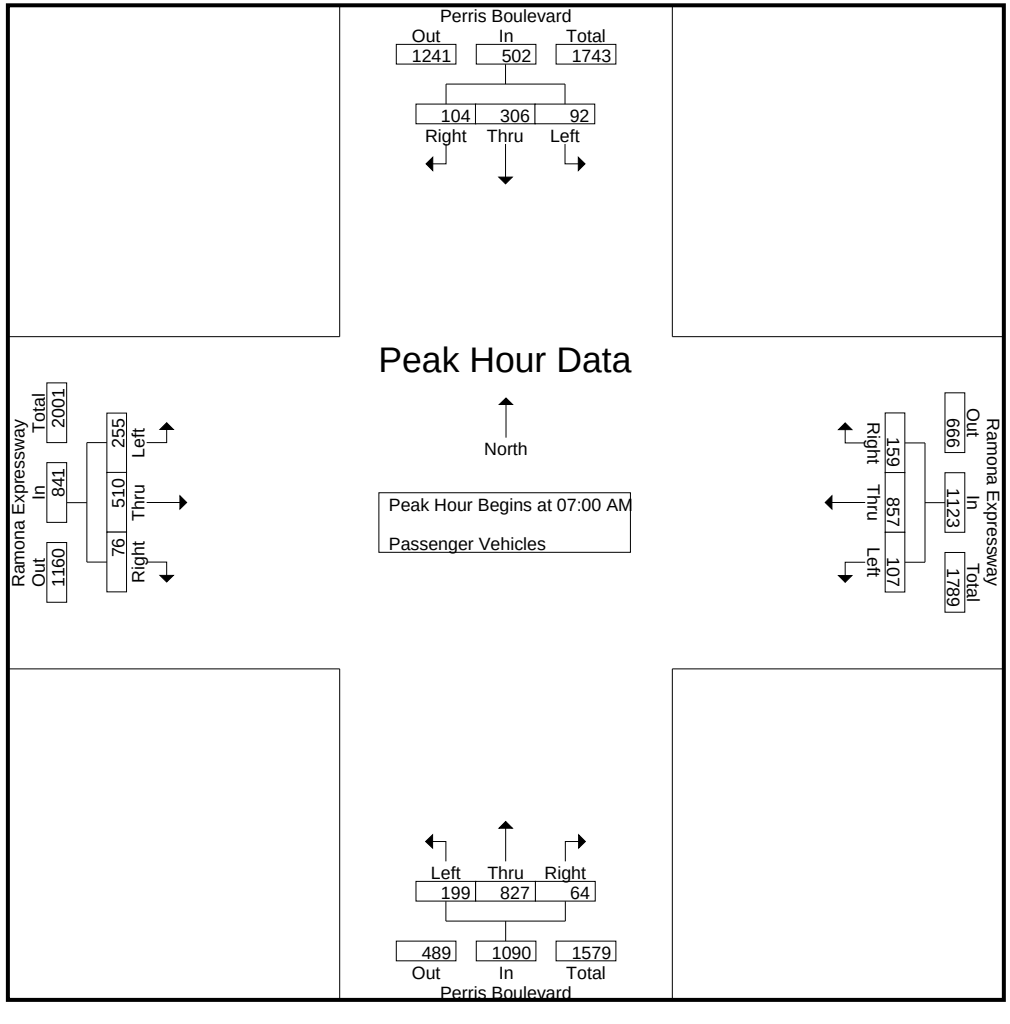
Page No : 2



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	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	17	46	25	88	17	215	31	263	49	179	**25**	253	62	127	19	208	
+15 mins.	24	73	26	123	31	210	32	273	48	**280**	20	**348**	52	113	10	175	
+30 mins.	21	68	24	113	27	**228**	**51**	**306**	43	229	12	284	**84**	**138**	16	**238**	
+45 mins.	**30**	**119**	**29**	**178**	**32**	204	45	281	**59**	139	7	205	57	132	**31**	220	
Total Volume	92	306	104	502	107	857	159	1123	199	827	64	1090	255	510	76	841	
% App. Total	18.3	61	20.7		9.5	76.3	14.2		18.3	75.9	5.9		30.3	60.6	9		
PHF	.767	.643	.897	.705	.836	.940	.779	.917	.843	.738	.640	.783	.759	.924	.613	.883	

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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	3	1	5	0	2	1	0	3	3	3	1	0	7	2	4	4	4	10	5	25	30
07:15 AM	1	4	2	0	7	0	3	1	0	4	3	4	0	0	7	3	5	1	0	9	0	27	27
07:30 AM	1	4	1	0	6	0	1	0	0	1	2	2	0	0	4	11	5	1	1	17	1	28	29
07:45 AM	1	2	2	2	5	1	4	0	0	5	3	2	0	0	5	1	2	0	0	3	2	18	20
Total	3	12	8	3	23	1	10	2	0	13	11	11	1	0	23	17	16	6	5	39	8	98	106
08:00 AM	1	3	2	0	6	2	8	1	0	11	8	2	0	0	10	2	3	2	0	7	0	34	34
08:15 AM	1	7	2	1	10	3	6	2	1	11	1	10	3	1	14	4	3	3	1	10	4	45	49
08:30 AM	2	7	3	1	12	0	2	0	0	2	2	5	0	0	7	3	0	4	1	7	2	28	30
08:45 AM	0	3	1	0	4	1	0	0	0	1	0	2	0	0	2	2	4	0	0	6	0	13	13
Total	4	20	8	2	32	6	16	3	1	25	11	19	3	1	33	11	10	9	2	30	6	120	126
Grand Total	7	32	16	5	55	7	26	5	1	38	22	30	4	1	56	28	26	15	7	69	14	218	232
Apprch %	12.7	58.2	29.1			18.4	68.4	13.2			39.3	53.6	7.1			40.6	37.7	21.7					
Total %	3.2	14.7	7.3		25.2	3.2	11.9	2.3		17.4	10.1	13.8	1.8		25.7	12.8	11.9	6.9		31.7	6	94	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**3**	5	0	2	**1**	3	**3**	3	**1**	**7**	2	4	**4**	10	25
07:15 AM	**1**	**4**	2	**7**	0	3	1	4	3	**4**	0	7	3	**5**	1	9	27
07:30 AM	1	4	1	6	0	1	0	1	2	2	0	4	**11**	5	1	**17**	**28**
07:45 AM	1	2	2	5	**1**	**4**	0	**5**	3	2	0	5	1	2	0	3	18
Total Volume	3	12	8	23	1	10	2	13	11	11	1	23	17	16	6	39	98
% App. Total	13	52.2	34.8		7.7	76.9	15.4		47.8	47.8	4.3		43.6	41	15.4		
PHF	.750	.750	.667	.821	.250	.625	.500	.650	.917	.688	.250	.821	.386	.800	.375	.574	.875

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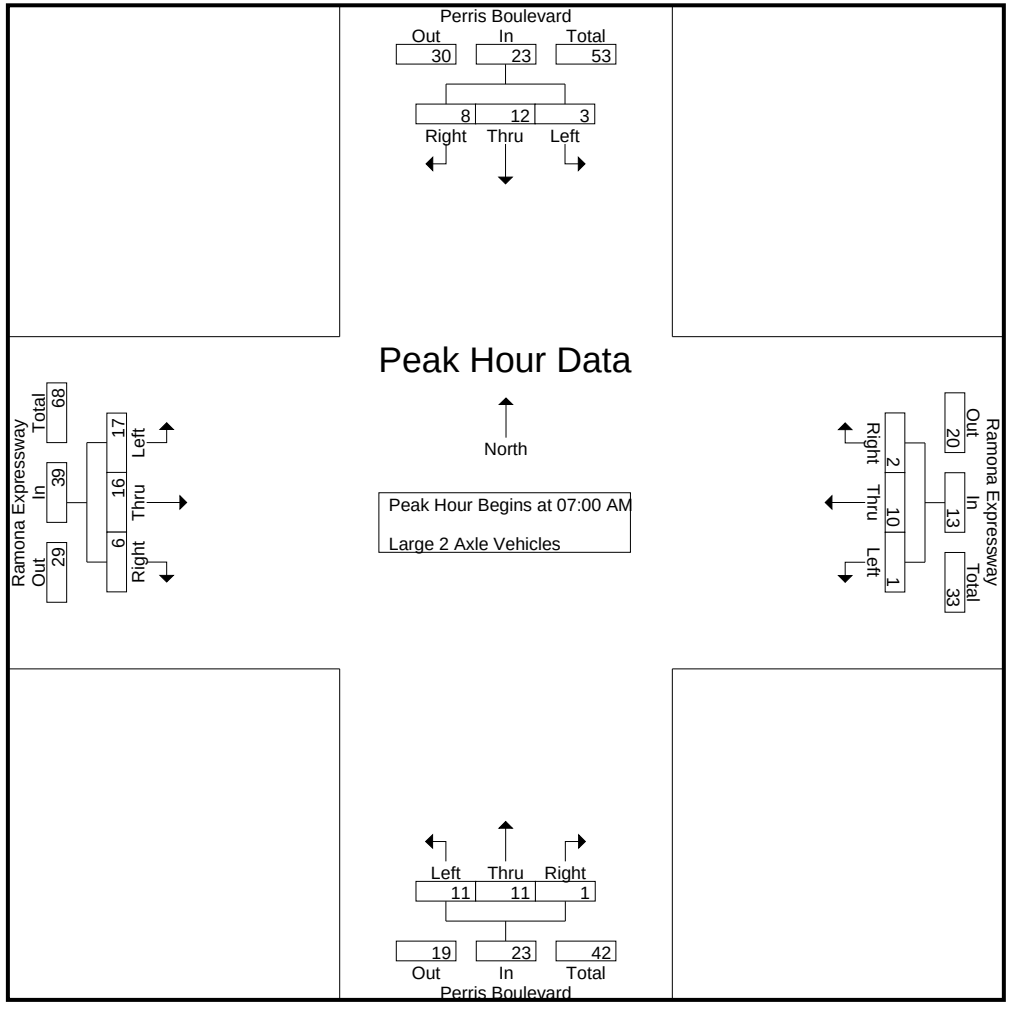

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	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	2	**3**	5	0	2	**1**	3	**3**	3	**1**	**7**	2	4	**4**	10	
+15 mins.	**1**	**4**	2	**7**	0	3	1	4	3	**4**	0	7	3	**5**	1	9	
+30 mins.	1	4	1	6	0	1	0	1	2	2	0	4	**11**	5	1	**17**	
+45 mins.	1	2	2	5	**1**	**4**	0	**5**	3	2	0	5	1	2	0	3	
Total Volume	3	12	8	23	1	10	2	13	11	11	1	23	17	16	6	39	
% App. Total	13	52.2	34.8		7.7	76.9	15.4		47.8	47.8	4.3		43.6	41	15.4		
PHF	.750	.750	.667	.821	.250	.625	.500	.650	.917	.688	.250	.821	.386	.800	.375	.574	

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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	1	0	3	0	2	0	0	2	1	2	0	0	3	0	8	8
07:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	1	2	0	0	3	0	7	7
07:30 AM	0	1	1	1	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	4	5
07:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	1	1	1	1	3	0	7	3	0	10	0	2	1	0	3	3	4	0	0	7	1	23	24
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	0	4	4
08:15 AM	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	2	3	0	0	5	1	7	8
08:30 AM	2	2	0	0	4	0	1	0	0	1	2	0	0	0	2	0	3	2	0	5	0	12	12
08:45 AM	1	0	1	0	2	0	1	0	0	1	3	1	0	0	4	0	3	0	0	3	0	10	10
Total	4	2	1	0	7	0	4	1	1	5	5	1	0	0	6	3	9	3	0	15	1	33	34
Grand Total	5	3	2	1	10	0	11	4	1	15	5	3	1	0	9	6	13	3	0	22	2	56	58
Apprch %	50	30	20			0	73.3	26.7			55.6	33.3	11.1			27.3	59.1	13.6					
Total %	8.9	5.4	3.6		17.9	0	19.6	7.1		26.8	8.9	5.4	1.8		16.1	10.7	23.2	5.4		39.3	3.4	96.6	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	2	**1**	**3**	0	**2**	0	**2**	**1**	**2**	0	**3**	**8**
07:15 AM	0	0	0	0	0	2	1	3	0	0	**1**	1	1	2	0	3	7
07:30 AM	0	**1**	**1**	**2**	0	0	1	1	0	0	0	0	1	0	0	1	4
07:45 AM	**1**	0	0	1	0	**3**	0	3	0	0	0	0	0	0	0	0	4
Total Volume	1	1	1	3	0	7	3	10	0	2	1	3	3	4	0	7	23
% App. Total	33.3	33.3	33.3		0	70	30		0	66.7	33.3		42.9	57.1	0		
PHF	.250	.250	.250	.375	.000	.583	.750	.833	.000	.250	.250	.375	.750	.500	.000	.583	.719

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File Name : 22_PER_Perris_Ramona AM
Site Code : 05122305
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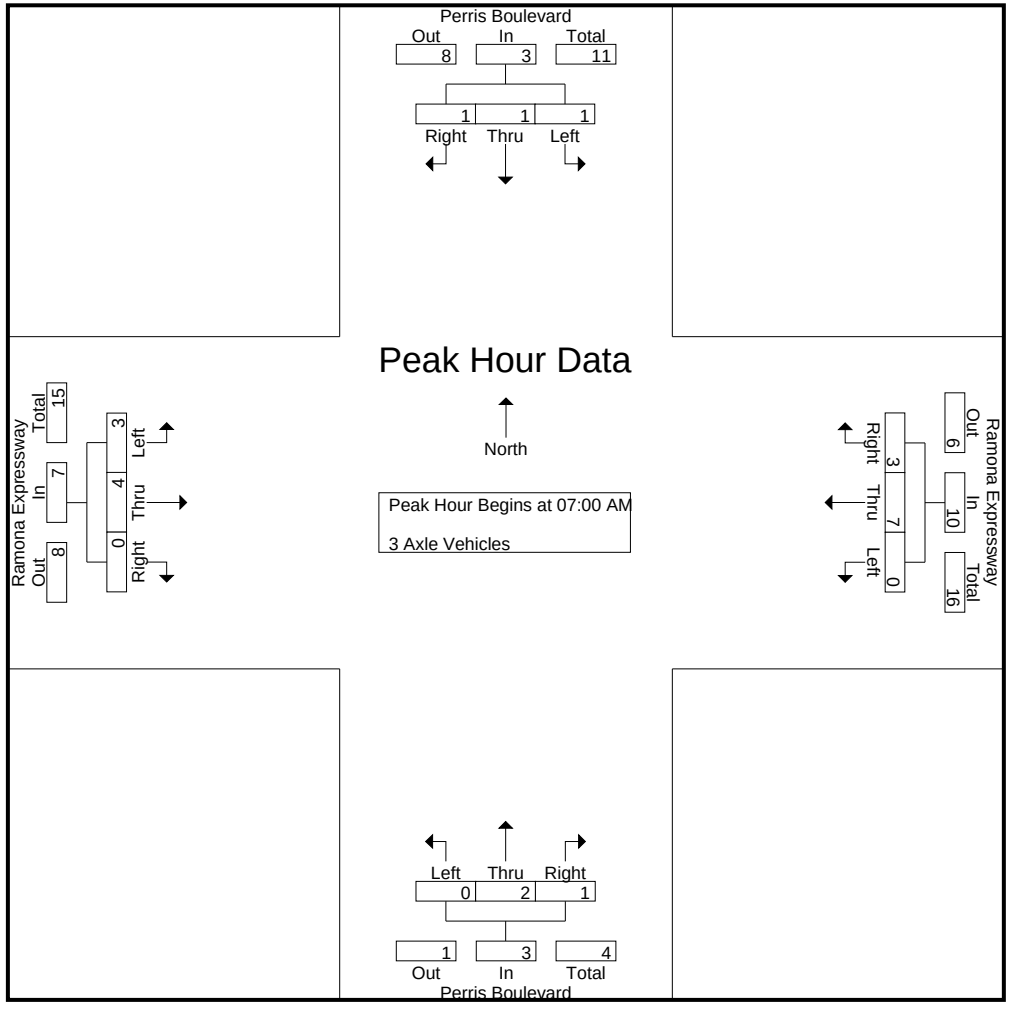

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	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	2	**1**	**3**	0	**2**	0	**2**	**1**	**2**	0	**3**	
+15 mins.	0	0	0	0	0	2	1	3	0	0	**1**	1	1	2	0	3	
+30 mins.	0	**1**	**1**	**2**	0	0	1	1	0	0	0	0	1	0	0	1	
+45 mins.	**1**	0	0	1	0	**3**	0	3	0	0	0	0	0	0	0	0	
Total Volume	1	1	1	3	0	7	3	10	0	2	1	3	3	4	0	7	
% App. Total	33.3	33.3	33.3		0	70	30		0	66.7	33.3		42.9	57.1	0		
PHF	.250	.250	.250	.375	.000	.583	.750	.833	.000	.250	.250	.375	.750	.500	.000	.583	

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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	3	2	4	0	3	2	0	5	1	2	0	0	3	5	3	1	0	9	2	21	23
07:15 AM	1	2	1	1	4	0	2	0	0	2	1	2	0	0	3	4	5	1	1	10	2	19	21
07:30 AM	0	2	1	0	3	1	3	1	0	5	3	1	0	0	4	0	5	1	1	6	1	18	19
07:45 AM	1	3	1	0	5	0	2	3	0	5	1	0	0	0	1	4	1	3	0	8	0	19	19
Total	2	8	6	3	16	1	10	6	0	17	6	5	0	0	11	13	14	6	2	33	5	77	82
08:00 AM	0	5	2	1	7	1	5	2	0	8	2	1	0	0	3	2	9	2	0	13	1	31	32
08:15 AM	1	3	4	1	8	0	8	0	0	8	3	1	0	0	4	1	8	3	1	12	2	32	34
08:30 AM	0	3	4	0	7	1	1	1	0	3	3	2	0	0	5	3	6	3	2	12	2	27	29
08:45 AM	0	1	4	0	5	0	3	0	0	3	1	3	0	0	4	8	11	3	0	22	0	34	34
Total	1	12	14	2	27	2	17	3	0	22	9	7	0	0	16	14	34	11	3	59	5	124	129
Grand Total	3	20	20	5	43	3	27	9	0	39	15	12	0	0	27	27	48	17	5	92	10	201	211
Apprch %	7	46.5	46.5			7.7	69.2	23.1			55.6	44.4	0			29.3	52.2	18.5					
Total %	1.5	10	10		21.4	1.5	13.4	4.5		19.4	7.5	6	0		13.4	13.4	23.9	8.5		45.8	4.7	95.3	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**3**	4	0	**3**	2	**5**	1	**2**	0	3	**5**	3	1	9	**21**
07:15 AM	**1**	2	1	4	0	2	0	2	1	2	0	3	4	**5**	1	**10**	19
07:30 AM	0	2	1	3	**1**	3	1	5	**3**	1	0	**4**	0	5	1	6	18
07:45 AM	1	**3**	1	**5**	0	2	**3**	5	1	0	0	1	4	1	**3**	8	19
Total Volume	2	8	6	16	1	10	6	17	6	5	0	11	13	14	6	33	77
% App. Total	12.5	50	37.5		5.9	58.8	35.3		54.5	45.5	0		39.4	42.4	18.2		
PHF	.500	.667	.500	.800	.250	.833	.500	.850	.500	.625	.000	.688	.650	.700	.500	.825	.917

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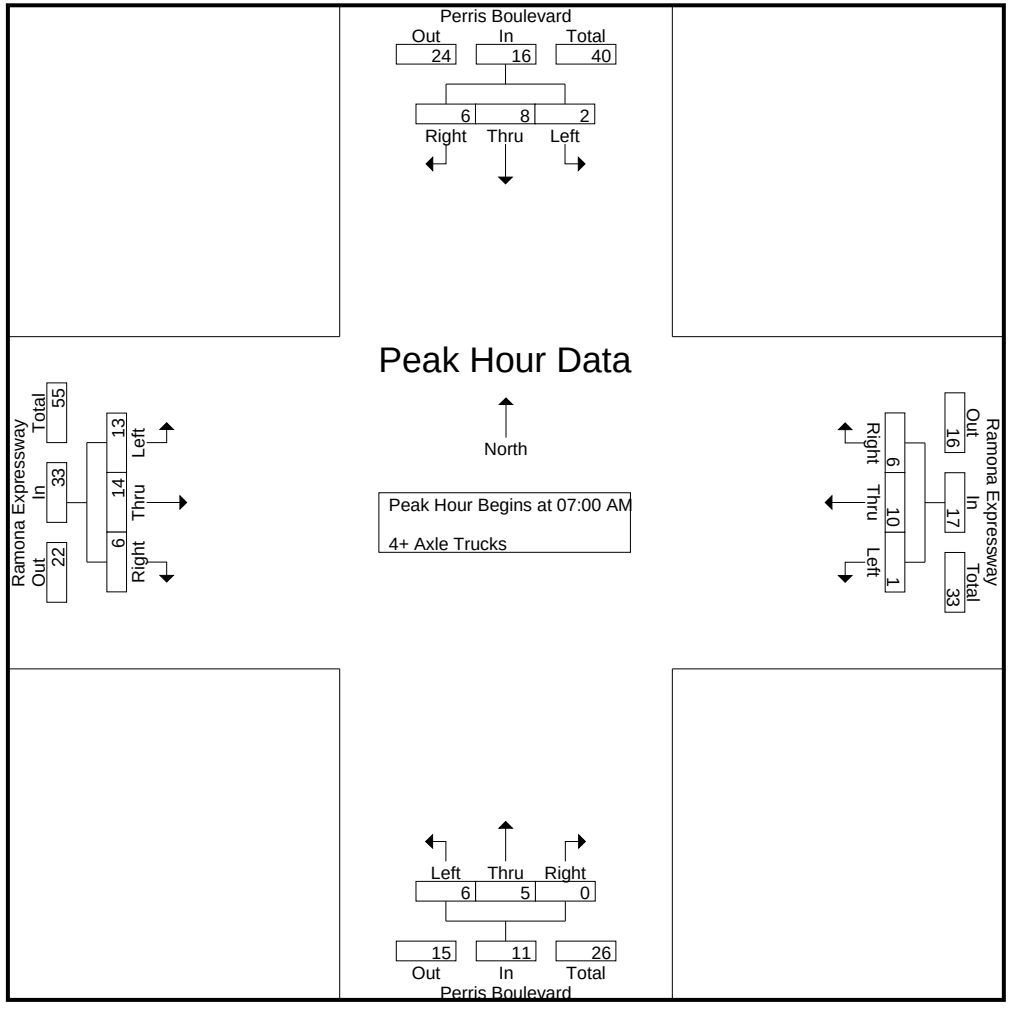

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	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	**3**	4	0	**3**	2	**5**	1	**2**	0	3	**5**	3	1	9	
+15 mins.	**1**	2	1	4	0	2	0	2	1	2	0	3	4	**5**	1	**10**	
+30 mins.	0	2	1	3	**1**	3	1	5	**3**	1	0	**4**	0	5	1	6	
+45 mins.	1	**3**	1	**5**	0	2	**3**	5	1	0	0	1	4	1	**3**	8	
Total Volume	2	8	6	16	1	10	6	17	6	5	0	11	13	14	6	33	
% App. Total	12.5	50	37.5		5.9	58.8	35.3		54.5	45.5	0		39.4	42.4	18.2		
PHF	.500	.667	.500	.800	.250	.833	.500	.850	.500	.625	.000	.688	.650	.700	.500	.825	

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

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	51	129	38	18	218	31	188	37	5	256	50	104	18	12	172	84	250	51	24	385	59	1031	1090
04:15 PM	59	154	44	18	257	40	153	23	4	216	63	98	32	12	193	68	198	42	21	308	55	974	1029
04:30 PM	72	136	35	11	243	37	207	33	10	277	37	102	21	13	160	56	277	37	19	370	53	1050	1103
04:45 PM	76	177	46	9	299	26	138	20	6	184	43	99	22	10	164	64	240	52	32	356	57	1003	1060
Total	258	596	163	56	1017	134	686	113	25	933	193	403	93	47	689	272	965	182	96	1419	224	4058	4282
05:00 PM	52	129	37	14	218	35	146	17	3	198	64	89	26	14	179	55	285	34	17	374	48	969	1017
05:15 PM	60	138	38	19	236	25	167	17	4	209	46	117	21	8	184	48	287	41	13	376	44	1005	1049
05:30 PM	54	125	35	13	214	32	179	20	1	231	49	79	22	10	150	78	289	52	28	419	52	1014	1066
05:45 PM	52	108	54	11	214	22	167	22	4	211	39	91	19	9	149	55	259	56	19	370	43	944	987
Total	218	500	164	57	882	114	659	76	12	849	198	376	88	41	662	236	1120	183	77	1539	187	3932	4119
Grand Total	476	1096	327	113	1899	248	1345	189	37	1782	391	779	181	88	1351	508	2085	365	173	2958	411	7990	8401
Apprch %	25.1	57.7	17.2			13.9	75.5	10.6			28.9	57.7	13.4			17.2	70.5	12.3					
Total %	6	13.7	4.1		23.8	3.1	16.8	2.4		22.3	4.9	9.7	2.3		16.9	6.4	26.1	4.6		37	4.9	95.1	
Passenger Vehicles	472	1088	299		1960	242	1305	184		1766	351	773	179		1390	461	2034	338		2998	0	0	8114
% Passenger Vehicles	99.2	99.3	91.4	89.4	97.4	97.6	97	97.4	94.6	97.1	89.8	99.2	98.9	98.9	96.6	90.7	97.6	92.6	95.4	95.8	0	0	96.6
Large 2 Axle Vehicles	2	5	9		21	6	22	2		31	17	1	2		21	19	30	16		72	0	0	145
% Large 2 Axle Vehicles	0.4	0.5	2.8	4.4	1	2.4	1.6	1.1	2.7	1.7	4.3	0.1	1.1	1.1	1.5	3.7	1.4	4.4	4	2.3	0	0	1.7
3 Axle Vehicles	1	2	5		11	0	9	1		10	8	4	0		12	13	6	3		22	0	0	55
% 3 Axle Vehicles	0.2	0.2	1.5	2.7	0.5	0	0.7	0.5	0	0.5	2	0.5	0	0	0.8	2.6	0.3	0.8	0	0.7	0	0	0.7
4+ Axle Trucks	1	1	14		20	0	9	2		12	15	1	0		16	15	15	8		39	0	0	87
% 4+ Axle Trucks	0.2	0.1	4.3	3.5	1	0	0.7	1.1	2.7	0.7	3.8	0.1	0	0	1.1	3	0.7	2.2	0.6	1.2	0	0	1

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	51	129	38	218	31	188	**37**	256	50	**104**	18	172	**84**	250	51	**385**	1031
04:15 PM	59	154	44	257	**40**	153	23	216	**63**	98	**32**	**193**	68	198	42	308	974
04:30 PM	72	136	35	243	37	**207**	33	**277**	37	102	21	160	56	**277**	37	370	**1050**
04:45 PM	**76**	**177**	**46**	**299**	26	138	20	184	43	99	22	164	64	240	**52**	356	1003
Total Volume	258	596	163	1017	134	686	113	933	193	403	93	689	272	965	182	1419	4058
% App. Total	25.4	58.6	16		14.4	73.5	12.1		28	58.5	13.5		19.2	68	12.8		
PHF	.849	.842	.886	.850	.838	.829	.764	.842	.766	.969	.727	.892	.810	.871	.875	.921	.966

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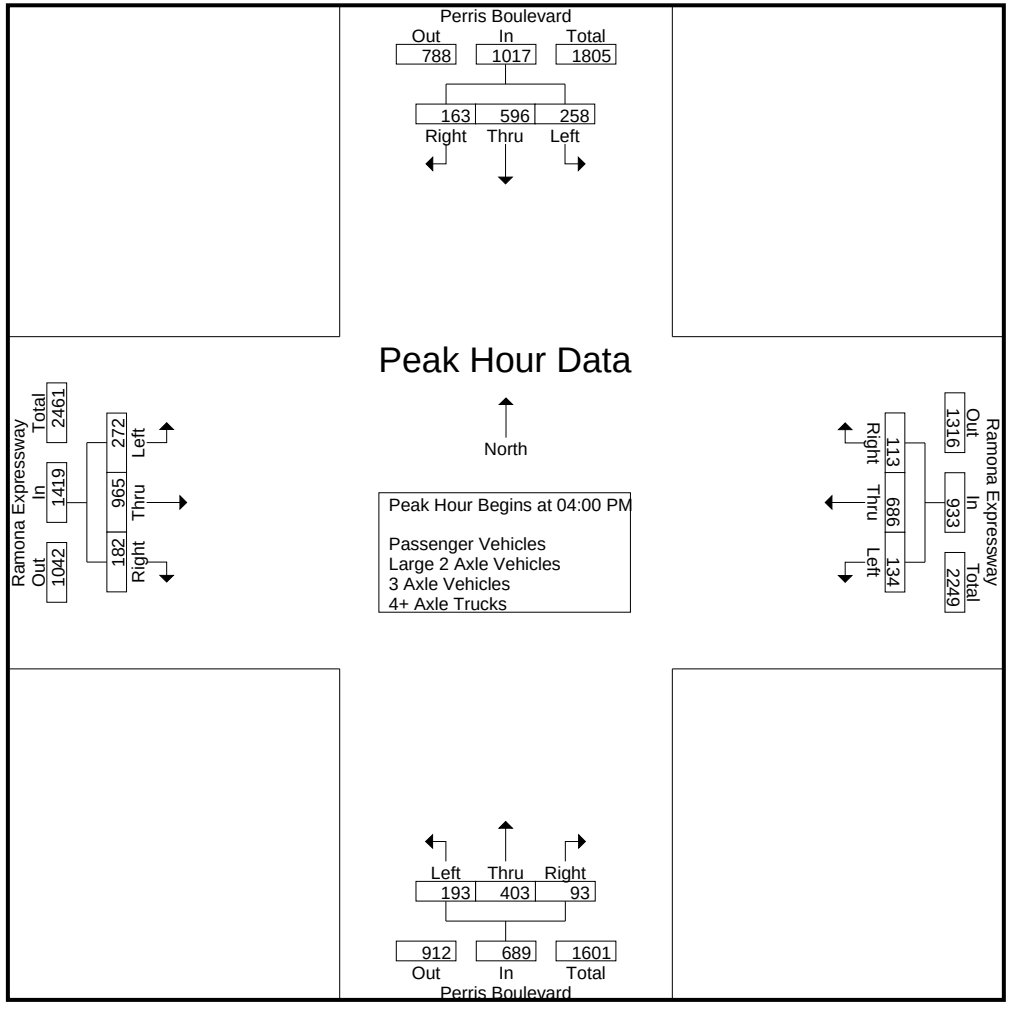

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	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:15 PM				05:00 PM				
+0 mins.	51	129	38	218	31	188	**37**	256	63	98	**32**	**193**	55	285	34	374	
+15 mins.	59	154	44	257	**40**	153	23	216	37	**102**	21	160	48	287	41	376	
+30 mins.	72	136	35	243	37	**207**	33	**277**	43	99	22	164	**78**	**289**	52	**419**	
+45 mins.	**76**	**177**	**46**	**299**	26	138	20	184	**64**	89	26	179	55	259	**56**	370	
Total Volume	258	596	163	1017	134	686	113	933	207	388	101	696	236	1120	183	1539	
% App. Total	25.4	58.6	16		14.4	73.5	12.1		29.7	55.7	14.5		15.3	72.8	11.9		
PHF	.849	.842	.886	.850	.838	.829	.764	.842	.809	.951	.789	.902	.756	.969	.817	.918	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	51	127	34	17	212	30	181	37	5	248	43	104	18	12	165	72	238	45	22	355	56	980	1036
04:15 PM	58	152	42	18	252	40	147	22	4	209	57	97	32	12	186	62	191	39	20	292	54	939	993
04:30 PM	72	135	33	9	240	34	201	31	9	266	31	101	20	12	152	51	269	33	18	353	48	1011	1059
04:45 PM	76	175	41	6	292	24	129	20	6	173	39	98	22	10	159	61	236	47	31	344	53	968	1021
Total	257	589	150	50	996	128	658	110	24	896	170	400	92	46	662	246	934	164	91	1344	211	3898	4109
05:00 PM	51	128	34	12	213	35	142	17	3	194	58	88	26	14	172	48	276	34	17	358	46	937	983
05:15 PM	59	138	35	19	232	25	166	16	3	207	43	117	20	8	180	45	283	38	12	366	42	985	1027
05:30 PM	54	125	31	10	210	32	177	20	1	229	43	77	22	10	142	73	283	51	28	407	49	988	1037
05:45 PM	51	108	49	10	208	22	162	21	4	205	37	91	19	9	147	49	258	51	17	358	40	918	958
Total	215	499	149	51	863	114	647	74	11	835	181	373	87	41	641	215	1100	174	74	1489	177	3828	4005
Grand Total	472	1088	299	101	1859	242	1305	184	35	1731	351	773	179	87	1303	461	2034	338	165	2833	388	7726	8114
Apprch %	25.4	58.5	16.1			14	75.4	10.6			26.9	59.3	13.7			16.3	71.8	11.9					
Total %	6.1	14.1	3.9		24.1	3.1	16.9	2.4		22.4	4.5	10	2.3		16.9	6	26.3	4.4		36.7	4.8	95.2	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	51	127	34	212	30	181	**37**	248	43	**104**	18	165	**72**	238	45	**355**	980
04:15 PM	58	152	**42**	252	**40**	147	22	209	**57**	97	**32**	**186**	62	191	39	292	939
04:30 PM	72	135	33	240	34	**201**	31	**266**	31	101	20	152	51	**269**	33	353	**1011**
04:45 PM	**76**	**175**	41	**292**	24	129	20	173	39	98	22	159	61	236	**47**	344	968
Total Volume	257	589	150	996	128	658	110	896	170	400	92	662	246	934	164	1344	3898
% App. Total	25.8	59.1	15.1		14.3	73.4	12.3		25.7	60.4	13.9		18.3	69.5	12.2		
PHF	.845	.841	.893	.853	.800	.818	.743	.842	.746	.962	.719	.890	.854	.868	.872	.946	.964

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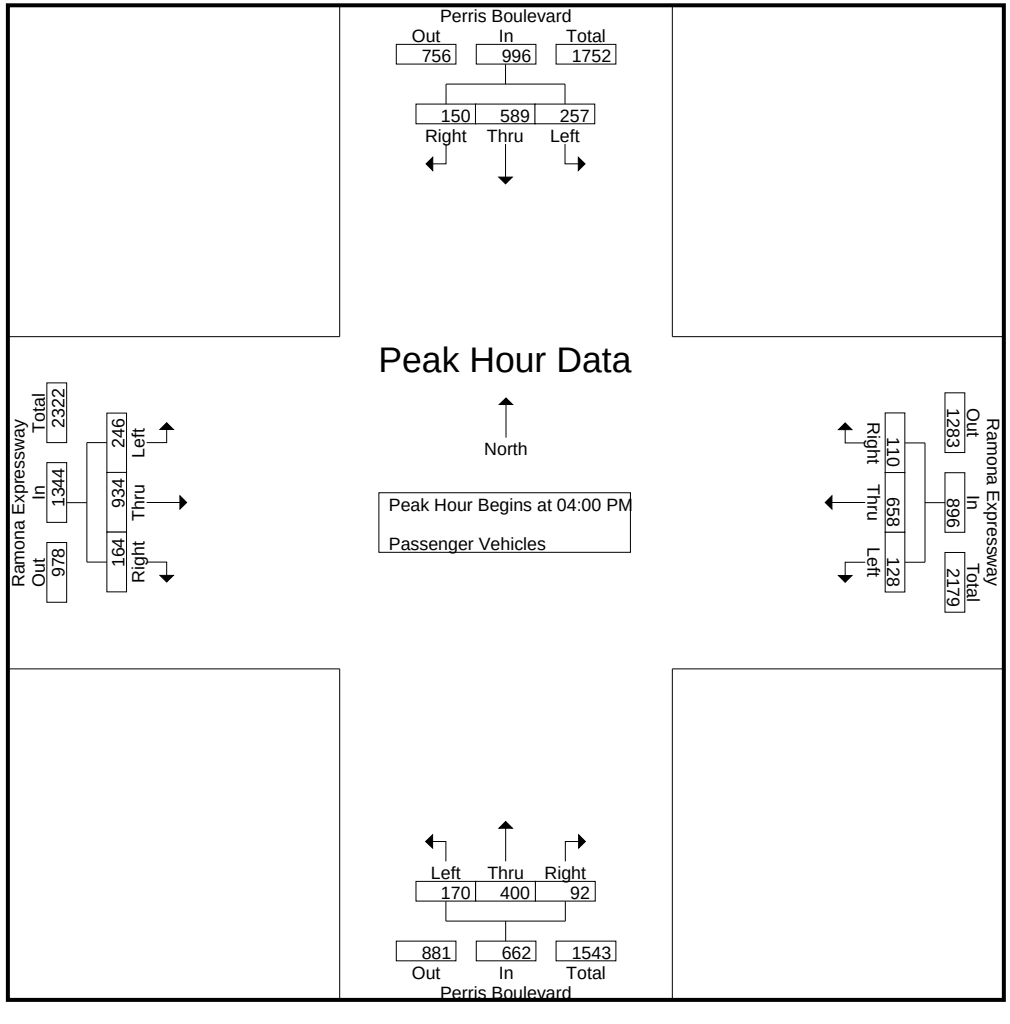

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Corona, CA 92878
(951)268-6268

City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	51	127	34	212	30	181	**37**	248	43	**104**	18	165	**72**	238	45	**355**	
+15 mins.	58	152	**42**	252	**40**	147	22	209	**57**	97	**32**	**186**	62	191	39	292	
+30 mins.	72	135	33	240	34	**201**	31	**266**	31	101	20	152	51	**269**	33	353	
+45 mins.	**76**	**175**	41	**292**	24	129	20	173	39	98	22	159	61	236	**47**	344	
Total Volume	257	589	150	996	128	658	110	896	170	400	92	662	246	934	164	1344	
% App. Total	25.8	59.1	15.1		14.3	73.4	12.3		25.7	60.4	13.9		18.3	69.5	12.2		
PHF	.845	.841	.893	.853	.800	.818	.743	.842	.746	.962	.719	.890	.854	.868	.872	.946	

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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	1	3	0	0	4	2	0	0	0	2	3	8	3	2	14	2	21	23
04:15 PM	1	1	1	0	3	0	4	0	0	4	1	0	0	0	1	3	5	2	1	10	1	18	19
04:30 PM	0	1	2	2	3	3	3	1	1	7	3	0	1	1	4	3	5	1	0	9	4	23	27
04:45 PM	0	2	2	2	4	2	4	0	0	6	3	0	0	0	3	2	2	3	1	7	3	20	23
Total	1	5	5	4	11	6	14	1	1	21	9	0	1	1	10	11	20	9	4	40	10	82	92
05:00 PM	0	0	1	0	1	0	3	0	0	3	3	1	0	0	4	2	4	0	0	6	0	14	14
05:15 PM	0	0	1	0	1	0	1	0	0	1	1	0	1	0	2	1	2	2	1	5	1	9	10
05:30 PM	0	0	1	1	1	0	0	0	0	0	3	0	0	0	3	3	4	1	0	8	1	12	13
05:45 PM	1	0	1	0	2	0	4	1	0	5	1	0	0	0	1	2	0	4	2	6	2	14	16
Total	1	0	4	1	5	0	8	1	0	9	8	1	1	0	10	8	10	7	3	25	4	49	53
Grand Total	2	5	9	5	16	6	22	2	1	30	17	1	2	1	20	19	30	16	7	65	14	131	145
Apprch %	12.5	31.2	56.2			20	73.3	6.7			85	5	10			29.2	46.2	24.6					
Total %	1.5	3.8	6.9		12.2	4.6	16.8	1.5		22.9	13	0.8	1.5		15.3	14.5	22.9	12.2		49.6	9.7	90.3	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	1	3	0	4	2	0	0	2	**3**	**8**	**3**	**14**	21
04:15 PM	**1**	1	1	3	0	**4**	0	4	1	0	0	1	3	5	2	10	18
04:30 PM	0	1	**2**	3	**3**	3	**1**	**7**	**3**	0	**1**	**4**	3	5	1	9	**23**
04:45 PM	0	**2**	2	**4**	2	4	0	6	3	0	0	3	2	2	3	7	20
Total Volume	1	5	5	11	6	14	1	21	9	0	1	10	11	20	9	40	82
% App. Total	9.1	45.5	45.5		28.6	66.7	4.8		90	0	10		27.5	50	22.5		
PHF	.250	.625	.625	.688	.500	.875	.250	.750	.750	.000	.250	.625	.917	.625	.750	.714	.891

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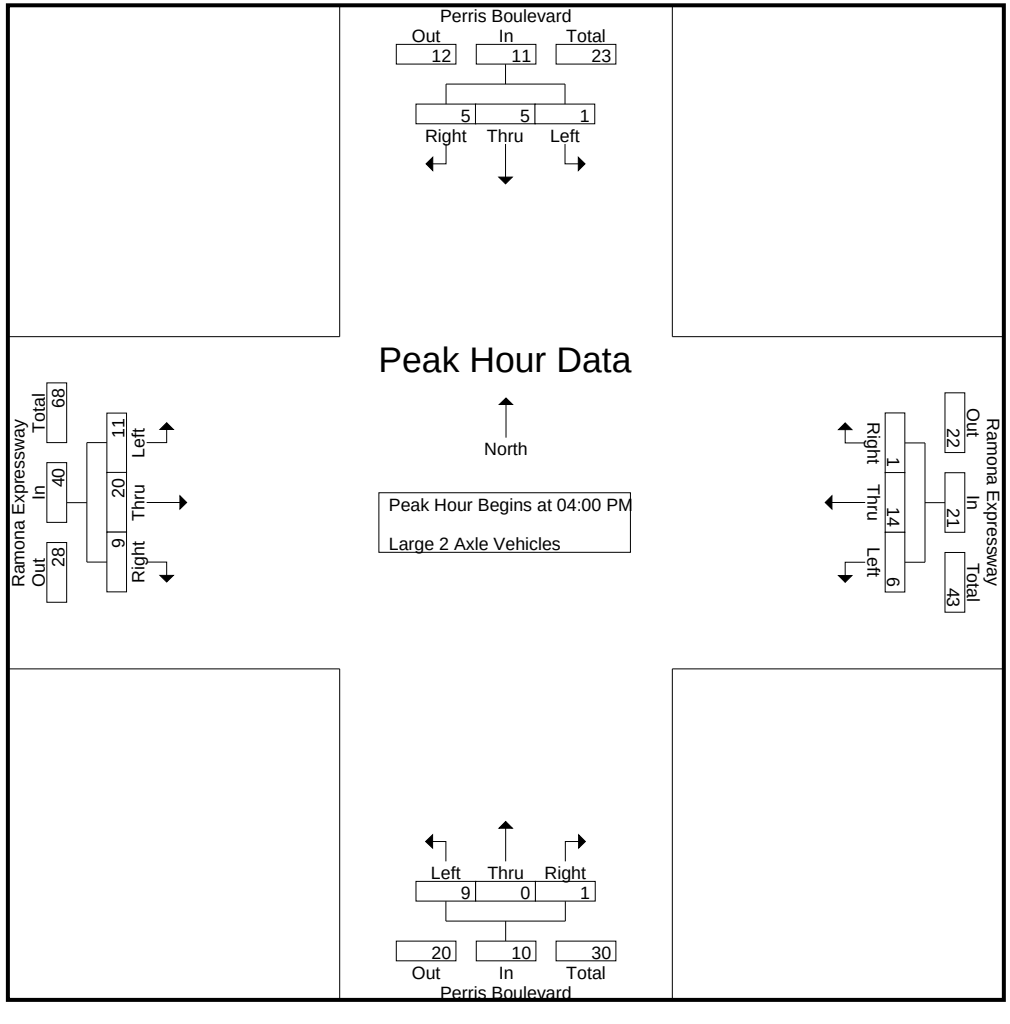
City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	1	0	1	1	3	0	4	2	0	0	2	**3**	**8**	**3**	**14**	
+15 mins.	**1**	1	1	3	0	**4**	0	4	1	0	0	1	3	5	2	10	
+30 mins.	0	1	**2**	3	**3**	3	**1**	**7**	**3**	0	**1**	**4**	3	5	1	9	
+45 mins.	0	**2**	2	**4**	2	4	0	6	3	0	0	3	2	2	3	7	
Total Volume	1	5	5	11	6	14	1	21	9	0	1	10	11	20	9	40	
% App. Total	9.1	45.5	45.5		28.6	66.7	4.8		90	0	10		27.5	50	22.5		
PHF	.250	.625	.625	.688	.500	.875	.250	.750	.750	.000	.250	.625	.917	.625	.750	.714	

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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	1	2	0	3	0	0	3	3	0	0	0	3	4	1	1	0	6	1	14	15
04:15 PM	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	1	0	0	0	1	0	6	6
04:30 PM	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	2	1	1	0	4	0	8	8
04:45 PM	0	0	1	0	1	0	2	0	0	2	1	1	0	0	2	1	2	0	0	3	0	8	8
Total	0	2	2	1	4	0	8	1	0	9	6	3	0	0	9	8	4	2	0	14	1	36	37
05:00 PM	1	0	1	1	2	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	1	6	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	1	6	7
Total	1	0	3	2	4	0	1	0	0	1	2	1	0	0	3	5	2	1	0	8	2	16	18
Grand Total	1	2	5	3	8	0	9	1	0	10	8	4	0	0	12	13	6	3	0	22	3	52	55
Apprch %	12.5	25	62.5			0	90	10			66.7	33.3	0			59.1	27.3	13.6					
Total %	1.9	3.8	9.6		15.4	0	17.3	1.9		19.2	15.4	7.7	0		23.1	25	11.5	5.8		42.3	5.5	94.5	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	**1**	**2**	0	**3**	0	**3**	**3**	0	0	**3**	**4**	1	**1**	**6**	**14**
04:15 PM	0	1	0	1	0	1	0	1	2	**1**	0	3	1	0	0	1	6
04:30 PM	0	0	0	0	0	2	**1**	3	0	1	0	1	2	1	1	4	8
04:45 PM	0	0	1	1	0	2	0	2	1	1	0	2	1	**2**	0	3	8
Total Volume	0	2	2	4	0	8	1	9	6	3	0	9	8	4	2	14	36
% App. Total	0	50	50		0	88.9	11.1		66.7	33.3	0		57.1	28.6	14.3		
PHF	.000	.500	.500	.500	.000	.667	.250	.750	.500	.750	.000	.750	.500	.500	.500	.583	.643

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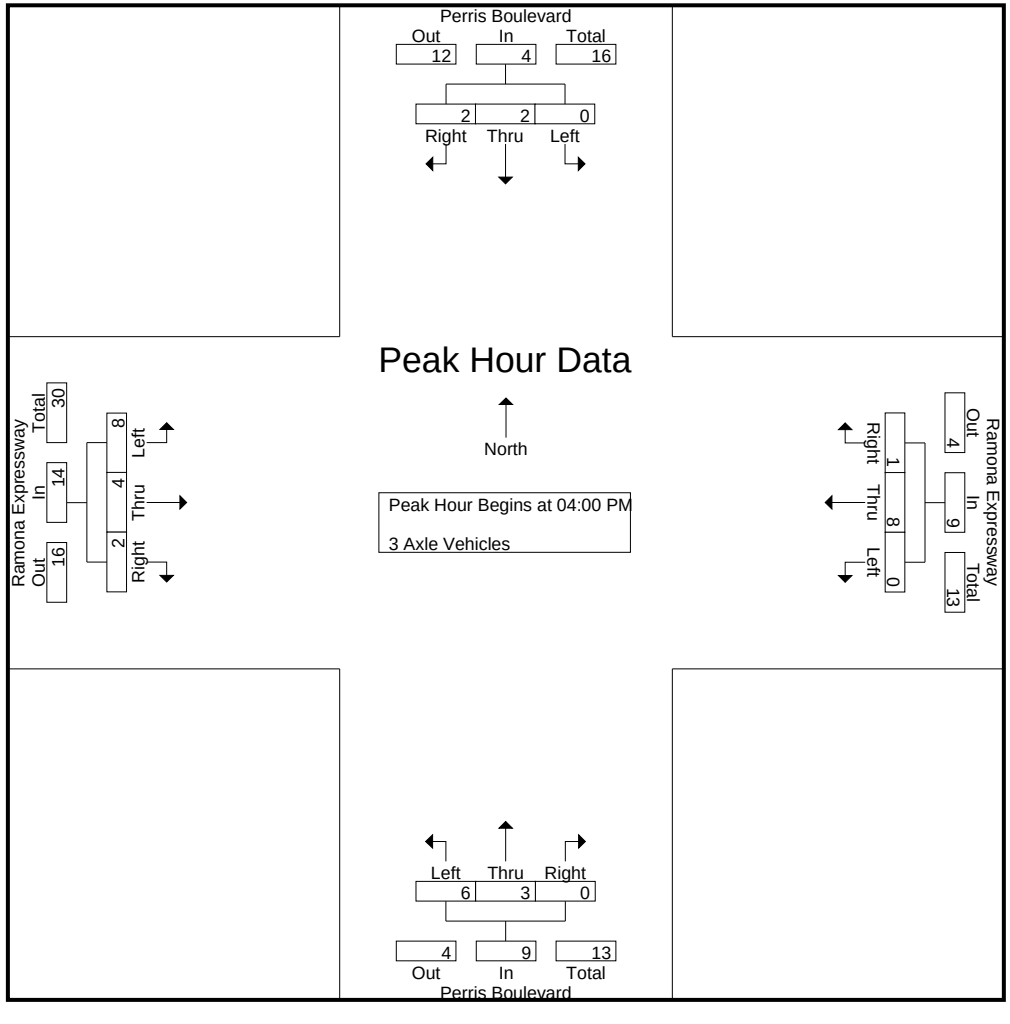
City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	**1**	**1**	**2**	0	**3**	0	**3**	**3**	0	0	**3**	**4**	1	**1**	**6**	
+15 mins.	0	1	0	1	0	1	0	1	2	**1**	0	3	1	0	0	1	
+30 mins.	0	0	0	0	0	2	**1**	3	0	1	0	1	2	1	1	4	
+45 mins.	0	0	1	1	0	2	0	2	1	1	0	2	1	**2**	0	3	
Total Volume	0	2	2	4	0	8	1	9	6	3	0	9	8	4	2	14	
% App. Total	0	50	50		0	88.9	11.1		66.7	33.3	0		57.1	28.6	14.3		
PHF	.000	.500	.500	.500	.000	.667	.250	.750	.500	.750	.000	.750	.500	.500	.500	.583	

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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	3	0	3	0	1	0	0	1	2	0	0	0	2	5	3	2	0	10	0	16	16
04:15 PM	0	0	1	0	1	0	1	1	0	2	3	0	0	0	3	2	2	1	0	5	0	11	11
04:30 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	2	2	1	4	1	8	9
04:45 PM	0	0	2	1	2	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	1	7	8
Total	0	0	6	1	6	0	6	1	0	7	8	0	0	0	8	7	7	7	1	21	2	42	44
05:00 PM	0	1	1	1	2	0	1	0	0	1	2	0	0	0	2	4	3	0	0	7	1	12	13
05:15 PM	1	0	2	0	3	0	0	1	1	1	1	0	0	0	1	1	2	0	0	3	1	8	9
05:30 PM	0	0	3	2	3	0	2	0	0	2	3	1	0	0	4	2	2	0	0	4	2	13	15
05:45 PM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	1	1	1	0	3	0	6	6
Total	1	1	8	3	10	0	3	1	1	4	7	1	0	0	8	8	8	1	0	17	4	39	43
Grand Total	1	1	14	4	16	0	9	2	1	11	15	1	0	0	16	15	15	8	1	38	6	81	87
Apprch %	6.2	6.2	87.5			0	81.8	18.2			93.8	6.2	0			39.5	39.5	21.1					
Total %	1.2	1.2	17.3		19.8	0	11.1	2.5		13.6	18.5	1.2	0		19.8	18.5	18.5	9.9		46.9	6.9	93.1	

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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	**3**	**3**	0	1	0	1	2	0	0	2	**5**	**3**	**2**	**10**	**16**
04:15 PM	0	0	1	1	0	1	**1**	2	**3**	0	0	**3**	2	2	1	5	11
04:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	0	2	2	4	8
04:45 PM	0	0	2	2	0	**3**	0	**3**	0	0	0	0	0	0	2	2	7
Total Volume	0	0	6	6	0	6	1	7	8	0	0	8	7	7	7	21	42
% App. Total	0	0	100		0	85.7	14.3		100	0	0		33.3	33.3	33.3		
PHF	.000	.000	.500	.500	.000	.500	.250	.583	.667	.000	.000	.667	.350	.583	.875	.525	.656

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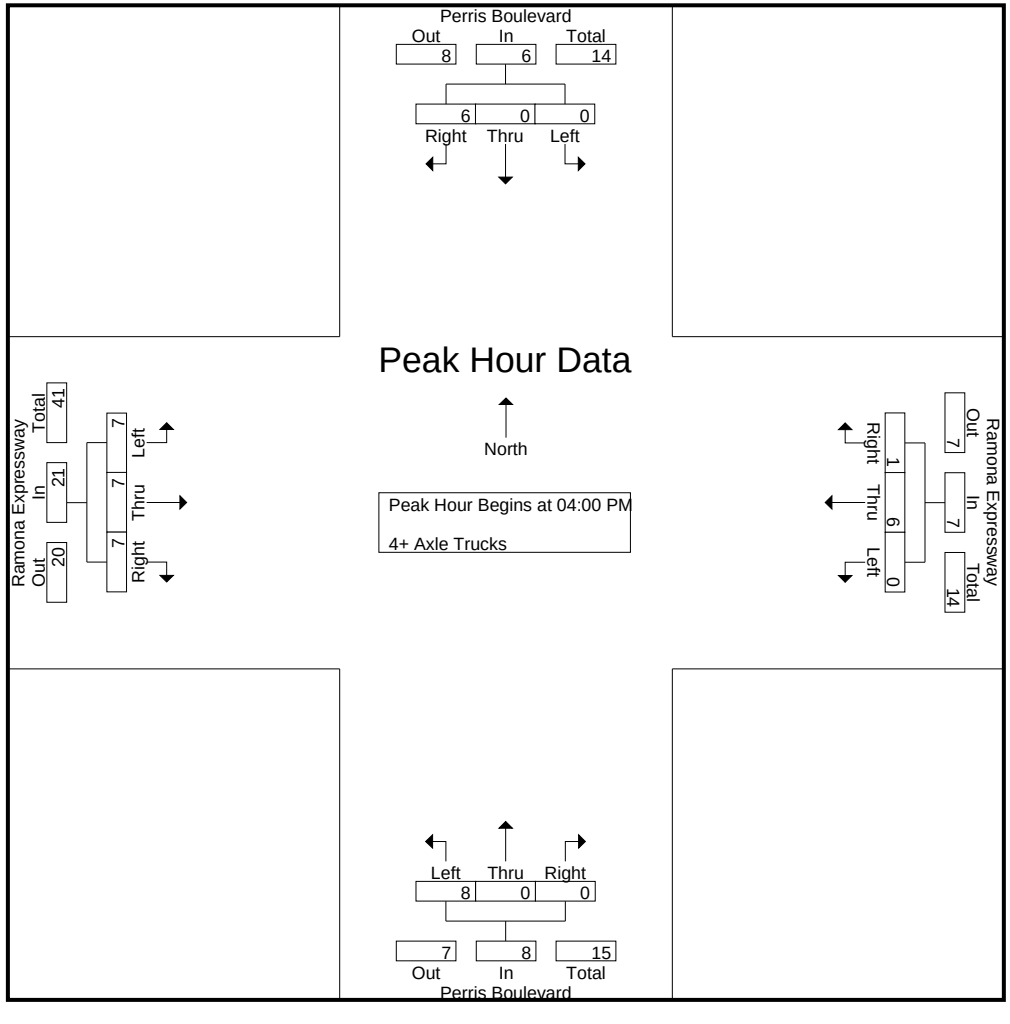
City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Ramona Expressway
Weather: Clear

File Name : 22_PER_Perris_Ramona PM
Site Code : 05122305
Start Date : 4/6/2022

	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	**3**	**3**	0	1	0	1	2	0	0	2	**5**	**3**	**2**	**10**	
+15 mins.	0	0	1	1	0	1	**1**	2	**3**	0	0	**3**	2	2	1	5	
+30 mins.	0	0	0	0	0	1	0	1	3	0	0	3	0	2	2	4	
+45 mins.	0	0	2	2	0	**3**	0	**3**	0	0	0	0	0	0	2	2	
Total Volume	0	0	6	6	0	6	1	7	8	0	0	8	7	7	7	21	
% App. Total	0	0	100		0	85.7	14.3		100	0	0		33.3	33.3	33.3		
PHF	.000	.000	.500	.500	.000	.500	.250	.583	.667	.000	.000	.667	.350	.583	.875	.525	

Location: Perris
N/S: Perris Boulevard
E/W: Ramona Expressway

Date: 4/6/2022
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Ramona Expressway	South Leg Perris Boulevard	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	1	3
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	1	4

	North Leg Perris Boulevard	East Leg Ramona Expressway	South Leg Perris Boulevard	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	1	2
5:15 PM	2	1	0	0	3
5:30 PM	3	2	1	1	7
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	6	4	2	2	14

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951-268-6268

Location: Perris
N/S: Perris Boulevard
E/W: Ramona Expressway

Date: 4/6/2022
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Ramona Expressway			Northbound Perris Boulevard			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Perris Boulevard			Westbound Ramona Expressway			Northbound Perris Boulevard			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	0	0	2

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

File Name : 07_PER_Perris_Mark AM
Site Code : 05122762
Start Date : 8/30/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	13	124	5	0	142	3	5	4	2	12	10	258	17	2	285	4	4	12	7	20	11	459	470
07:15 AM	9	88	9	1	106	1	9	1	1	11	8	238	21	2	267	3	6	5	4	14	8	398	406
07:30 AM	7	132	13	2	152	5	16	2	0	23	10	263	11	2	284	6	9	6	3	21	7	480	487
07:45 AM	5	198	24	0	227	0	16	1	0	17	14	253	7	0	274	2	2	3	2	7	2	525	527
Total	34	542	51	3	627	9	46	8	3	63	42	1012	56	6	1110	15	21	26	16	62	28	1862	1890
08:00 AM	4	157	6	0	167	2	7	2	2	11	4	217	7	3	228	8	3	7	5	18	10	424	434
08:15 AM	1	150	6	1	157	2	11	3	2	16	6	188	5	2	199	2	7	3	3	12	8	384	392
08:30 AM	2	112	8	0	122	2	9	1	1	12	7	209	2	0	218	2	4	7	5	13	6	365	371
08:45 AM	1	146	11	0	158	2	5	1	0	8	3	157	5	2	165	5	2	6	4	13	6	344	350
Total	8	565	31	1	604	8	32	7	5	47	20	771	19	7	810	17	16	23	17	56	30	1517	1547
Grand Total	42	1107	82	4	1231	17	78	15	8	110	62	1783	75	13	1920	32	37	49	33	118	58	3379	3437
Apprch %	3.4	89.9	6.7			15.5	70.9	13.6			3.2	92.9	3.9			27.1	31.4	41.5					
Total %	1.2	32.8	2.4		36.4	0.5	2.3	0.4		3.3	1.8	52.8	2.2		56.8	0.9	1.1	1.5		3.5	1.7	98.3	
Passenger Vehicles	36	1032	72		1143	13	69	9		97	62	1673	61		1805	23	30	42		125	0	0	3170
% Passenger Vehicles	85.7	93.2	87.8	75	92.6	76.5	88.5	60	75	82.2	100	93.8	81.3	69.2	93.4	71.9	81.1	85.7	90.9	82.8	0	0	92.2
Large 2 Axle Vehicles	4	51	4		59	0	3	2		6	0	90	3		94	6	1	3		12	0	0	171
% Large 2 Axle Vehicles	9.5	4.6	4.9	0	4.8	0	3.8	13.3	12.5	5.1	0	5	4	7.7	4.9	18.8	2.7	6.1	6.1	7.9	0	0	5
3 Axle Vehicles	1	7	1		9	0	0	1		1	0	3	2		6	1	3	1		6	0	0	22
% 3 Axle Vehicles	2.4	0.6	1.2	0	0.7	0	0	6.7	0	0.8	0	0.2	2.7	7.7	0.3	3.1	8.1	2	3	4	0	0	0.6
4+ Axle Trucks	1	17	5		24	4	6	3		14	0	17	9		28	2	3	3		8	0	0	74
% 4+ Axle Trucks	2.4	1.5	6.1	25	1.9	23.5	7.7	20	12.5	11.9	0	1	12	15.4	1.4	6.2	8.1	6.1	0	5.3	0	0	2.2

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 07:00 AM																	
07:00 AM	**13**	124	5	142	3	5	**4**	12	10	258	17	**285**	4	4	**12**	20	459
07:15 AM	9	88	9	106	1	9	1	11	8	238	**21**	267	3	6	5	14	398
07:30 AM	7	132	13	152	**5**	**16**	2	**23**	10	**263**	11	284	**6**	**9**	6	**21**	480
07:45 AM	5	**198**	**24**	**227**	0	16	1	17	**14**	253	7	274	2	2	3	7	**525**
Total Volume	34	542	51	627	9	46	8	63	42	1012	56	1110	15	21	26	62	1862
% App. Total	5.4	86.4	8.1		14.3	73	12.7		3.8	91.2	5		24.2	33.9	41.9		
PHF	.654	.684	.531	.691	.450	.719	.500	.685	.750	.962	.667	.974	.625	.583	.542	.738	.887

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File Name : 07_PER_Perris_Mark AM
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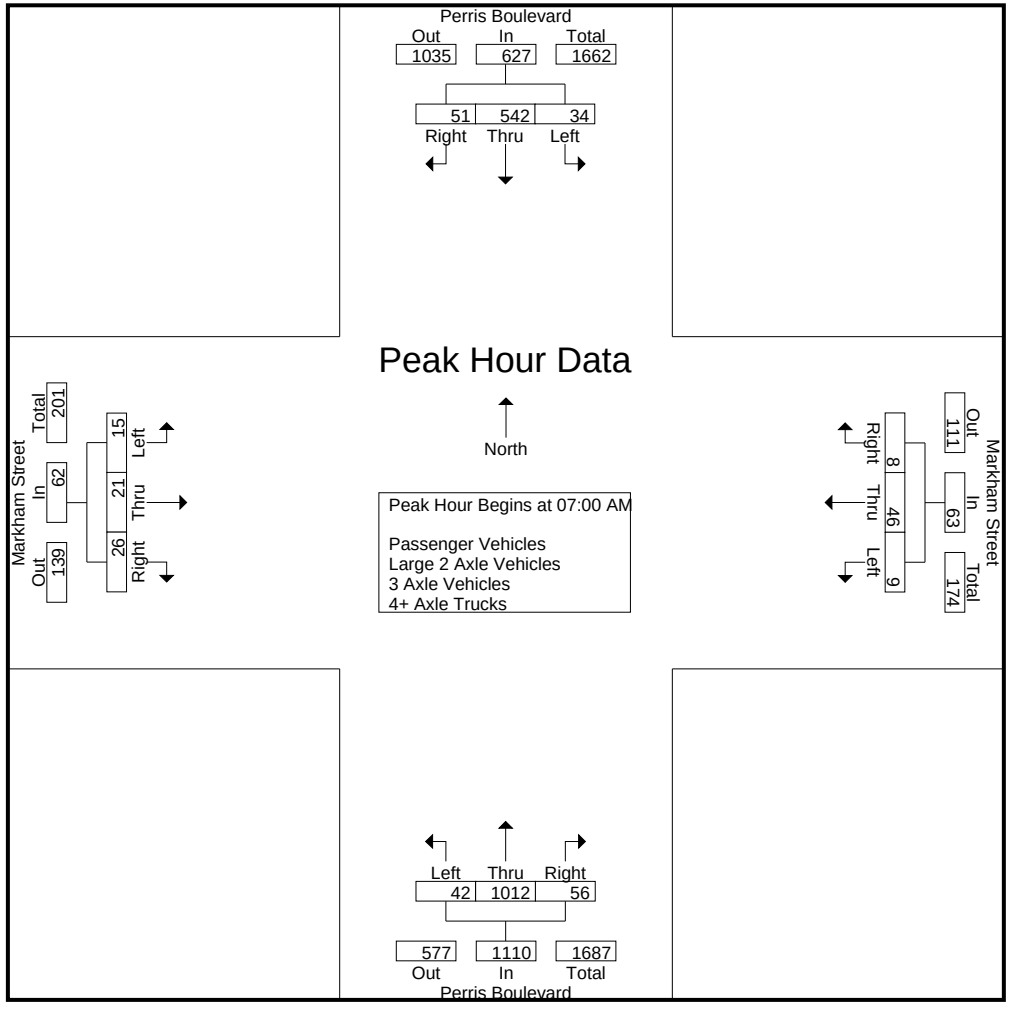

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	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:00 AM				07:00 AM				
+0 mins.	**7**	132	13	152	**5**	**16**	2	**23**	10	258	17	**285**	4	4	**12**	20	
+15 mins.	5	**198**	**24**	**227**	0	16	1	17	8	238	**21**	267	3	6	5	14	
+30 mins.	4	157	6	167	2	7	2	11	10	**263**	11	284	**6**	**9**	6	**21**	
+45 mins.	1	150	6	157	2	11	**3**	16	**14**	253	7	274	2	2	3	7	
Total Volume	17	637	49	703	9	50	8	67	42	1012	56	1110	15	21	26	62	
% App. Total	2.4	90.6	7		13.4	74.6	11.9		3.8	91.2	5		24.2	33.9	41.9		
PHF	.607	.804	.510	.774	.450	.781	.667	.728	.750	.962	.667	.974	.625	.583	.542	.738	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	10	116	4	0	130	3	4	2	2	9	10	238	16	2	264	4	3	9	6	16	10	419	429
07:15 AM	9	80	7	0	96	1	9	1	1	11	8	224	19	1	251	3	6	4	3	13	5	371	376
07:30 AM	7	126	10	2	143	5	13	1	0	19	10	253	9	2	272	3	7	5	3	15	7	449	456
07:45 AM	5	187	23	0	215	0	15	1	0	16	14	238	6	0	258	2	1	2	1	5	1	494	495
Total	31	509	44	2	584	9	41	5	3	55	42	953	50	5	1045	12	17	20	13	49	23	1733	1756
08:00 AM	3	142	6	0	151	2	7	1	1	10	4	207	3	2	214	4	3	7	5	14	8	389	397
08:15 AM	1	142	6	1	149	1	9	1	1	11	6	174	5	2	185	1	7	3	3	11	7	356	363
08:30 AM	1	105	6	0	112	1	7	1	1	9	7	195	2	0	204	1	3	7	5	11	6	336	342
08:45 AM	0	134	10	0	144	0	5	1	0	6	3	144	1	0	148	5	0	5	4	10	4	308	312
Total	5	523	28	1	556	4	28	4	3	36	20	720	11	4	751	11	13	22	17	46	25	1389	1414
Grand Total	36	1032	72	3	1140	13	69	9	6	91	62	1673	61	9	1796	23	30	42	30	95	48	3122	3170
Apprch %	3.2	90.5	6.3			14.3	75.8	9.9			3.5	93.2	3.4			24.2	31.6	44.2					
Total %	1.2	33.1	2.3		36.5	0.4	2.2	0.3		2.9	2	53.6	2		57.5	0.7	1	1.3		3	1.5	98.5	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**10**	116	4	130	3	4	**2**	9	10	238	16	264	**4**	3	**9**	**16**	419
07:15 AM	9	80	7	96	1	9	1	11	8	224	**19**	251	3	6	4	13	371
07:30 AM	7	126	10	143	**5**	13	1	**19**	10	**253**	9	**272**	3	**7**	5	15	449
07:45 AM	5	**187**	**23**	**215**	0	**15**	1	16	**14**	238	6	258	2	1	2	5	**494**
Total Volume	31	509	44	584	9	41	5	55	42	953	50	1045	12	17	20	49	1733
% App. Total	5.3	87.2	7.5		16.4	74.5	9.1		4	91.2	4.8		24.5	34.7	40.8		
PHF	.775	.680	.478	.679	.450	.683	.625	.724	.750	.942	.658	.960	.750	.607	.556	.766	.877

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File Name : 07_PER_Perris_Mark AM
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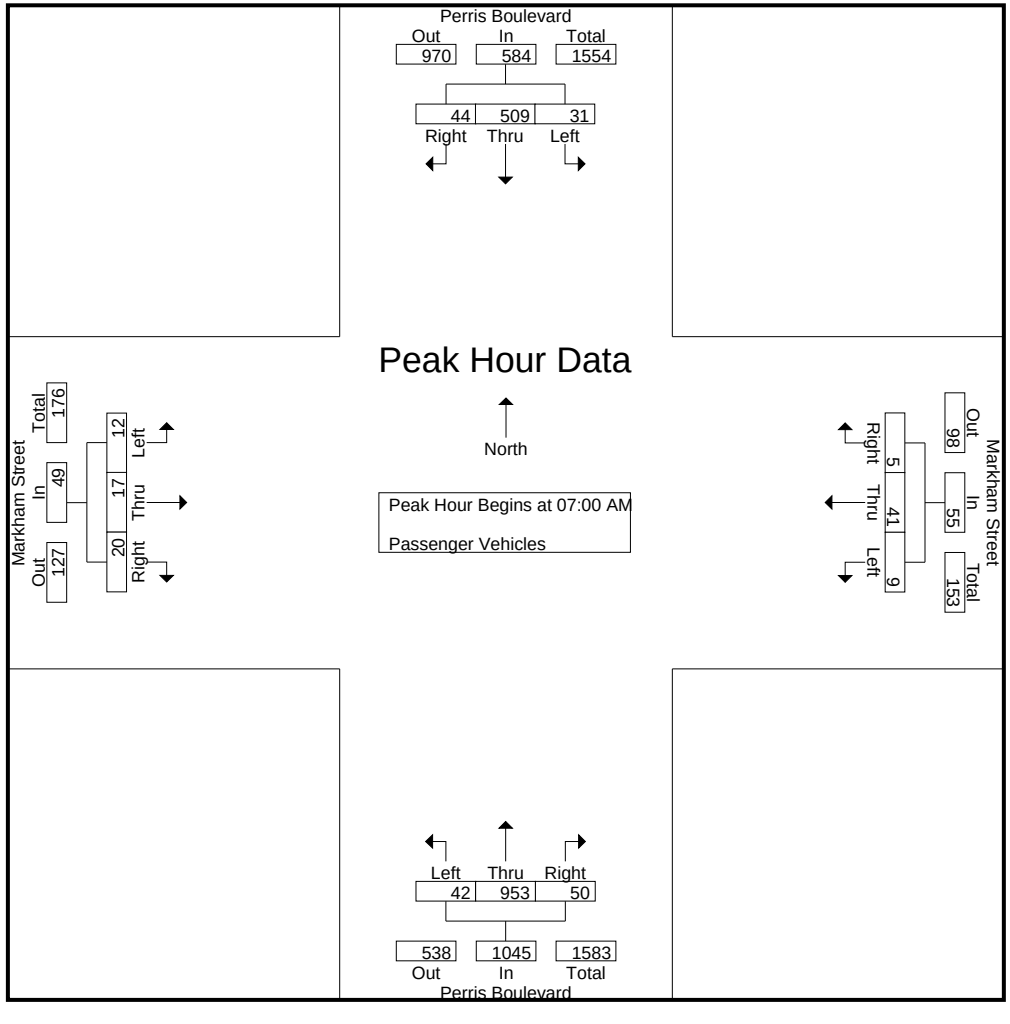

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	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 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.	**10**	116	4	130	3	4	**2**	9	10	238	16	264	**4**	3	**9**	**16**	
+15 mins.	9	80	7	96	1	9	1	11	8	224	**19**	251	3	6	4	13	
+30 mins.	7	126	10	143	**5**	13	1	**19**	10	**253**	9	**272**	3	**7**	5	15	
+45 mins.	5	**187**	**23**	**215**	0	**15**	1	16	**14**	238	6	258	2	1	2	5	
Total Volume	31	509	44	584	9	41	5	55	42	953	50	1045	12	17	20	49	
% App. Total	5.3	87.2	7.5		16.4	74.5	9.1		4	91.2	4.8		24.5	34.7	40.8		
PHF	.775	.680	.478	.679	.450	.683	.625	.724	.750	.942	.658	.960	.750	.607	.556	.766	

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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	6	0	0	9	0	0	1	0	1	0	17	1	0	18	0	0	1	0	1	0	29	29
07:15 AM	0	5	1	0	6	0	0	0	0	0	0	12	0	0	12	0	0	1	1	1	1	19	20
07:30 AM	0	2	1	0	3	0	1	0	0	1	0	7	0	0	7	2	0	0	0	2	0	13	13
07:45 AM	0	9	0	0	9	0	1	0	0	1	0	11	1	0	12	0	1	1	1	2	1	24	25
Total	3	22	2	0	27	0	2	1	0	3	0	47	2	0	49	2	1	3	2	6	2	85	87
08:00 AM	1	10	0	0	11	0	0	1	1	1	0	8	1	1	9	3	0	0	0	3	2	24	26
08:15 AM	0	4	0	0	4	0	1	0	0	1	0	12	0	0	12	1	0	0	0	1	0	18	18
08:30 AM	0	5	2	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	19	19
08:45 AM	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	21	21
Total	1	29	2	0	32	0	1	1	1	2	0	43	1	1	44	4	0	0	0	4	2	82	84
Grand Total	4	51	4	0	59	0	3	2	1	5	0	90	3	1	93	6	1	3	2	10	4	167	171
Apprch %	6.8	86.4	6.8			0	60	40			0	96.8	3.2			60	10	30					
Total %	2.4	30.5	2.4		35.3	0	1.8	1.2		3	0	53.9	1.8		55.7	3.6	0.6	1.8		6	2.3	97.7	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**3**	6	0	**9**	0	0	**1**	**1**	0	**17**	**1**	**18**	0	0	**1**	1	**29**
07:15 AM	0	5	**1**	6	0	0	0	0	0	12	0	12	0	0	1	1	19
07:30 AM	0	2	1	3	0	**1**	0	1	0	7	0	7	**2**	0	0	**2**	13
07:45 AM	0	**9**	0	9	0	1	0	1	0	11	1	12	0	**1**	1	2	24
Total Volume	3	22	2	27	0	2	1	3	0	47	2	49	2	1	3	6	85
% App. Total	11.1	81.5	7.4		0	66.7	33.3		0	95.9	4.1		33.3	16.7	50		
PHF	.250	.611	.500	.750	.000	.500	.250	.750	.000	.691	.500	.681	.250	.250	.750	.750	.733

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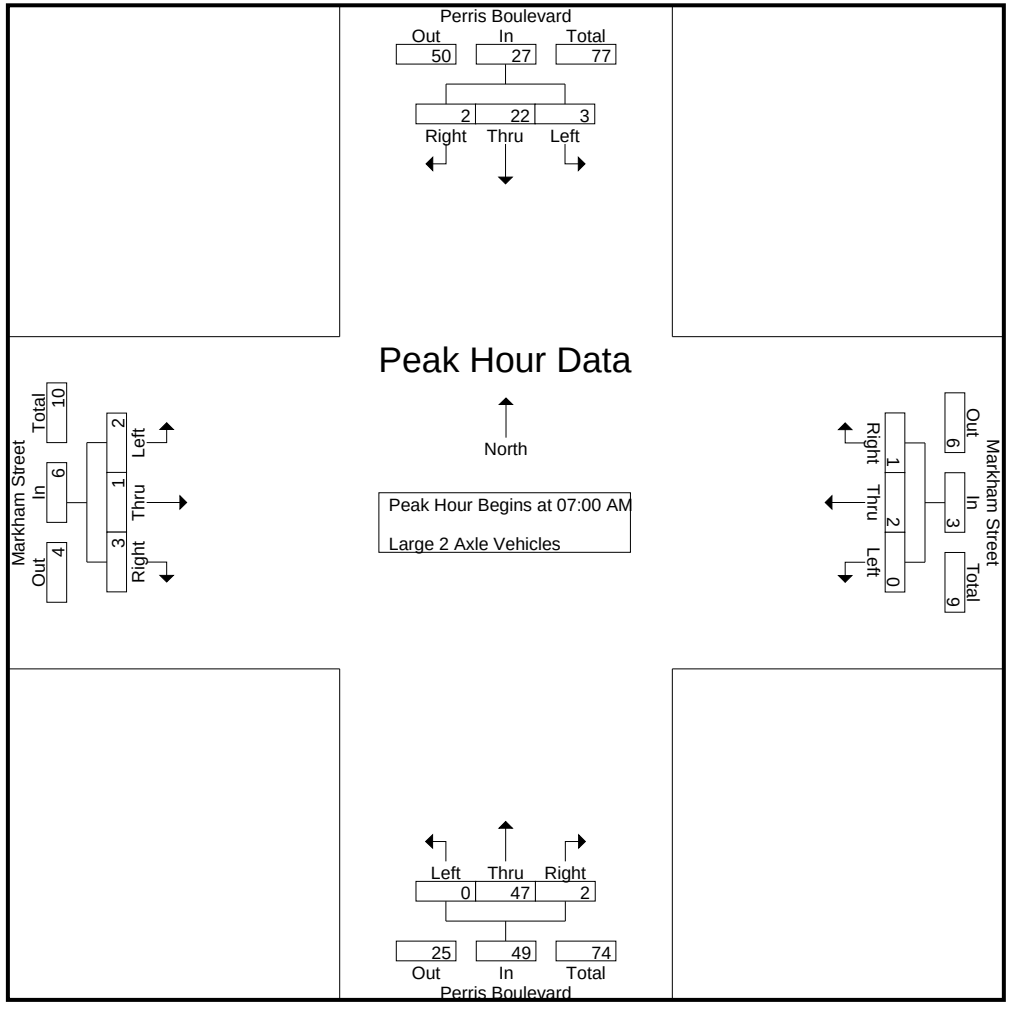

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	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 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.	**3**	6	0	**9**	0	0	**1**	**1**	0	**17**	**1**	**18**	0	0	**1**	1	
+15 mins.	0	5	**1**	6	0	0	0	0	0	12	0	12	0	0	1	1	
+30 mins.	0	2	1	3	0	**1**	0	1	0	7	0	7	**2**	0	0	**2**	
+45 mins.	0	**9**	0	9	0	1	0	1	0	11	1	12	0	**1**	1	2	
Total Volume	3	22	2	27	0	2	1	3	0	47	2	49	2	1	3	6	
% App. Total	11.1	81.5	7.4		0	66.7	33.3		0	95.9	4.1		33.3	16.7	50		
PHF	.250	.611	.500	.750	.000	.500	.250	.750	.000	.691	.500	.681	.250	.250	.750	.750	

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File Name : 07_PER_Perris_Mark AM
Site Code : 05122762
Start Date : 8/30/2022
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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	6	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	1	2	1	1	4	1	11	12
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
08:15 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	1	3	4
Total	1	3	0	0	4	0	0	1	0	1	0	1	2	1	3	0	1	0	0	1	1	9	10
Grand Total	1	7	1	0	9	0	0	1	0	1	0	3	2	1	5	1	3	1	1	5	2	20	22
Apprch %	11.1	77.8	11.1			0	0	100			0	60	40			20	60	20					
Total %	5	35	5		45	0	0	5		5	0	15	10		25	5	15	5		25	9.1	90.9	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 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	0	0	0	0	0	0	0	0	0	**1**	1	2
07:15 AM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
07:30 AM	0	1	**1**	**2**	0	0	0	0	0	1	0	1	**1**	**2**	0	**3**	**6**
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	1	5	0	0	0	0	0	2	0	2	1	2	1	4	11
% App. Total	0	80	20		0	0	0		0	100	0		25	50	25		
PHF	.000	1.00	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.250	.250	.250	.333	.458

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File Name : 07_PER_Perris_Mark AM
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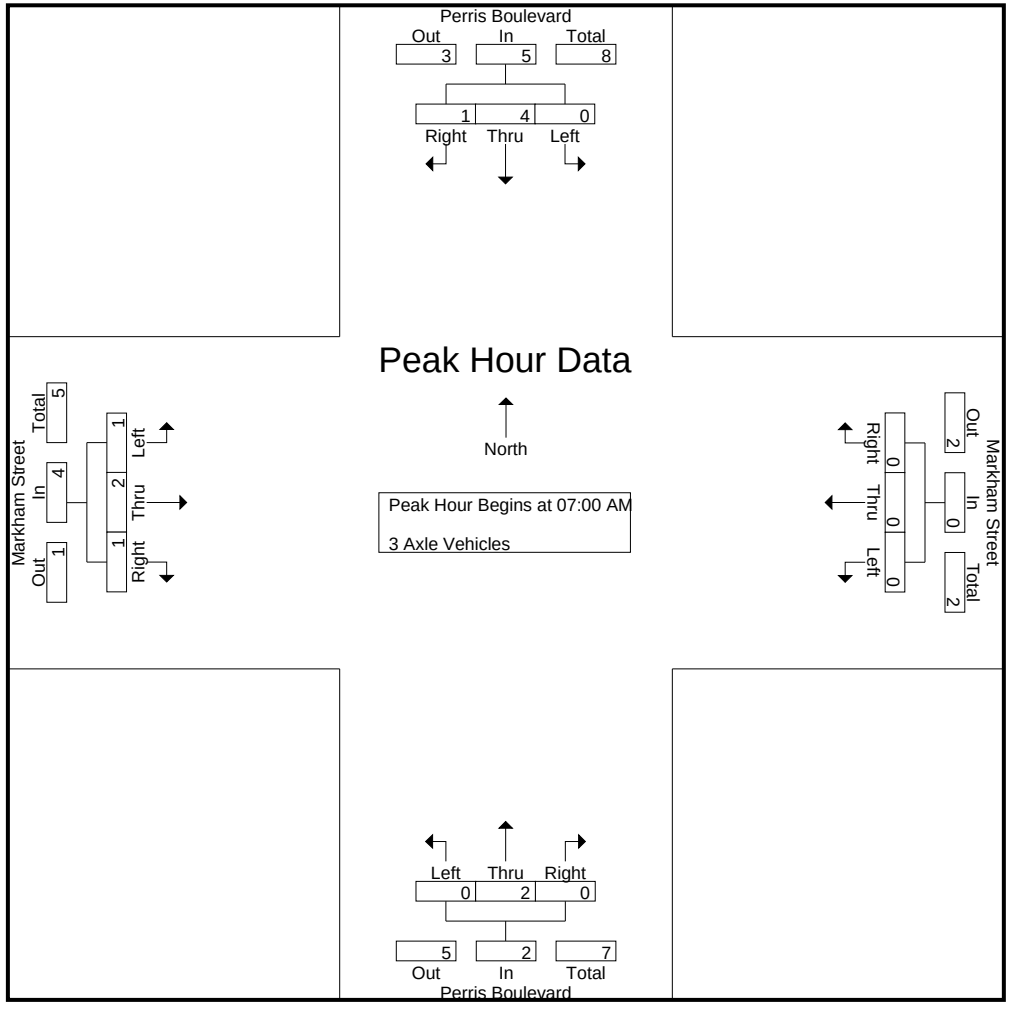

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	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 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	0	0	0	0	0	0	0	0	0	**1**	1	
+15 mins.	0	1	0	1	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	**1**	**2**	0	**3**	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	4	1	5	0	0	0	0	0	2	0	2	1	2	1	4	
% App. Total	0	80	20		0	0	0		0	100	0		25	50	25		
PHF	.000	1.000	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.250	.250	.250	.333	

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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	2	0	1	1	0	2	0	3	0	0	3	0	1	1	0	2	0	9	9
07:15 AM	0	2	1	1	3	0	0	0	0	0	0	1	2	1	3	0	0	0	0	0	2	6	8
07:30 AM	0	3	1	0	4	0	2	1	0	3	0	2	2	0	4	0	0	1	0	1	0	12	12
07:45 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	6
Total	0	7	4	1	11	0	3	2	0	5	0	10	4	1	14	0	1	2	0	3	2	33	35
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	9	9
08:15 AM	0	3	0	0	3	1	1	1	1	3	0	1	0	0	1	0	0	0	0	0	1	7	8
08:30 AM	0	2	0	0	2	1	2	0	0	3	0	2	0	0	2	1	1	0	0	2	0	9	9
08:45 AM	1	1	1	0	3	2	0	0	0	2	0	2	3	1	5	0	1	1	0	2	1	12	13
Total	1	10	1	0	12	4	3	1	1	8	0	7	5	1	12	2	2	1	0	5	2	37	39
Grand Total	1	17	5	1	23	4	6	3	1	13	0	17	9	2	26	2	3	3	0	8	4	70	74
Apprch %	4.3	73.9	21.7			30.8	46.2	23.1			0	65.4	34.6			25	37.5	37.5					
Total %	1.4	24.3	7.1		32.9	5.7	8.6	4.3		18.6	0	24.3	12.9		37.1	2.9	4.3	4.3		11.4	5.4	94.6	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	**1**	2	0	1	**1**	2	0	3	0	3	0	**1**	**1**	**2**	9
07:15 AM	0	2	1	3	0	0	0	0	0	1	**2**	3	0	0	0	0	6
07:30 AM	0	**3**	1	**4**	0	**2**	1	**3**	0	2	2	**4**	0	0	1	1	**12**
07:45 AM	0	1	1	2	0	0	0	0	0	**4**	0	4	0	0	0	0	6
Total Volume	0	7	4	11	0	3	2	5	0	10	4	14	0	1	2	3	33
% App. Total	0	63.6	36.4		0	60	40		0	71.4	28.6		0	33.3	66.7		
PHF	.000	.583	1.00	.688	.000	.375	.500	.417	.000	.625	.500	.875	.000	.250	.500	.375	.688

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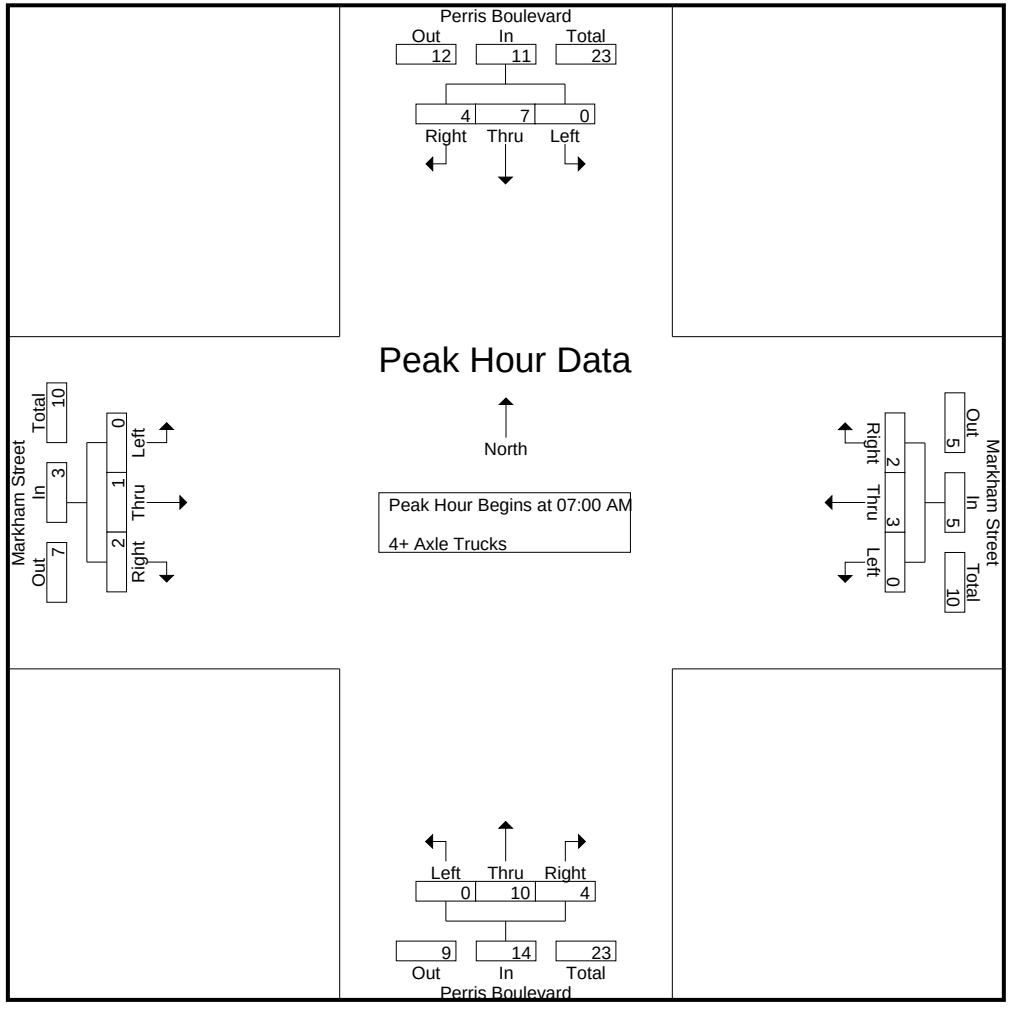

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	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 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	**1**	2	0	1	**1**	2	0	3	0	3	0	**1**	**1**	**2**	
+15 mins.	0	2	1	3	0	0	0	0	0	1	**2**	3	0	0	0	0	
+30 mins.	0	**3**	1	**4**	0	**2**	1	**3**	0	2	2	**4**	0	0	1	1	
+45 mins.	0	1	1	2	0	0	0	0	0	**4**	0	4	0	0	0	0	
Total Volume	0	7	4	11	0	3	2	5	0	10	4	14	0	1	2	3	
% App. Total	0	63.6	36.4		0	60	40		0	71.4	28.6		0	33.3	66.7		
PHF	.000	.583	1.000	.688	.000	.375	.500	.417	.000	.625	.500	.875	.000	.250	.500	.375	

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

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	213	5	1	223	7	12	6	5	25	7	150	3	0	160	4	10	11	8	25	14	433	447
04:15 PM	1	185	7	1	193	5	10	3	1	18	2	167	1	0	170	6	10	9	7	25	9	406	415
04:30 PM	5	237	5	2	247	2	11	4	0	17	6	159	4	3	169	21	29	25	14	75	19	508	527
04:45 PM	6	189	14	2	209	5	17	10	3	32	11	127	6	0	144	11	2	14	8	27	13	412	425
Total	17	824	31	6	872	19	50	23	9	92	26	603	14	3	643	42	51	59	37	152	55	1759	1814
05:00 PM	5	216	7	1	228	5	4	8	7	17	5	172	8	1	185	15	5	13	7	33	16	463	479
05:15 PM	5	205	7	0	217	4	7	0	0	11	3	115	6	0	124	3	3	8	4	14	4	366	370
05:30 PM	5	186	11	0	202	20	16	13	8	49	1	118	7	0	126	13	8	18	9	39	17	416	433
05:45 PM	7	204	10	2	221	5	17	11	4	33	3	124	24	4	151	13	10	8	2	31	12	436	448
Total	22	811	35	3	868	34	44	32	19	110	12	529	45	5	586	44	26	47	22	117	49	1681	1730
Grand Total	39	1635	66	9	1740	53	94	55	28	202	38	1132	59	8	1229	86	77	106	59	269	104	3440	3544
Apprch %	2.2	94	3.8			26.2	46.5	27.2			3.1	92.1	4.8			32	28.6	39.4					
Total %	1.1	47.5	1.9		50.6	1.5	2.7	1.6		5.9	1.1	32.9	1.7		35.7	2.5	2.2	3.1		7.8	2.9	97.1	
Passenger Vehicles	31	1575	60		1674	44	79	48		196	36	1092	49		1184	84	68	100		307	0	0	3361
% Passenger Vehicles	79.5	96.3	90.9	88.9	95.7	83	84	87.3	89.3	85.2	94.7	96.5	83.1	87.5	95.7	97.7	88.3	94.3	93.2	93.6	0	0	94.8
Large 2 Axle Vehicles	1	39	1		42	0	3	0		3	1	19	2		23	0	2	2		5	0	0	73
% Large 2 Axle Vehicles	2.6	2.4	1.5	11.1	2.4	0	3.2	0	0	1.3	2.6	1.7	3.4	12.5	1.9	0	2.6	1.9	1.7	1.5	0	0	2.1
3 Axle Vehicles	3	13	1		17	4	6	3		14	1	12	5		18	0	2	3		8	0	0	57
% 3 Axle Vehicles	7.7	0.8	1.5	0	1	7.5	6.4	5.5	3.6	6.1	2.6	1.1	8.5	0	1.5	0	2.6	2.8	5.1	2.4	0	0	1.6
4+ Axle Trucks	4	8	4		16	5	6	4		17	0	9	3		12	2	5	1		8	0	0	53
% 4+ Axle Trucks	10.3	0.5	6.1	0	0.9	9.4	6.4	7.3	7.1	7.4	0	0.8	5.1	0	1	2.3	6.5	0.9	0	2.4	0	0	1.5

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 PM																	
04:15 PM	1	185	7	193	**5**	10	3	18	2	167	1	170	6	10	9	25	406
04:30 PM	5	**237**	5	**247**	2	11	4	17	6	159	4	169	**21**	**29**	**25**	**75**	**508**
04:45 PM	**6**	189	**14**	209	5	**17**	**10**	**32**	**11**	127	6	144	11	2	14	27	412
05:00 PM	5	216	7	228	5	4	8	17	5	**172**	**8**	**185**	15	5	13	33	463
Total Volume	17	827	33	877	17	42	25	84	24	625	19	668	53	46	61	160	1789
% App. Total	1.9	94.3	3.8		20.2	50	29.8		3.6	93.6	2.8		33.1	28.8	38.1		
PHF	.708	.872	.589	.888	.850	.618	.625	.656	.545	.908	.594	.903	.631	.397	.610	.533	.880

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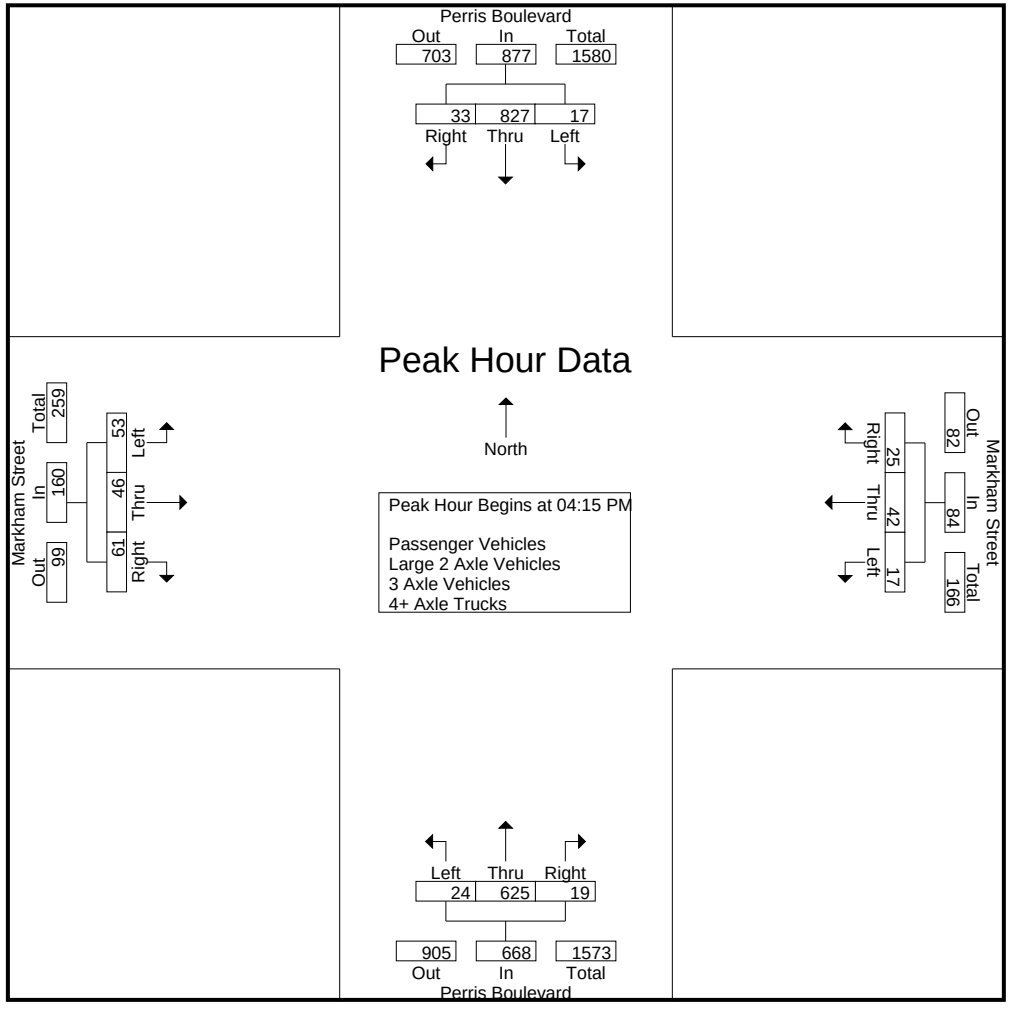

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	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				05:00 PM				04:15 PM				04:15 PM				
+0 mins.	5	**237**	5	**247**	5	4	8	17	2	167	1	170	6	10	9	25	
+15 mins.	**6**	189	**14**	209	4	7	0	11	6	159	4	169	**21**	**29**	**25**	**75**	
+30 mins.	5	216	7	228	**20**	16	**13**	**49**	**11**	127	6	144	11	2	14	27	
+45 mins.	5	205	7	217	5	**17**	11	33	5	**172**	**8**	**185**	15	5	13	33	
Total Volume	21	847	33	901	34	44	32	110	24	625	19	668	53	46	61	160	
% App. Total	2.3	94	3.7		30.9	40	29.1		3.6	93.6	2.8		33.1	28.8	38.1		
PHF	.875	.893	.589	.912	.425	.647	.615	.561	.545	.908	.594	.903	.631	.397	.610	.533	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	202	5	1	211	7	11	4	3	22	6	146	1	0	153	3	9	10	7	22	11	408	419
04:15 PM	0	177	7	1	184	2	5	3	1	10	2	162	1	0	165	6	7	9	7	22	9	381	390
04:30 PM	4	228	4	1	236	1	8	4	0	13	6	153	2	2	161	21	27	25	14	73	17	483	500
04:45 PM	5	180	10	2	195	5	15	8	3	28	11	121	5	0	137	10	2	13	7	25	12	385	397
Total	13	787	26	5	826	15	39	19	7	73	25	582	9	2	616	40	45	57	35	142	49	1657	1706
05:00 PM	2	211	7	1	220	3	4	6	6	13	4	163	7	1	174	15	3	12	7	30	15	437	452
05:15 PM	5	197	7	0	209	2	4	0	0	6	3	111	5	0	119	3	3	7	3	13	3	347	350
05:30 PM	4	181	10	0	195	20	16	13	8	49	1	115	6	0	122	13	7	16	8	36	16	402	418
05:45 PM	7	199	10	2	216	4	16	10	4	30	3	121	22	4	146	13	10	8	2	31	12	423	435
Total	18	788	34	3	840	29	40	29	18	98	11	510	40	5	561	44	23	43	20	110	46	1609	1655
Grand Total	31	1575	60	8	1666	44	79	48	25	171	36	1092	49	7	1177	84	68	100	55	252	95	3266	3361
Apprch %	1.9	94.5	3.6			25.7	46.2	28.1			3.1	92.8	4.2			33.3	27	39.7					
Total %	0.9	48.2	1.8		51	1.3	2.4	1.5		5.2	1.1	33.4	1.5		36	2.6	2.1	3.1		7.7	2.8	97.2	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	177	7	184	2	5	3	10	2	162	1	165	6	7	9	22	381
04:30 PM	4	**228**	4	**236**	1	8	4	13	6	153	2	161	**21**	**27**	**25**	**73**	**483**
04:45 PM	**5**	180	**10**	195	**5**	**15**	**8**	**28**	**11**	121	5	137	10	2	13	25	385
05:00 PM	2	211	7	220	3	4	6	13	4	**163**	**7**	**174**	15	3	12	30	437
Total Volume	11	796	28	835	11	32	21	64	23	599	15	637	52	39	59	150	1686
% App. Total	1.3	95.3	3.4		17.2	50	32.8		3.6	94	2.4		34.7	26	39.3		
PHF	.550	.873	.700	.885	.550	.533	.656	.571	.523	.919	.536	.915	.619	.361	.590	.514	.873

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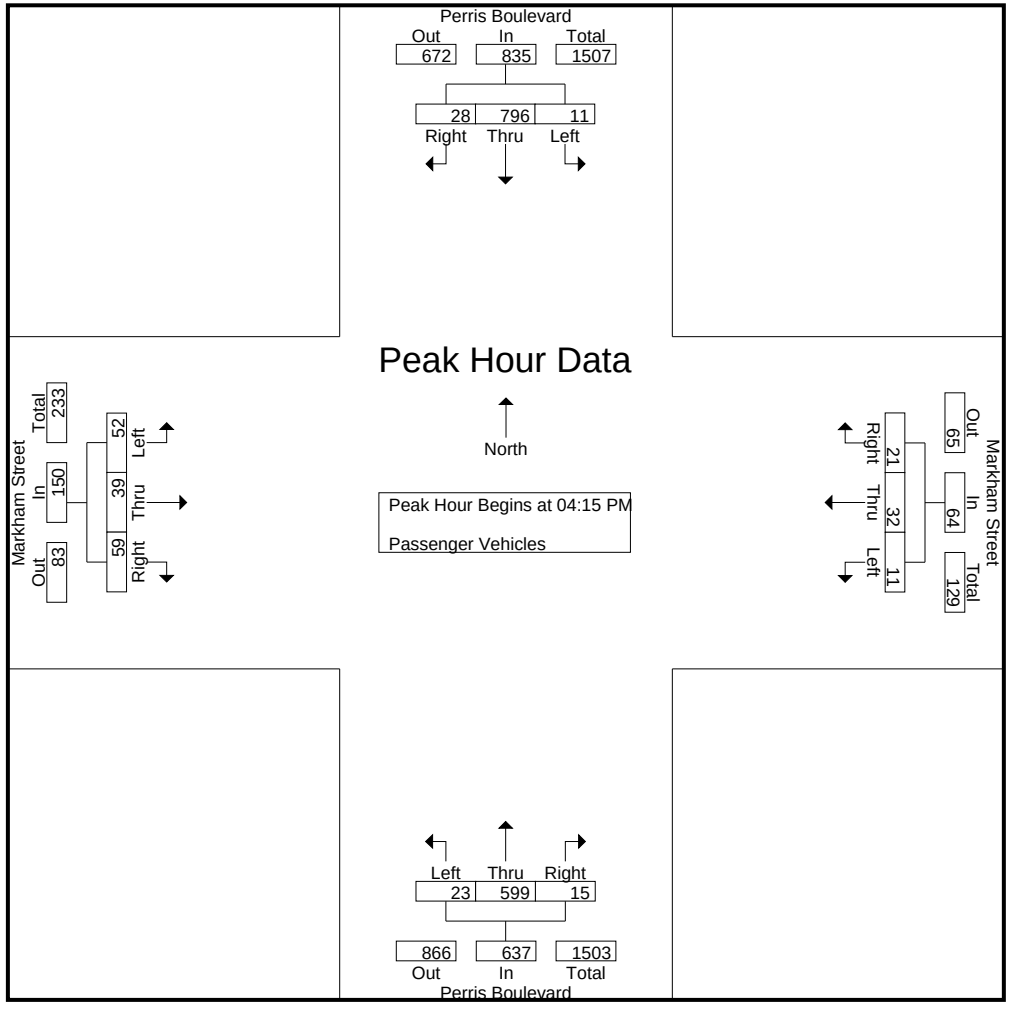
City of Perris
N/S: Perris Boulevard
E/W: Markham Street
Weather: Clear

File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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

File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 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	177	7	184	2	5	3	10	2	162	1	165	6	7	9	22	
+15 mins.	4	**228**	4	**236**	1	8	4	13	6	153	2	161	**21**	**27**	**25**	**73**	
+30 mins.	**5**	180	**10**	195	**5**	**15**	**8**	**28**	**11**	121	5	137	10	2	13	25	
+45 mins.	2	211	7	220	3	4	6	13	4	**163**	**7**	**174**	15	3	12	30	
Total Volume	11	796	28	835	11	32	21	64	23	599	15	637	52	39	59	150	
% App. Total	1.3	95.3	3.4		17.2	50	32.8		3.6	94	2.4		34.7	26	39.3		
PHF	.550	.873	.700	.885	.550	.533	.656	.571	.523	.919	.536	.915	.619	.361	.590	.514	

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File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	7	0	0	7	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	11	11
04:15 PM	0	6	0	0	6	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	11	11
04:30 PM	1	7	1	1	9	0	1	0	0	1	0	3	2	1	5	0	1	0	0	1	2	16	18
04:45 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	9
Total	1	26	1	1	28	0	3	0	0	3	1	11	2	1	14	0	2	0	0	2	2	47	49
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	1	7	8
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	5
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
Total	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	0	0	2	1	2	1	23	24
Grand Total	1	39	1	1	41	0	3	0	0	3	1	19	2	1	22	0	2	2	1	4	3	70	73
Apprch %	2.4	95.1	2.4			0	100	0			4.5	86.4	9.1			0	50	50					
Total %	1.4	55.7	1.4		58.6	0	4.3	0		4.3	1.4	27.1	2.9		31.4	0	2.9	2.9		5.7	4.1	95.9	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	6	0	6	0	**2**	0	**2**	0	**3**	0	3	0	0	0	0	11
04:30 PM	**1**	**7**	**1**	**9**	0	1	0	1	0	3	**2**	**5**	0	**1**	0	**1**	**16**
04:45 PM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
05:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total Volume	1	23	1	25	0	3	0	3	0	11	2	13	0	1	0	1	42
% App. Total	4	92	4		0	100	0		0	84.6	15.4		0	100	0		
PHF	.250	.821	.250	.694	.000	.375	.000	.375	.000	.917	.250	.650	.000	.250	.000	.250	.656

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City of Perris
N/S: Perris Boulevard
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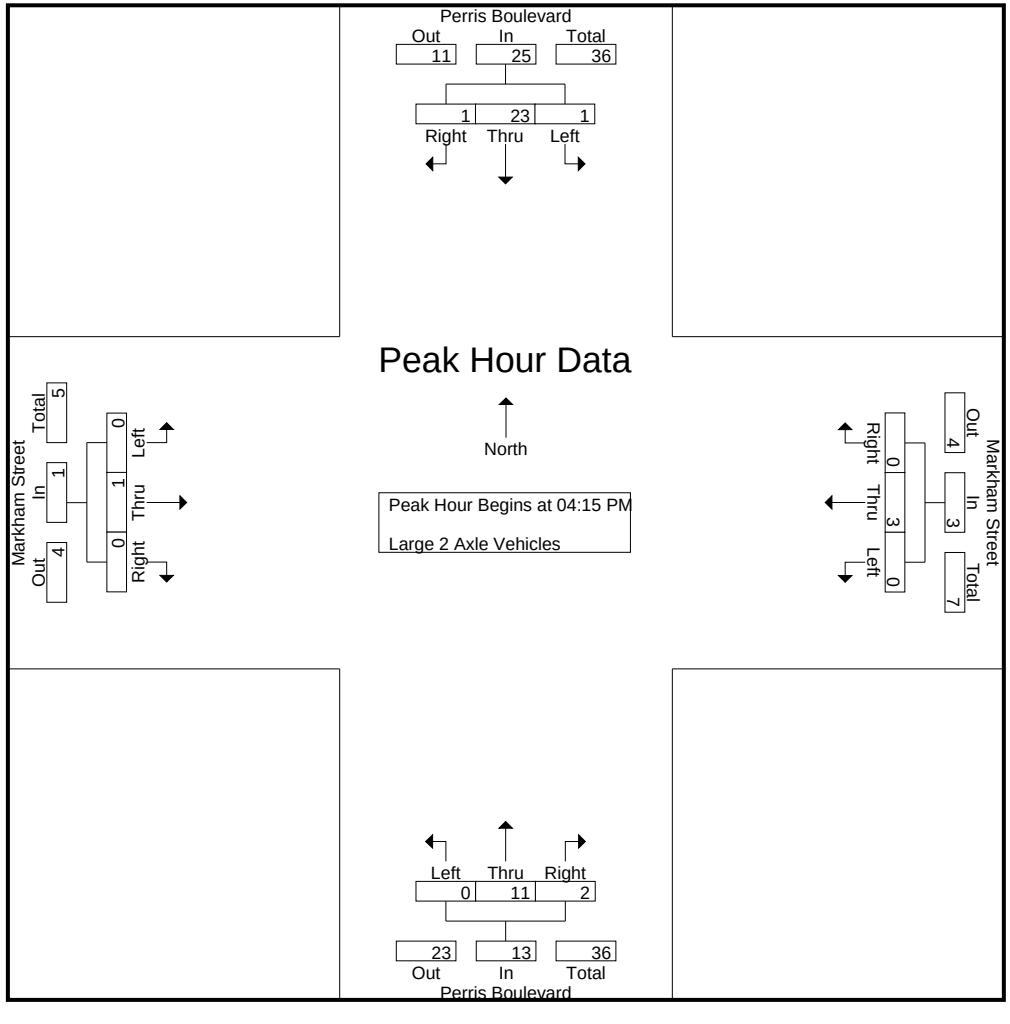
Weather: Clear

File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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

File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 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	6	0	6	0	**2**	0	**2**	0	**3**	0	3	0	0	0	0	
+15 mins.	**1**	**7**	**1**	**9**	0	1	0	1	0	3	**2**	**5**	0	**1**	0	**1**	
+30 mins.	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	
+45 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	
Total Volume	1	23	1	25	0	3	0	3	0	11	2	13	0	1	0	1	
% App. Total	4	92	4		0	100	0		0	84.6	15.4		0	100	0		
PHF	.250	.821	.250	.694	.000	.375	.000	.375	.000	.917	.250	.650	.000	.250	.000	.250	

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

File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	0	1	0	0	1	0	2	2	0	4	0	0	1	1	1	1	8	9
04:15 PM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	6	6
04:30 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	5	5
04:45 PM	1	2	1	0	4	0	0	1	0	1	0	3	0	0	3	0	0	1	1	1	1	9	10
Total	2	7	1	0	10	1	4	1	0	6	0	7	2	0	9	0	1	2	2	3	2	28	30
05:00 PM	1	0	0	0	1	1	0	2	1	3	1	2	0	0	3	0	0	0	0	0	1	7	8
05:15 PM	0	3	0	0	3	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	0	8	8
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	1	1	1	2	1	7	8
05:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	3
Total	1	6	0	0	7	3	2	2	1	7	1	5	3	0	9	0	1	1	1	2	2	25	27
Grand Total	3	13	1	0	17	4	6	3	1	13	1	12	5	0	18	0	2	3	3	5	4	53	57
Apprch %	17.6	76.5	5.9			30.8	46.2	23.1			5.6	66.7	27.8			0	40	60					
Total %	5.7	24.5	1.9		32.1	7.5	11.3	5.7		24.5	1.9	22.6	9.4		34	0	3.8	5.7		9.4	7	93	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 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	**2**	0	2	0	2	0	2	0	0	0	0	6
04:30 PM	0	2	0	2	**1**	1	0	2	0	0	0	0	0	**1**	0	**1**	5
04:45 PM	**1**	2	**1**	**4**	0	0	1	1	0	**3**	0	**3**	0	0	**1**	1	**9**
05:00 PM	1	0	0	1	1	0	**2**	**3**	**1**	2	0	3	0	0	0	0	7
Total Volume	2	6	1	9	2	3	3	8	1	7	0	8	0	1	1	2	27
% App. Total	22.2	66.7	11.1		25	37.5	37.5		12.5	87.5	0		0	50	50		
PHF	.500	.750	.250	.563	.500	.375	.375	.667	.250	.583	.000	.667	.000	.250	.250	.500	.750

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City of Perris
N/S: Perris Boulevard
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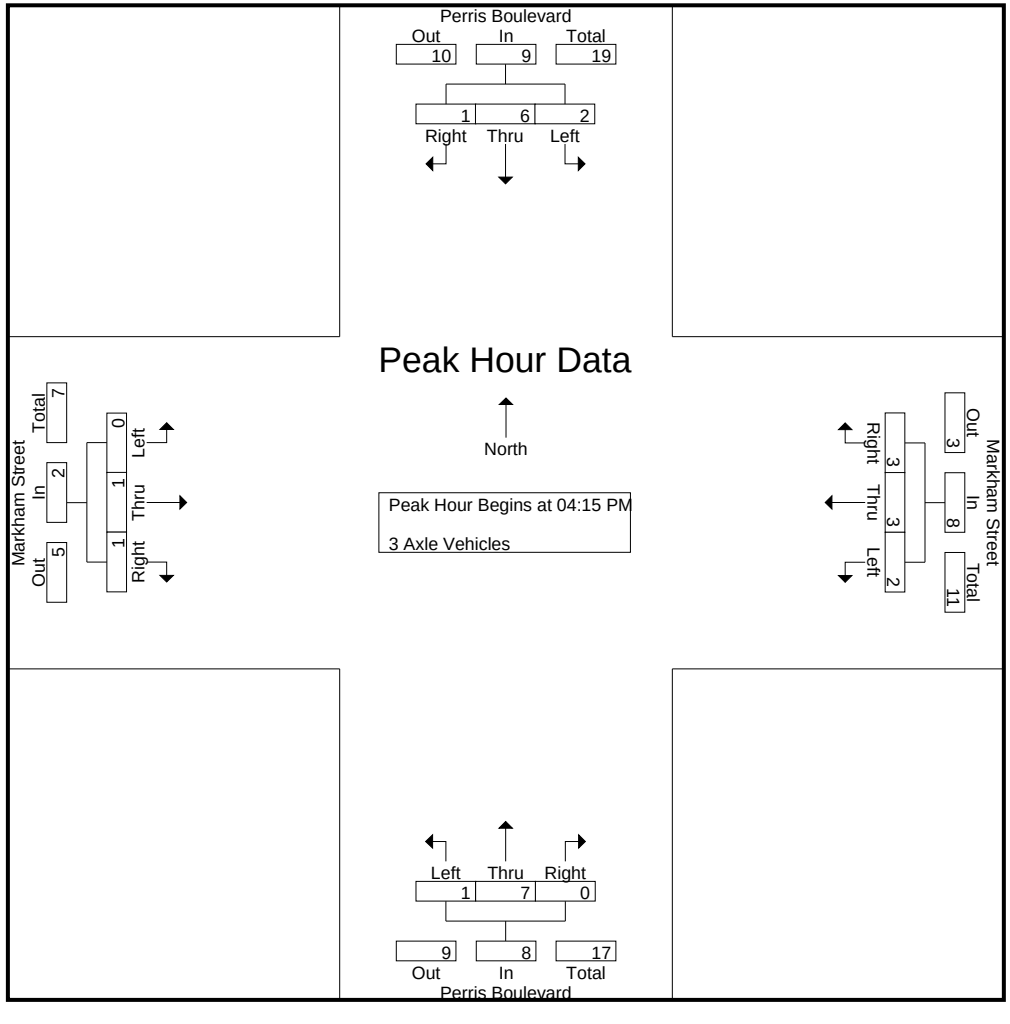
Weather: Clear

File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
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File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 3

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 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	**2**	0	2	0	2	0	2	0	0	0	0	
+15 mins.	0	2	0	2	**1**	1	0	2	0	0	0	0	0	**1**	0	**1**	
+30 mins.	**1**	2	**1**	**4**	0	0	1	1	0	**3**	0	**3**	0	0	**1**	1	
+45 mins.	1	0	0	1	1	0	**2**	**3**	**1**	2	0	3	0	0	0	0	
Total Volume	2	6	1	9	2	3	3	8	1	7	0	8	0	1	1	2	
% App. Total	22.2	66.7	11.1		25	37.5	37.5		12.5	87.5	0		0	50	50		
PHF	.500	.750	.250	.563	.500	.375	.375	.667	.250	.583	.000	.667	.000	.250	.250	.500	

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City of Perris
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E/W: Markham Street
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File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	2	2	2	0	0	0	0	0	1	0	0	0	1	2	6	8
04:15 PM	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	0	3	0	0	3	0	8	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	4
04:45 PM	0	1	3	0	4	0	2	1	0	3	0	0	1	0	1	1	0	0	0	1	0	9	9
Total	1	4	3	0	8	3	4	3	2	10	0	3	1	0	4	2	3	0	0	5	2	27	29
05:00 PM	2	1	0	0	3	1	0	0	0	1	0	5	1	0	6	0	2	1	0	3	0	13	13
05:15 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	4
05:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	0	5	5
Total	3	4	1	0	8	2	2	1	0	5	0	6	2	0	8	0	2	1	0	3	0	24	24
Grand Total	4	8	4	0	16	5	6	4	2	15	0	9	3	0	12	2	5	1	0	8	2	51	53
Apprch %	25	50	25			33.3	40	26.7			0	75	25			25	62.5	12.5					
Total %	7.8	15.7	7.8		31.4	9.8	11.8	7.8		29.4	0	17.6	5.9		23.5	3.9	9.8	2		15.7	3.8	96.2	

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	**3**	1	0	**4**	0	0	0	0	0	**3**	0	**3**	8
04:30 PM	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	4
04:45 PM	0	**1**	**3**	**4**	0	**2**	**1**	3	0	0	**1**	1	**1**	0	0	1	9
05:00 PM	**2**	1	0	3	1	0	0	1	0	**5**	1	**6**	0	2	**1**	3	**13**
Total Volume	3	2	3	8	4	4	1	9	0	8	2	10	1	5	1	7	34
% App. Total	37.5	25	37.5		44.4	44.4	11.1		0	80	20		14.3	71.4	14.3		
PHF	.375	.500	.250	.500	.333	.500	.250	.563	.000	.400	.500	.417	.250	.417	.250	.583	.654

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City of Perris
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File Name : 07_PER_Perris_Mark PM
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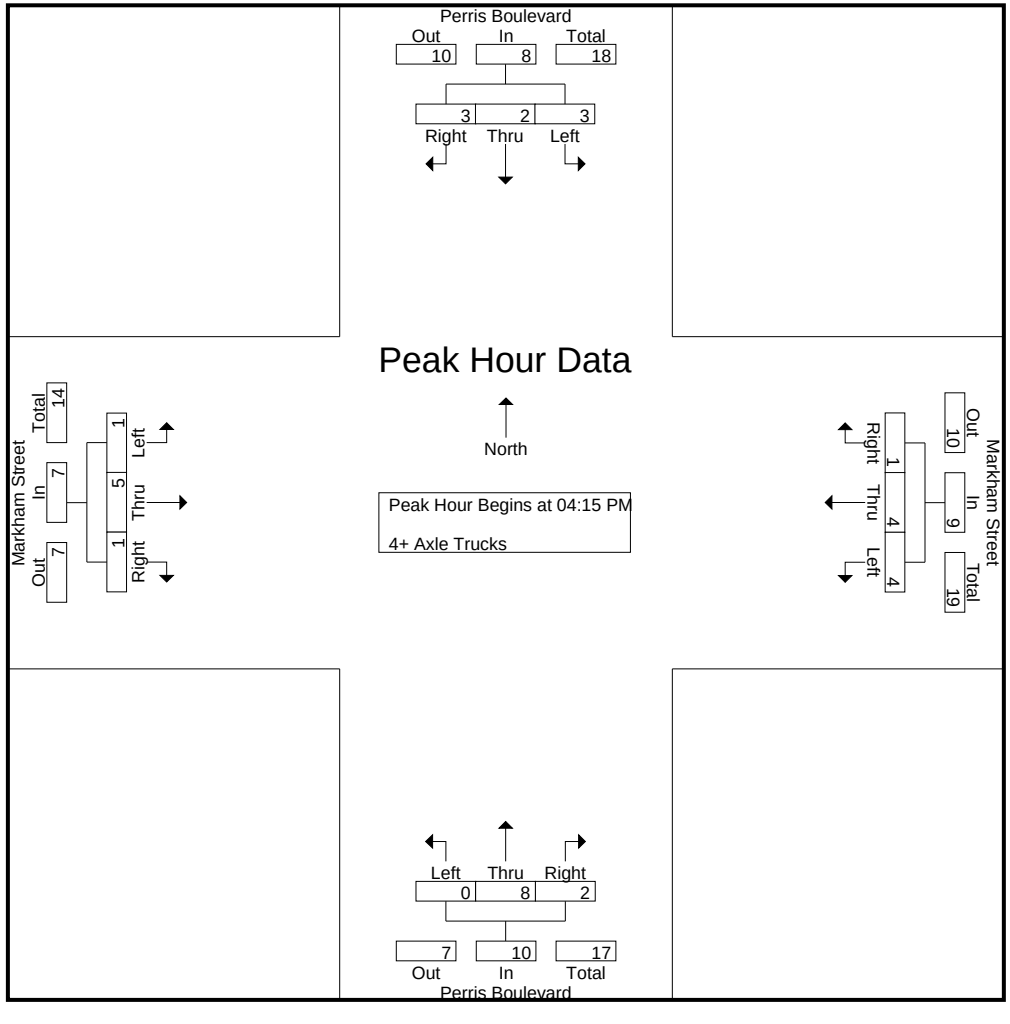

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City of Perris
N/S: Perris Boulevard
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Weather: Clear

File Name : 07_PER_Perris_Mark PM
Site Code : 05122762
Start Date : 8/30/2022

	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	1	0	0	1	**3**	1	0	**4**	0	0	0	0	0	**3**	0	**3**	
+15 mins.	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	
+30 mins.	0	**1**	**3**	**4**	0	**2**	**1**	3	0	0	**1**	1	**1**	0	0	1	
+45 mins.	**2**	1	0	3	1	0	0	1	0	**5**	1	**6**	0	2	**1**	3	
Total Volume	3	2	3	8	4	4	1	9	0	8	2	10	1	5	1	7	
% App. Total	37.5	25	37.5		44.4	44.4	11.1		0	80	20		14.3	71.4	14.3		
PHF	.375	.500	.250	.500	.333	.500	.250	.563	.000	.400	.500	.417	.250	.417	.250	.583	

Location: Perris
N/S: Perris Boulevard
E/W: Markham Street

Date: 8/30/2022
Day: Tuesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Markham Street	South Leg Perris Boulevard	West Leg Markham Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	2

	North Leg Perris Boulevard	East Leg Markham Street	South Leg Perris Boulevard	West Leg Markham Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	1	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	2	1	1	5

Location: Perris
N/S: Perris Boulevard
E/W: Markham Street

Date: 8/30/2022
Day: Tuesday

BICYCLES

	Southbound Perris Boulevard			Westbound Markham Street			Northbound Perris Boulevard			Eastbound Markham Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	0	4

	Southbound Perris Boulevard			Westbound Markham Street			Northbound Perris Boulevard			Eastbound Markham Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	2	3	0	0	0	0	5

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City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg AM
Site Code : 05122762
Start Date : 8/30/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	78	5	1	84	1	5	4	1	10	6	255	1	0	262	1	2	5	4	8	6	364	370
07:15 AM	0	83	11	2	94	1	6	2	0	9	10	226	2	0	238	2	1	2	1	5	3	346	349
07:30 AM	5	87	3	0	95	1	9	4	2	14	4	287	3	1	294	3	2	7	7	12	10	415	425
07:45 AM	3	125	12	4	140	2	8	6	4	16	11	230	2	0	243	1	7	2	2	10	10	409	419
Total	9	373	31	7	413	5	28	16	7	49	31	998	8	1	1037	7	12	16	14	35	29	1534	1563
08:00 AM	2	146	16	4	164	2	12	4	2	18	15	187	2	1	204	7	1	3	2	11	9	397	406
08:15 AM	6	104	13	2	123	2	15	1	0	18	13	187	2	0	202	10	9	9	8	28	10	371	381
08:30 AM	5	107	6	1	118	3	8	6	3	17	10	144	1	1	155	14	8	8	5	30	10	320	330
08:45 AM	5	112	6	0	123	3	3	5	2	11	3	135	1	1	139	9	2	4	4	15	7	288	295
Total	18	469	41	7	528	10	38	16	7	64	41	653	6	3	700	40	20	24	19	84	36	1376	1412
Grand Total	27	842	72	14	941	15	66	32	14	113	72	1651	14	4	1737	47	32	40	33	119	65	2910	2975
Apprch %	2.9	89.5	7.7			13.3	58.4	28.3			4.1	95	0.8			39.5	26.9	33.6					
Total %	0.9	28.9	2.5		32.3	0.5	2.3	1.1		3.9	2.5	56.7	0.5		59.7	1.6	1.1	1.4		4.1	2.2	97.8	
Passenger Vehicles	22	783	71		889	14	48	18		89	65	1583	13		1664	46	25	36		139	0	0	2781
% Passenger Vehicles	81.5	93	98.6	92.9	93.1	93.3	72.7	56.2	64.3	70.1	90.3	95.9	92.9	75	95.6	97.9	78.1	90	97	91.4	0	0	93.5
Large 2 Axle Vehicles	3	36	1		41	0	2	2		4	5	55	0		60	0	1	1		3	0	0	108
% Large 2 Axle Vehicles	11.1	4.3	1.4	7.1	4.3	0	3	6.2	0	3.1	6.9	3.3	0	0	3.4	0	3.1	2.5	3	2	0	0	3.6
3 Axle Vehicles	0	2	0		2	0	8	1		10	2	2	0		4	1	3	1		5	0	0	21
% 3 Axle Vehicles	0	0.2	0	0	0.2	0	12.1	3.1	7.1	7.9	2.8	0.1	0	0	0.2	2.1	9.4	2.5	0	3.3	0	0	0.7
4+ Axle Trucks	2	21	0		23	1	8	11		24	0	11	1		13	0	3	2		5	0	0	65
% 4+ Axle Trucks	7.4	2.5	0	0	2.4	6.7	12.1	34.4	28.6	18.9	0	0.7	7.1	25	0.7	0	9.4	5	0	3.3	0	0	2.2

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	87	3	95	1	9	4	14	4	**287**	**3**	**294**	3	2	7	12	**415**
07:45 AM	3	125	12	140	**2**	8	**6**	16	11	230	2	243	1	7	2	10	409
08:00 AM	2	**146**	**16**	**164**	2	12	4	**18**	**15**	187	2	204	7	1	3	11	397
08:15 AM	**6**	104	13	123	2	**15**	1	18	13	187	2	202	**10**	**9**	**9**	**28**	371
Total Volume	16	462	44	522	7	44	15	66	43	891	9	943	21	19	21	61	1592
% App. Total	3.1	88.5	8.4		10.6	66.7	22.7		4.6	94.5	1		34.4	31.1	34.4		
PHF	.667	.791	.688	.796	.875	.733	.625	.917	.717	.776	.750	.802	.525	.528	.583	.545	.959

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File Name : 14_PER_Perris_Morg AM
Site Code : 05122762
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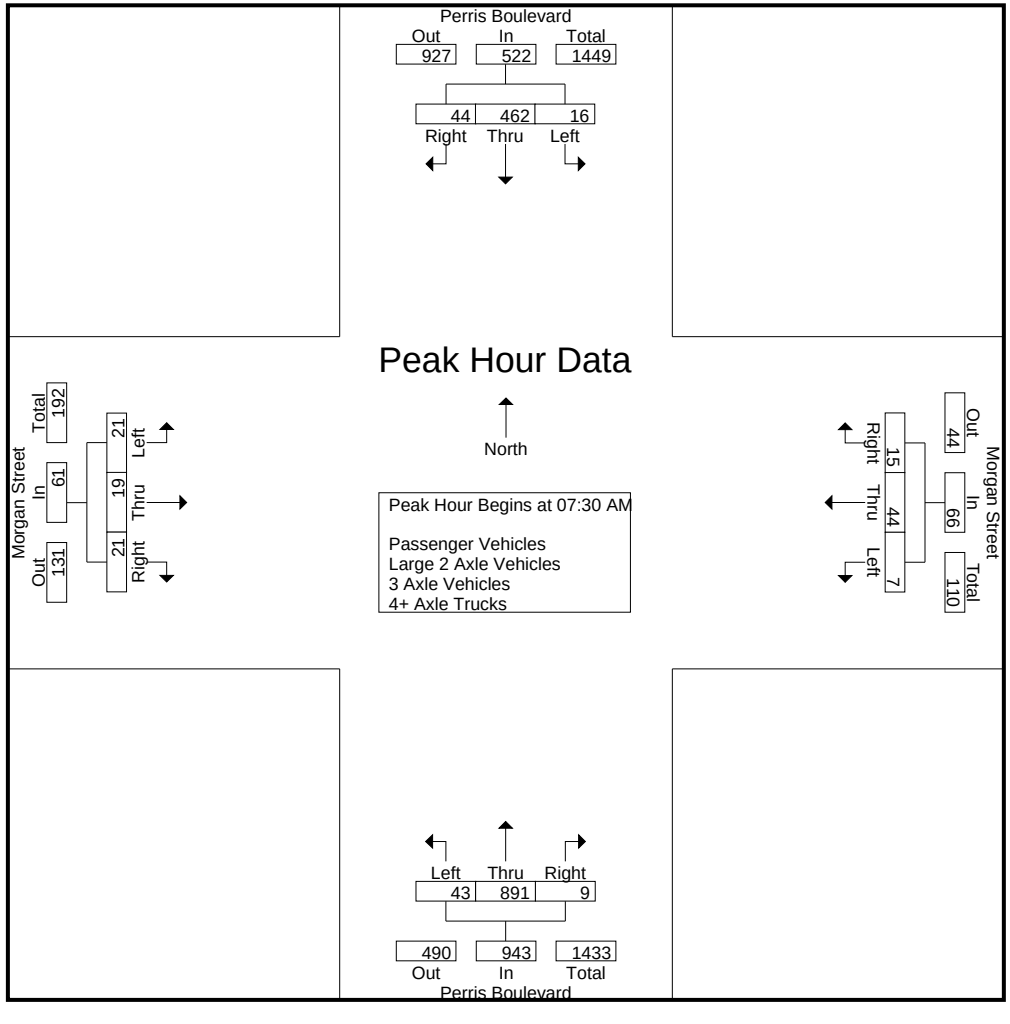

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Start Date : 8/30/2022

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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 Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:00 AM				08:00 AM				
+0 mins.	3	125	12	140	2	8	**6**	16	6	255	1	262	7	1	3	11	
+15 mins.	2	**146**	**16**	**164**	2	12	4	**18**	10	226	2	238	10	**9**	**9**	28	
+30 mins.	**6**	104	13	123	2	**15**	1	18	4	**287**	**3**	**294**	**14**	8	8	**30**	
+45 mins.	5	107	6	118	**3**	8	6	17	**11**	230	2	243	9	2	4	15	
Total Volume	16	482	47	545	9	43	17	69	31	998	8	1037	40	20	24	84	
% App. Total	2.9	88.4	8.6		13	62.3	24.6		3	96.2	0.8		47.6	23.8	28.6		
PHF	.667	.825	.734	.831	.750	.717	.708	.958	.705	.869	.667	.882	.714	.556	.667	.700	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	70	5	1	76	1	1	2	1	4	5	245	1	0	251	1	1	4	4	6	6	337	343
07:15 AM	0	79	10	1	89	1	4	1	0	6	8	216	2	0	226	2	1	1	1	4	2	325	327
07:30 AM	2	84	3	0	89	1	9	4	2	14	4	278	3	1	285	3	1	6	6	10	9	398	407
07:45 AM	3	122	12	4	137	1	6	4	2	11	10	226	2	0	238	1	6	2	2	9	8	395	403
Total	6	355	30	6	391	4	20	11	5	35	27	965	8	1	1000	7	9	13	13	29	25	1455	1480
08:00 AM	2	129	16	4	147	2	8	0	0	10	13	181	2	1	196	6	0	3	2	9	7	362	369
08:15 AM	5	98	13	2	116	2	13	0	0	15	13	176	2	0	191	10	8	9	8	27	10	349	359
08:30 AM	4	98	6	1	108	3	5	5	2	13	9	137	0	0	146	14	8	7	5	29	8	296	304
08:45 AM	5	103	6	0	114	3	2	2	2	7	3	124	1	1	128	9	0	4	4	13	7	262	269
Total	16	428	41	7	485	10	28	7	4	45	38	618	5	2	661	39	16	23	19	78	32	1269	1301
Grand Total	22	783	71	13	876	14	48	18	9	80	65	1583	13	3	1661	46	25	36	32	107	57	2724	2781
Apprch %	2.5	89.4	8.1			17.5	60	22.5			3.9	95.3	0.8			43	23.4	33.6					
Total %	0.8	28.7	2.6		32.2	0.5	1.8	0.7		2.9	2.4	58.1	0.5		61	1.7	0.9	1.3		3.9	2	98	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	84	3	89	1	9	**4**	14	4	**278**	**3**	**285**	3	1	6	10	**398**
07:45 AM	3	122	12	137	1	6	4	11	10	226	2	238	1	6	2	9	395
08:00 AM	2	**129**	**16**	**147**	**2**	8	0	10	**13**	181	2	196	6	0	3	9	362
08:15 AM	**5**	98	13	116	2	**13**	0	**15**	13	176	2	191	**10**	**8**	**9**	**27**	349
Total Volume	12	433	44	489	6	36	8	50	40	861	9	910	20	15	20	55	1504
% App. Total	2.5	88.5	9		12	72	16		4.4	94.6	1		36.4	27.3	36.4		
PHF	.600	.839	.688	.832	.750	.692	.500	.833	.769	.774	.750	.798	.500	.469	.556	.509	.945

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City of Perris
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File Name : 14_PER_Perris_Morg AM
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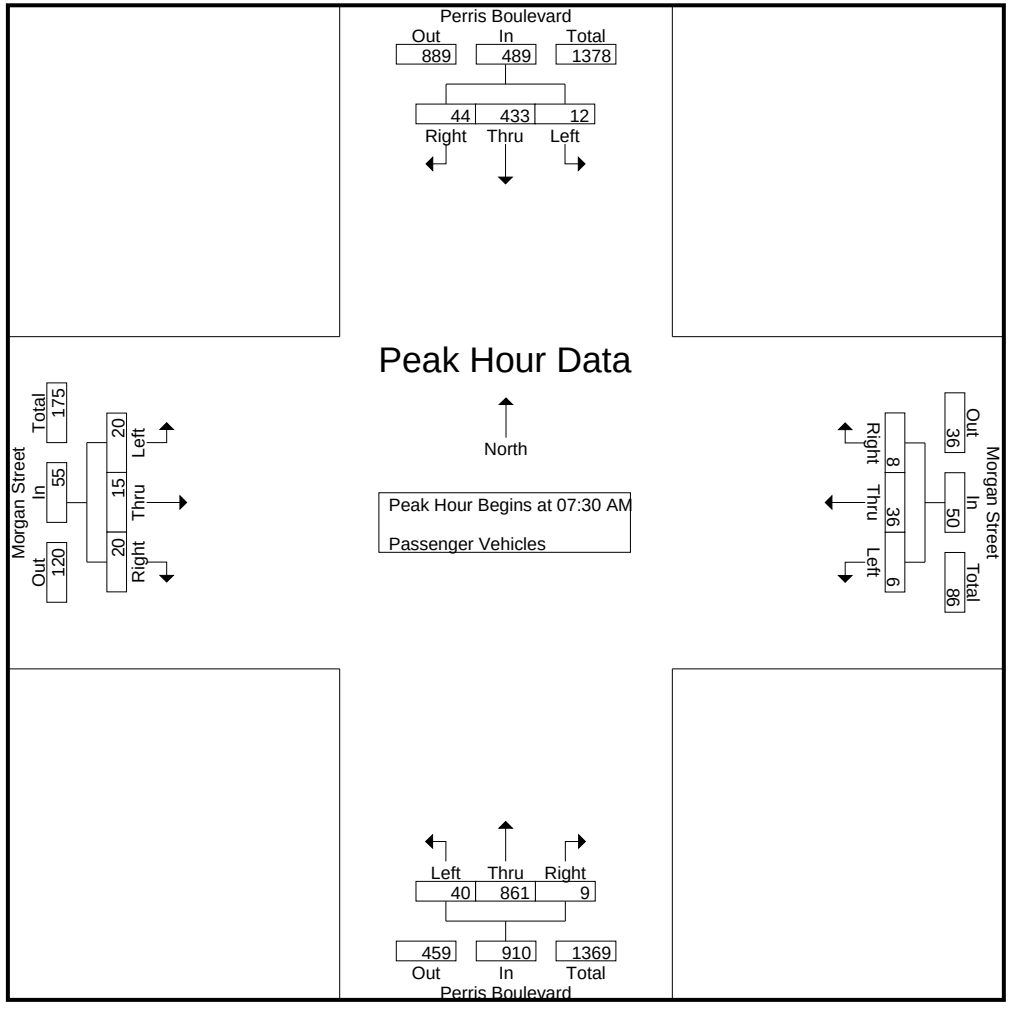

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City of Perris
N/S: Perris Boulevard
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File Name : 14_PER_Perris_Morg AM
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	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	2	84	3	89	1	9	**4**	14	4	**278**	**3**	**285**	3	1	6	10	
+15 mins.	3	122	12	137	1	6	4	11	10	226	2	238	1	6	2	9	
+30 mins.	2	**129**	**16**	**147**	**2**	8	0	10	**13**	181	2	196	6	0	3	9	
+45 mins.	**5**	98	13	116	2	**13**	0	**15**	13	176	2	191	**10**	**8**	**9**	**27**	
Total Volume	12	433	44	489	6	36	8	50	40	861	9	910	20	15	20	55	
% App. Total	2.5	88.5	9		12	72	16		4.4	94.6	1		36.4	27.3	36.4		
PHF	.600	.839	.688	.832	.750	.692	.500	.833	.769	.774	.750	.798	.500	.469	.556	.509	

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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	6	0	0	6	0	1	1	0	2	1	9	0	0	10	0	0	0	0	0	0	18	18
07:15 AM	0	1	1	1	2	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	1	12	13
07:30 AM	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	1	1	1	1	10	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
Total	1	9	1	1	11	0	1	1	0	2	2	27	0	0	29	0	0	1	1	1	2	43	45
08:00 AM	0	10	0	0	10	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	18	18
08:15 AM	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	14	14
08:30 AM	1	6	0	0	7	0	1	0	0	1	1	6	0	0	7	0	0	0	0	0	0	15	15
08:45 AM	0	6	0	0	6	0	0	1	0	1	0	8	0	0	8	0	1	0	0	1	0	16	16
Total	2	27	0	0	29	0	1	1	0	2	3	28	0	0	31	0	1	0	0	1	0	63	63
Grand Total	3	36	1	1	40	0	2	2	0	4	5	55	0	0	60	0	1	1	1	2	2	106	108
Apprch %	7.5	90	2.5			0	50	50			8.3	91.7	0			0	50	50					
Total %	2.8	34	0.9		37.7	0	1.9	1.9		3.8	4.7	51.9	0		56.6	0	0.9	0.9		1.9	1.9	98.1	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	2	0	3	0	0	0	0	0	6	0	6	0	0	**1**	**1**	10
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	**10**	0	**10**	0	0	0	0	**2**	6	0	**8**	0	0	0	0	**18**
08:15 AM	1	5	0	6	0	0	0	0	0	**8**	0	8	0	0	0	0	14
Total Volume	2	17	0	19	0	0	0	0	2	23	0	25	0	0	1	1	45
% App. Total	10.5	89.5	0		0	0	0		8	92	0		0	0	100		
PHF	.500	.425	.000	.475	.000	.000	.000	.000	.250	.719	.000	.781	.000	.000	.250	.250	.625

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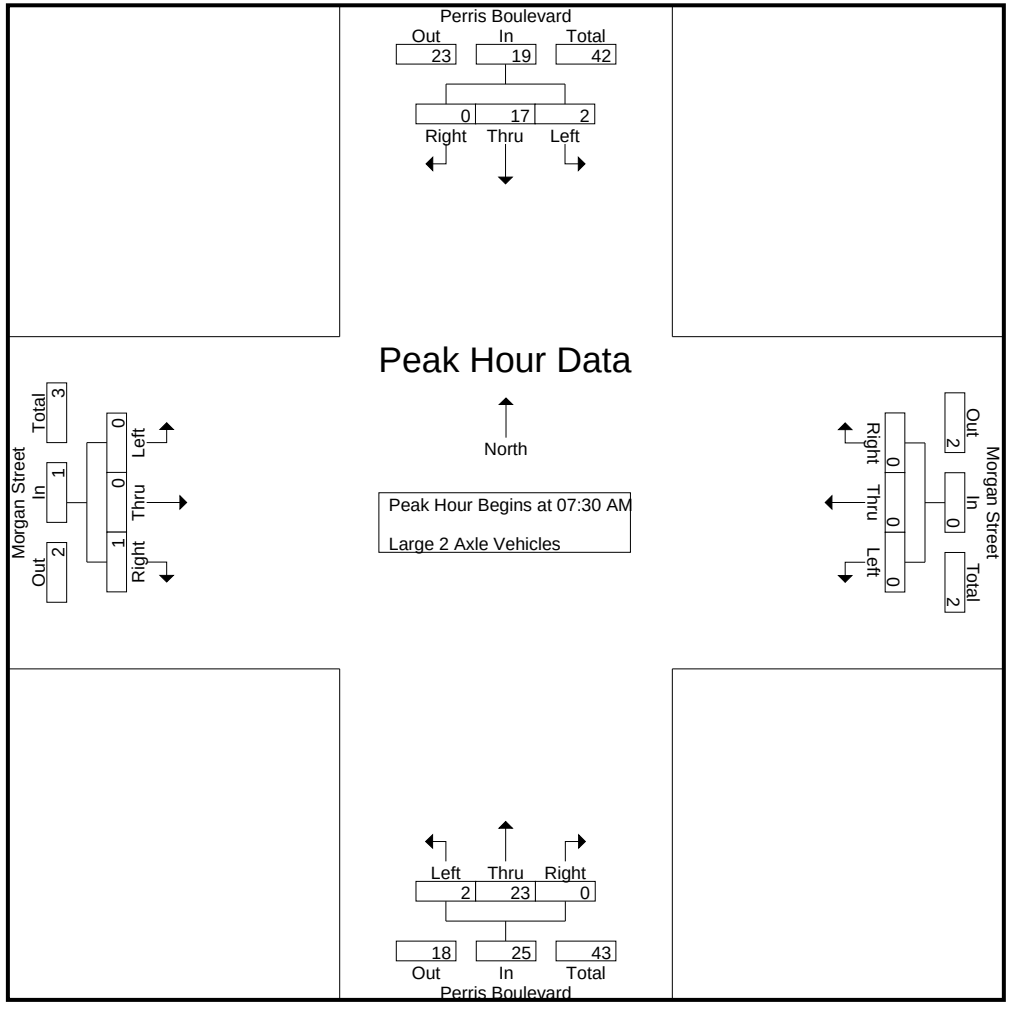

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	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	**1**	2	0	3	0	0	0	0	0	6	0	6	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	
+30 mins.	0	**10**	0	**10**	0	0	0	0	**2**	6	0	**8**	0	0	0	0	
+45 mins.	1	5	0	6	0	0	0	0	0	**8**	0	8	0	0	0	0	
Total Volume	2	17	0	19	0	0	0	0	2	23	0	25	0	0	1	1	
% App. Total	10.5	89.5	0		0	0	0		8	92	0		0	0	100		
PHF	.500	.425	.000	.475	.000	.000	.000	.000	.250	.719	.000	.781	.000	.000	.250	.250	

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Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4	4
07:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
07:45 AM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	1	2	3
Total	0	1	0	0	1	0	3	1	1	4	2	2	0	0	4	0	1	1	0	2	1	11	12
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	4	4
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	0	9	9
Grand Total	0	2	0	0	2	0	8	1	1	9	2	2	0	0	4	1	3	1	0	5	1	20	21
Apprch %	0	100	0			0	88.9	11.1			50	50	0			20	60	20					
Total %	0	10	0		10	0	40	5		45	10	10	0		20	5	15	5		25	4.8	95.2	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	2
07:45 AM	0	0	0	0	0	0	**1**	1	**1**	0	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	0	0	1	**4**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	1	5	1	1	0	2	1	2	0	3	10
% App. Total	0	0	0		0	80	20		50	50	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.333	.250	.417	.250	.250	.000	.500	.250	.500	.000	.750	.625

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E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg AM
Site Code : 05122762
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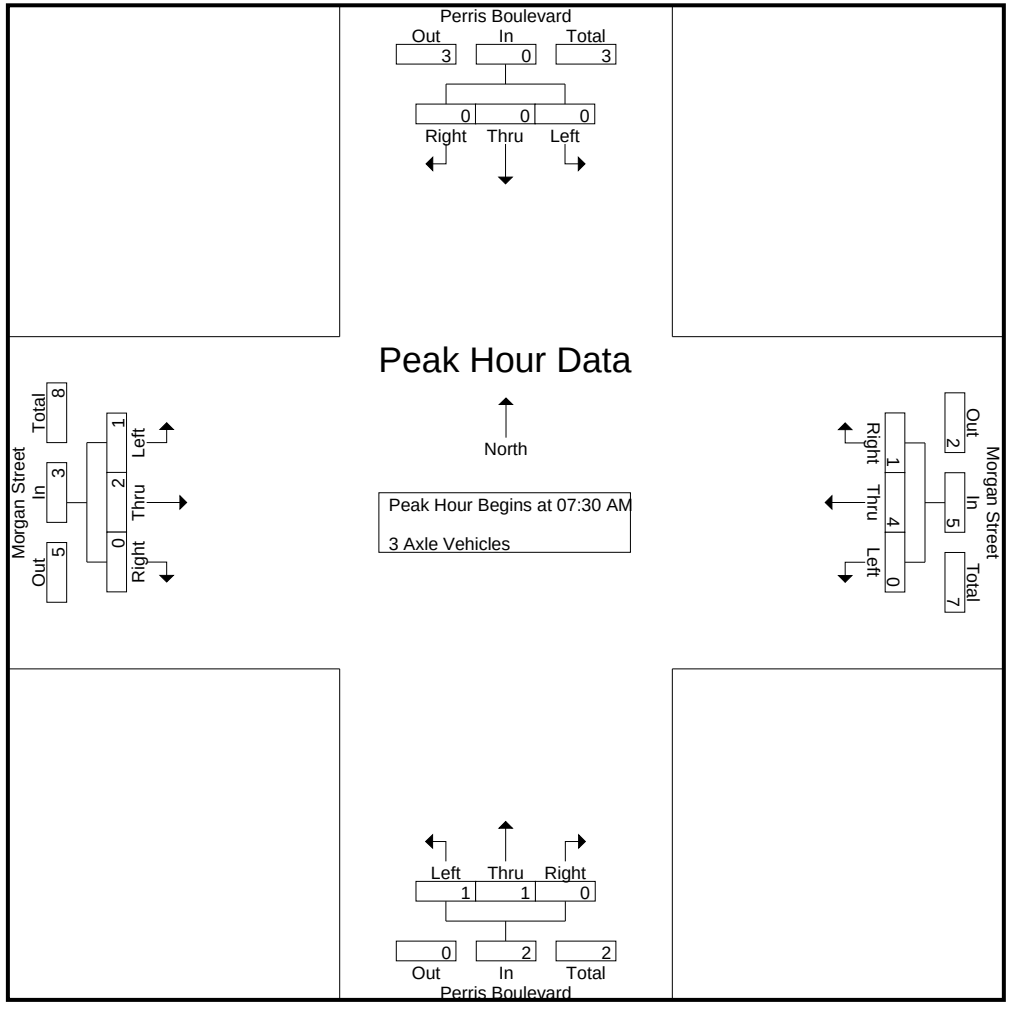

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	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	**1**	1	**1**	0	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	0	0	1	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	0	4	1	5	1	1	0	2	1	2	0	3	
% App. Total	0	0	0		0	80	20		50	50	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.333	.250	.417	.250	.250	.000	.500	.250	.500	.000	.750	

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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	0	5	5
07:15 AM	0	3	0	0	3	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	6	6
07:30 AM	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
07:45 AM	0	3	0	0	3	1	2	1	1	4	0	1	0	0	1	0	1	0	0	1	1	9	10
Total	2	8	0	0	10	1	4	3	1	8	0	4	0	0	4	0	2	1	0	3	1	25	26
08:00 AM	0	7	0	0	7	0	1	4	2	5	0	0	0	0	0	0	1	0	0	1	2	13	15
08:15 AM	0	1	0	0	1	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	0	6	6
08:30 AM	0	2	0	0	2	0	1	1	1	2	0	1	1	1	2	0	0	1	0	1	2	7	9
08:45 AM	0	3	0	0	3	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	0	9	9
Total	0	13	0	0	13	0	4	8	3	12	0	7	1	1	8	0	1	1	0	2	4	35	39
Grand Total	2	21	0	0	23	1	8	11	4	20	0	11	1	1	12	0	3	2	0	5	5	60	65
Apprch %	8.7	91.3	0			5	40	55			0	91.7	8.3			0	60	40					
Total %	3.3	35	0		38.3	1.7	13.3	18.3		33.3	0	18.3	1.7		20	0	5	3.3		8.3	7.7	92.3	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	1	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:45 AM	0	3	0	3	**1**	**2**	1	4	0	1	0	1	0	**1**	0	**1**	9
08:00 AM	0	**7**	0	**7**	0	1	**4**	**5**	0	0	0	0	0	1	0	1	**13**
08:15 AM	0	1	0	1	0	1	1	2	0	**3**	0	**3**	0	0	0	0	6
Total Volume	2	12	0	14	1	4	6	11	0	6	0	6	0	2	0	2	33
% App. Total	14.3	85.7	0		9.1	36.4	54.5		0	100	0		0	100	0		
PHF	.250	.429	.000	.500	.250	.500	.375	.550	.000	.500	.000	.500	.000	.500	.000	.500	.635

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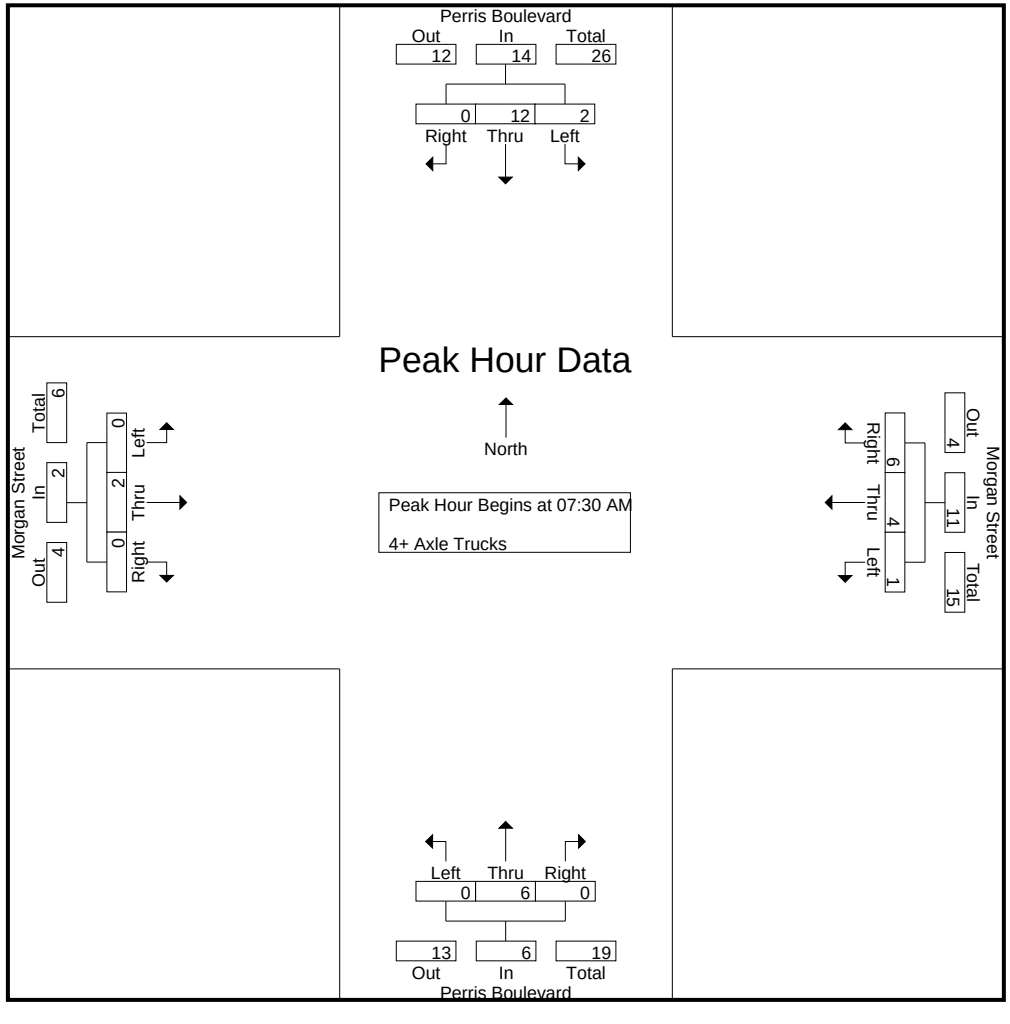

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	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	**2**	1	0	3	0	0	0	0	0	2	0	2	0	0	0	0	
+15 mins.	0	3	0	3	**1**	**2**	1	4	0	1	0	1	0	**1**	0	**1**	
+30 mins.	0	**7**	0	**7**	0	1	**4**	**5**	0	0	0	0	0	1	0	1	
+45 mins.	0	1	0	1	0	1	1	2	0	**3**	0	**3**	0	0	0	0	
Total Volume	2	12	0	14	1	4	6	11	0	6	0	6	0	2	0	2	
% App. Total	14.3	85.7	0		9.1	36.4	54.5		0	100	0		0	100	0		
PHF	.250	.429	.000	.500	.250	.500	.375	.550	.000	.500	.000	.500	.000	.500	.000	.500	

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

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	204	3	2	214	3	5	5	2	13	8	167	4	1	179	4	8	3	2	15	7	421	428
04:15 PM	3	171	1	0	175	2	6	9	6	17	5	162	2	0	169	4	8	5	1	17	7	378	385
04:30 PM	1	191	4	0	196	3	3	7	3	13	8	153	4	0	165	6	6	7	5	19	8	393	401
04:45 PM	3	171	3	1	177	4	4	2	1	10	1	123	3	0	127	4	6	6	5	16	7	330	337
Total	14	737	11	3	762	12	18	23	12	53	22	605	13	1	640	18	28	21	13	67	29	1522	1551
05:00 PM	3	171	1	0	175	7	6	7	5	20	8	173	1	1	182	3	8	7	4	18	10	395	405
05:15 PM	7	149	0	0	156	3	5	4	2	12	7	130	4	0	141	4	4	5	4	13	6	322	328
05:30 PM	3	200	2	1	205	4	3	4	1	11	8	149	1	0	158	2	5	2	1	9	3	383	386
05:45 PM	1	173	3	0	177	6	4	5	3	15	5	115	0	0	120	3	2	3	2	8	5	320	325
Total	14	693	6	1	713	20	18	20	11	58	28	567	6	1	601	12	19	17	11	48	24	1420	1444
Grand Total	28	1430	17	4	1475	32	36	43	23	111	50	1172	19	2	1241	30	47	38	24	115	53	2942	2995
Apprch %	1.9	96.9	1.2			28.8	32.4	38.7			4	94.4	1.5			26.1	40.9	33					
Total %	1	48.6	0.6		50.1	1.1	1.2	1.5		3.8	1.7	39.8	0.6		42.2	1	1.6	1.3		3.9	1.8	98.2	
Passenger Vehicles	27	1386	11		1427	30	23	35		109	49	1136	19		1206	28	43	35		128	0	0	2870
% Passenger Vehicles	96.4	96.9	64.7	75	96.5	93.8	63.9	81.4	91.3	81.3	98	96.9	100	100	97	93.3	91.5	92.1	91.7	92.1	0	0	95.8
Large 2 Axle Vehicles	0	36	3		40	0	1	0		1	1	26	0		27	1	1	1		4	0	0	72
% Large 2 Axle Vehicles	0	2.5	17.6	25	2.7	0	2.8	0	0	0.7	2	2.2	0	0	2.2	3.3	2.1	2.6	4.2	2.9	0	0	2.4
3 Axle Vehicles	1	3	1		5	1	2	1		4	0	4	0		4	0	1	0		1	0	0	14
% 3 Axle Vehicles	3.6	0.2	5.9	0	0.3	3.1	5.6	2.3	0	3	0	0.3	0	0	0.3	0	2.1	0	0	0.7	0	0	0.5
4+ Axle Trucks	0	5	2		7	1	10	7		20	0	6	0		6	1	2	2		6	0	0	39
% 4+ Axle Trucks	0	0.3	11.8	0	0.5	3.1	27.8	16.3	8.7	14.9	0	0.5	0	0	0.5	3.3	4.3	5.3	4.2	4.3	0	0	1.3

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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**	**204**	3	**214**	3	5	5	13	**8**	**167**	**4**	**179**	4	**8**	3	15	**421**
04:15 PM	3	171	1	175	2	**6**	**9**	**17**	5	162	2	169	4	8	5	17	378
04:30 PM	1	191	**4**	196	3	3	7	13	8	153	4	165	**6**	6	**7**	**19**	393
04:45 PM	3	171	3	177	**4**	4	2	10	1	123	3	127	4	6	6	16	330
Total Volume	14	737	11	762	12	18	23	53	22	605	13	640	18	28	21	67	1522
% App. Total	1.8	96.7	1.4		22.6	34	43.4		3.4	94.5	2		26.9	41.8	31.3		
PHF	.500	.903	.688	.890	.750	.750	.639	.779	.688	.906	.813	.894	.750	.875	.750	.882	.904

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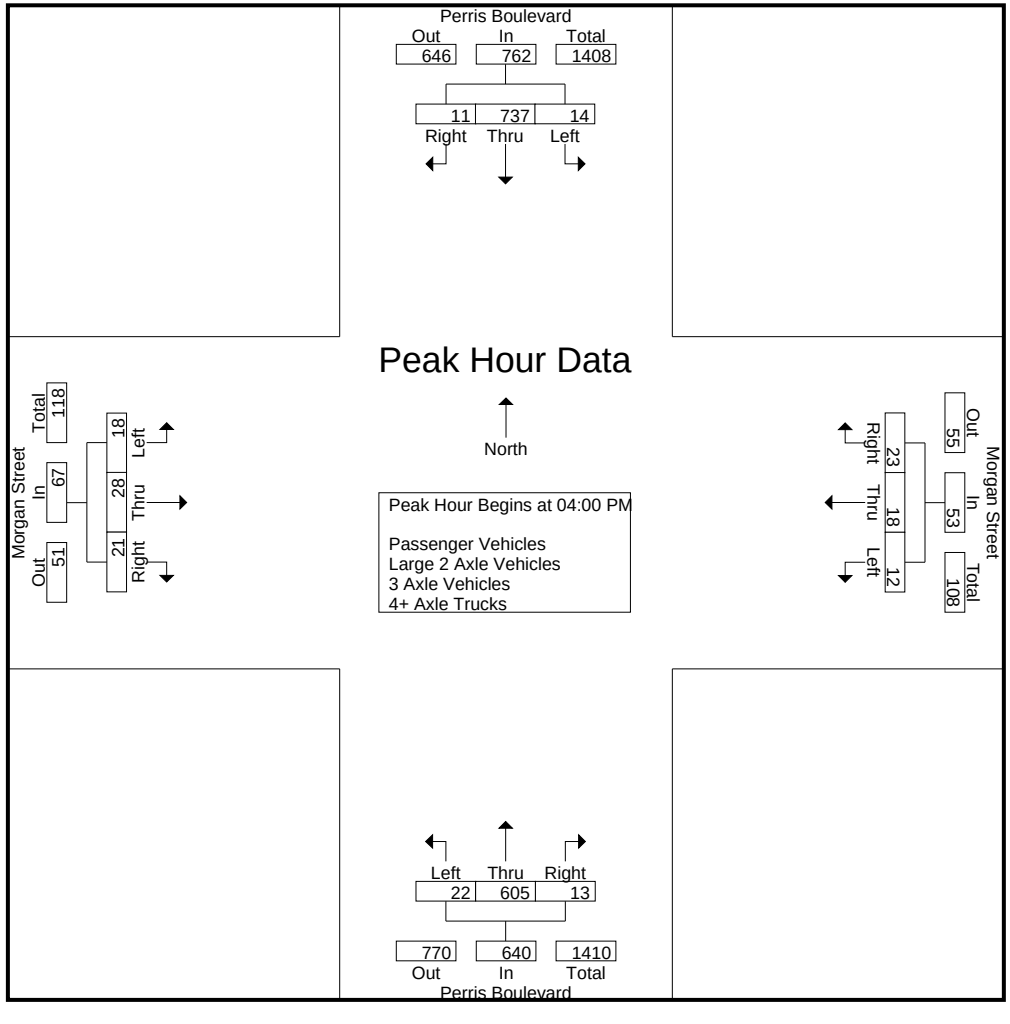

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	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**7**	**204**	3	**214**	2	**6**	**9**	17	5	162	2	169	4	**8**	5	17	
+15 mins.	3	171	1	175	3	3	7	13	**8**	153	**4**	165	**6**	6	**7**	**19**	
+30 mins.	1	191	**4**	196	4	4	2	10	1	123	3	127	4	6	6	16	
+45 mins.	3	171	3	177	**7**	6	7	**20**	8	**173**	1	**182**	3	8	7	18	
Total Volume	14	737	11	762	16	19	25	60	22	611	10	643	17	28	25	70	
% App. Total	1.8	96.7	1.4		26.7	31.7	41.7		3.4	95	1.6		24.3	40	35.7		
PHF	.500	.903	.688	.890	.571	.792	.694	.750	.688	.883	.625	.883	.708	.875	.893	.921	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	197	1	1	205	3	3	4	2	10	7	160	4	1	171	4	7	2	1	13	5	399	404
04:15 PM	2	164	0	0	166	2	3	9	6	14	5	156	2	0	163	4	7	5	1	16	7	359	366
04:30 PM	1	182	3	0	186	3	3	6	3	12	8	151	4	0	163	6	6	7	5	19	8	380	388
04:45 PM	3	166	2	1	171	3	2	1	0	6	1	118	3	0	122	3	6	5	4	14	5	313	318
Total	13	709	6	2	728	11	11	20	11	42	21	585	13	1	619	17	26	19	11	62	25	1451	1476
05:00 PM	3	165	1	0	169	7	3	6	5	16	8	167	1	1	176	3	7	7	4	17	10	378	388
05:15 PM	7	146	0	0	153	3	3	3	1	9	7	123	4	0	134	4	4	5	4	13	5	309	314
05:30 PM	3	198	2	1	203	4	3	2	1	9	8	147	1	0	156	1	4	2	1	7	3	375	378
05:45 PM	1	168	2	0	171	5	3	4	3	12	5	114	0	0	119	3	2	2	2	7	5	309	314
Total	14	677	5	1	696	19	12	15	10	46	28	551	6	1	585	11	17	16	11	44	23	1371	1394
Grand Total	27	1386	11	3	1424	30	23	35	21	88	49	1136	19	2	1204	28	43	35	22	106	48	2822	2870
Apprch %	1.9	97.3	0.8			34.1	26.1	39.8			4.1	94.4	1.6			26.4	40.6	33					
Total %	1	49.1	0.4		50.5	1.1	0.8	1.2		3.1	1.7	40.3	0.7		42.7	1	1.5	1.2		3.8	1.7	98.3	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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	**7**	**197**	1	**205**	**3**	**3**	4	10	7	**160**	**4**	**171**	4	**7**	2	13	**399**
04:15 PM	2	164	0	166	2	3	**9**	**14**	5	156	2	163	4	7	5	16	359
04:30 PM	1	182	**3**	186	3	3	6	12	**8**	151	4	163	**6**	6	**7**	**19**	380
04:45 PM	3	166	2	171	3	2	1	6	1	118	3	122	3	6	5	14	313
Total Volume	13	709	6	728	11	11	20	42	21	585	13	619	17	26	19	62	1451
% App. Total	1.8	97.4	0.8		26.2	26.2	47.6		3.4	94.5	2.1		27.4	41.9	30.6		
PHF	.464	.900	.500	.888	.917	.917	.556	.750	.656	.914	.813	.905	.708	.929	.679	.816	.909

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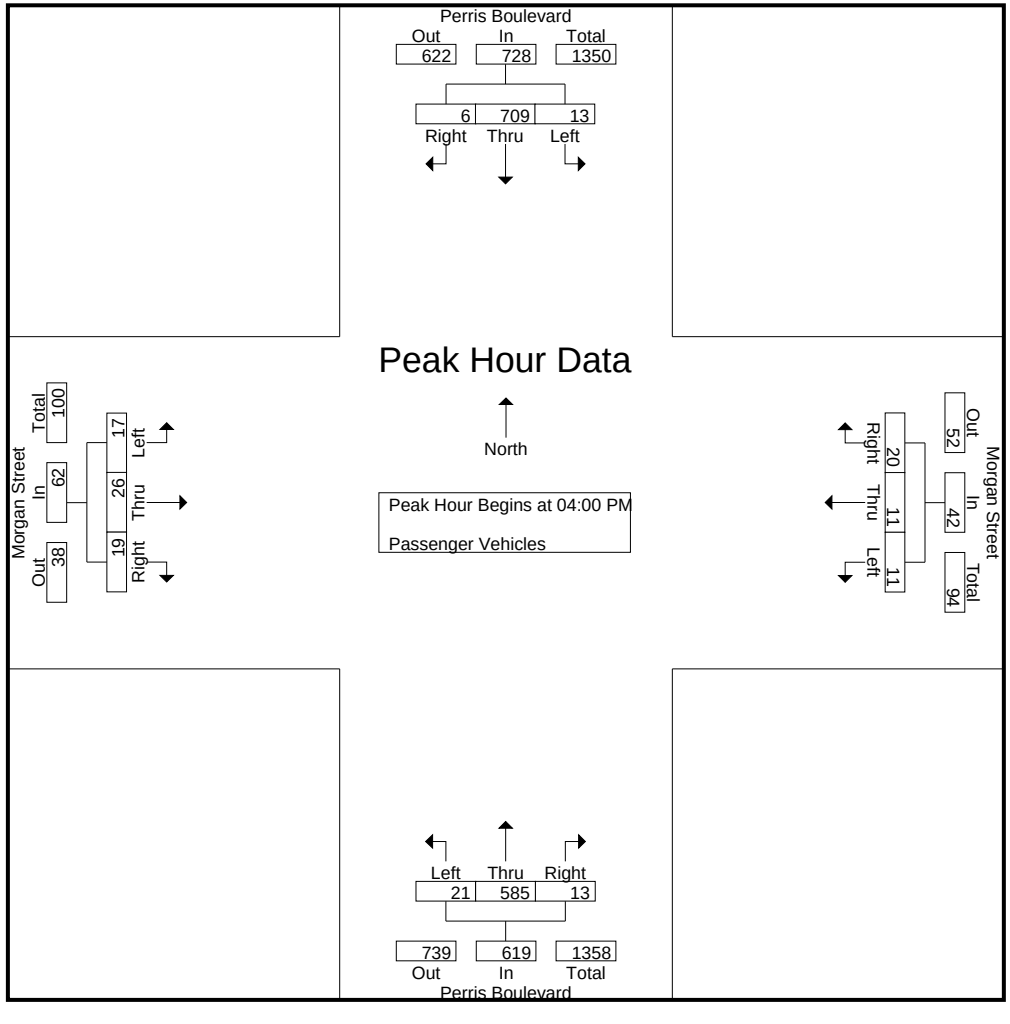
City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	**7**	**197**	1	**205**	**3**	**3**	4	10	7	**160**	**4**	**171**	4	**7**	2	13	
+15 mins.	2	164	0	166	2	3	**9**	**14**	5	156	2	163	4	7	5	16	
+30 mins.	1	182	**3**	186	3	3	6	12	**8**	151	4	163	**6**	6	**7**	**19**	
+45 mins.	3	166	2	171	3	2	1	6	1	118	3	122	3	6	5	14	
Total Volume	13	709	6	728	11	11	20	42	21	585	13	619	17	26	19	62	
% App. Total	1.8	97.4	0.8		26.2	26.2	47.6		3.4	94.5	2.1		27.4	41.9	30.6		
PHF	.464	.900	.500	.888	.917	.917	.556	.750	.656	.914	.813	.905	.708	.929	.679	.816	

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City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	7	1	1	8	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	1	14	15
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	8	8
04:30 PM	0	8	1	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	11	11
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	1	1	1	1	10	11
Total	0	23	2	1	25	0	0	0	0	0	1	15	0	0	16	0	1	1	1	2	2	43	45
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	9
05:15 PM	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	6
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	5
05:45 PM	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	7
Total	0	13	1	0	14	0	1	0	0	1	0	11	0	0	11	1	0	0	0	1	0	27	27
Grand Total	0	36	3	1	39	0	1	0	0	1	1	26	0	0	27	1	1	1	1	3	2	70	72
Apprch %	0	92.3	7.7			0	100	0			3.7	96.3	0			33.3	33.3	33.3					
Total %	0	51.4	4.3		55.7	0	1.4	0		1.4	1.4	37.1	0		38.6	1.4	1.4	1.4		4.3	2.8	97.2	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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	7	**1**	8	0	0	0	0	**1**	**5**	0	**6**	0	0	0	0	**14**
04:15 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	**1**	0	**1**	8
04:30 PM	0	**8**	1	**9**	0	0	0	0	0	2	0	2	0	0	0	0	11
04:45 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	**1**	1	10
Total Volume	0	23	2	25	0	0	0	0	1	15	0	16	0	1	1	2	43
% App. Total	0	92	8		0	0	0		6.2	93.8	0		0	50	50		
PHF	.000	.719	.500	.694	.000	.000	.000	.000	.250	.750	.000	.667	.000	.250	.250	.500	.768

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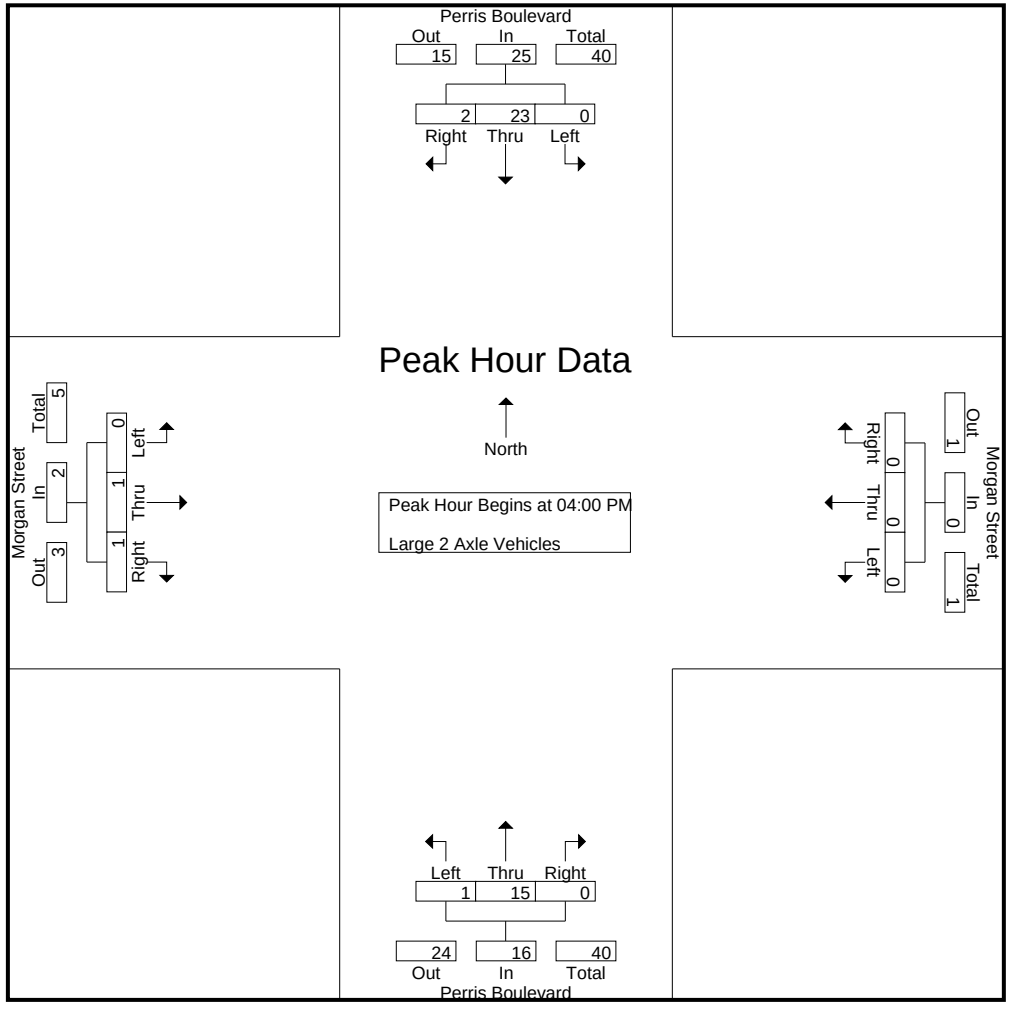
City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
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File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	7	**1**	8	0	0	0	0	**1**	**5**	0	**6**	0	0	0	0	
+15 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	**1**	0	**1**	
+30 mins.	0	**8**	1	**9**	0	0	0	0	0	2	0	2	0	0	0	0	
+45 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	**1**	1	
Total Volume	0	23	2	25	0	0	0	0	1	15	0	16	0	1	1	2	
% App. Total	0	92	8		0	0	0		6.2	93.8	0		0	50	50		
PHF	.000	.719	.500	.694	.000	.000	.000	.000	.250	.750	.000	.667	.000	.250	.250	.500	

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City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	2	1	0	4	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	8	8
05:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	6	6
Grand Total	1	3	1	0	5	1	2	1	0	4	0	4	0	0	4	0	1	0	0	1	0	14	14
Apprch %	20	60	20			25	50	25			0	100	0			0	100	0					
Total %	7.1	21.4	7.1		35.7	7.1	14.3	7.1		28.6	0	28.6	0		28.6	0	7.1	0		7.1	0	100	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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	**1**	**1**	**1**	**3**	0	0	0	0	0	1	0	1	0	0	0	0	**4**
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	1	2	1	4	1	1	0	2	0	2	0	2	0	0	0	0	8
% App. Total	25	50	25		50	50	0		0	100	0		0	0	0		
PHF	.250	.500	.250	.333	.250	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500

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City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
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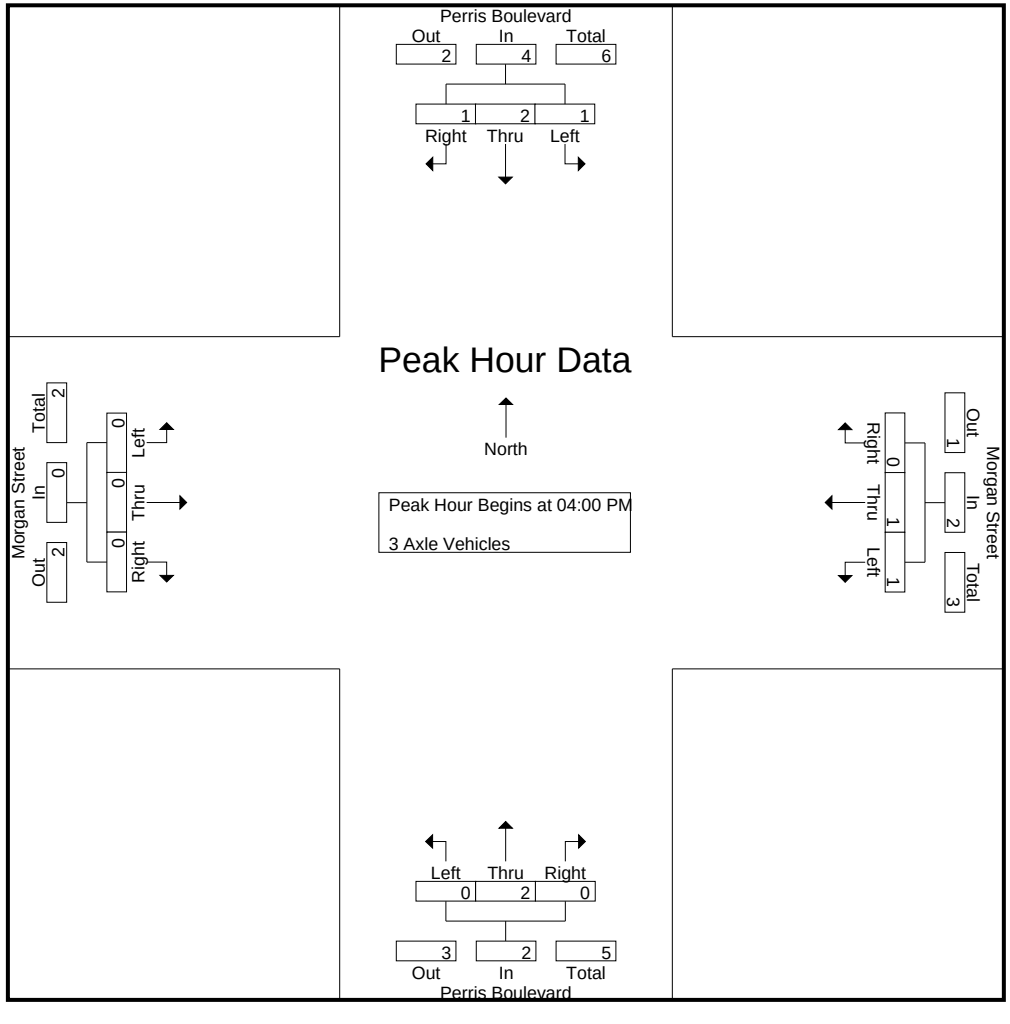

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City of Perris
N/S: Perris Boulevard
E/W: Morgan Street
Weather: Clear

File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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 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.	**1**	**1**	**1**	**3**	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	
Total Volume	1	2	1	4	1	1	0	2	0	2	0	2	0	0	0	0	
% App. Total	25	50	25		50	50	0		0	100	0		0	0	0		
PHF	.250	.500	.250	.333	.250	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	

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City of Perris
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File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022
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Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	0	1	1	1	2	1	7	8
04:15 PM	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	7	7
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	1	0	1	0	1	1	1	2	0	1	0	0	1	1	0	0	0	1	1	5	6
Total	0	3	2	0	5	0	6	3	1	9	0	3	0	0	3	1	1	1	1	3	2	20	22
05:00 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	5	5
05:15 PM	0	0	0	0	0	0	1	1	1	2	0	2	0	0	2	0	0	0	0	0	1	4	5
05:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	1	0	1	0	4	4
Total	0	2	0	0	2	1	4	4	1	9	0	3	0	0	3	0	1	1	0	2	1	16	17
Grand Total	0	5	2	0	7	1	10	7	2	18	0	6	0	0	6	1	2	2	1	5	3	36	39
Apprch %	0	71.4	28.6			5.6	55.6	38.9			0	100	0			20	40	40					
Total %	0	13.9	5.6		19.4	2.8	27.8	19.4		50	0	16.7	0		16.7	2.8	5.6	5.6		13.9	7.7	92.3	

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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	2	**1**	**3**	0	**1**	0	**1**	0	**1**	**1**	**2**	**7**
04:15 PM	0	**3**	0	**3**	0	**3**	0	3	0	1	0	1	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	1	0	1	1	2	0	1	0	1	**1**	0	0	1	5
Total Volume	0	3	2	5	0	6	3	9	0	3	0	3	1	1	1	3	20
% App. Total	0	60	40		0	66.7	33.3		0	100	0		33.3	33.3	33.3		
PHF	.000	.250	.500	.417	.000	.500	.750	.750	.000	.750	.000	.750	.250	.250	.250	.375	.714

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City of Perris
N/S: Perris Boulevard
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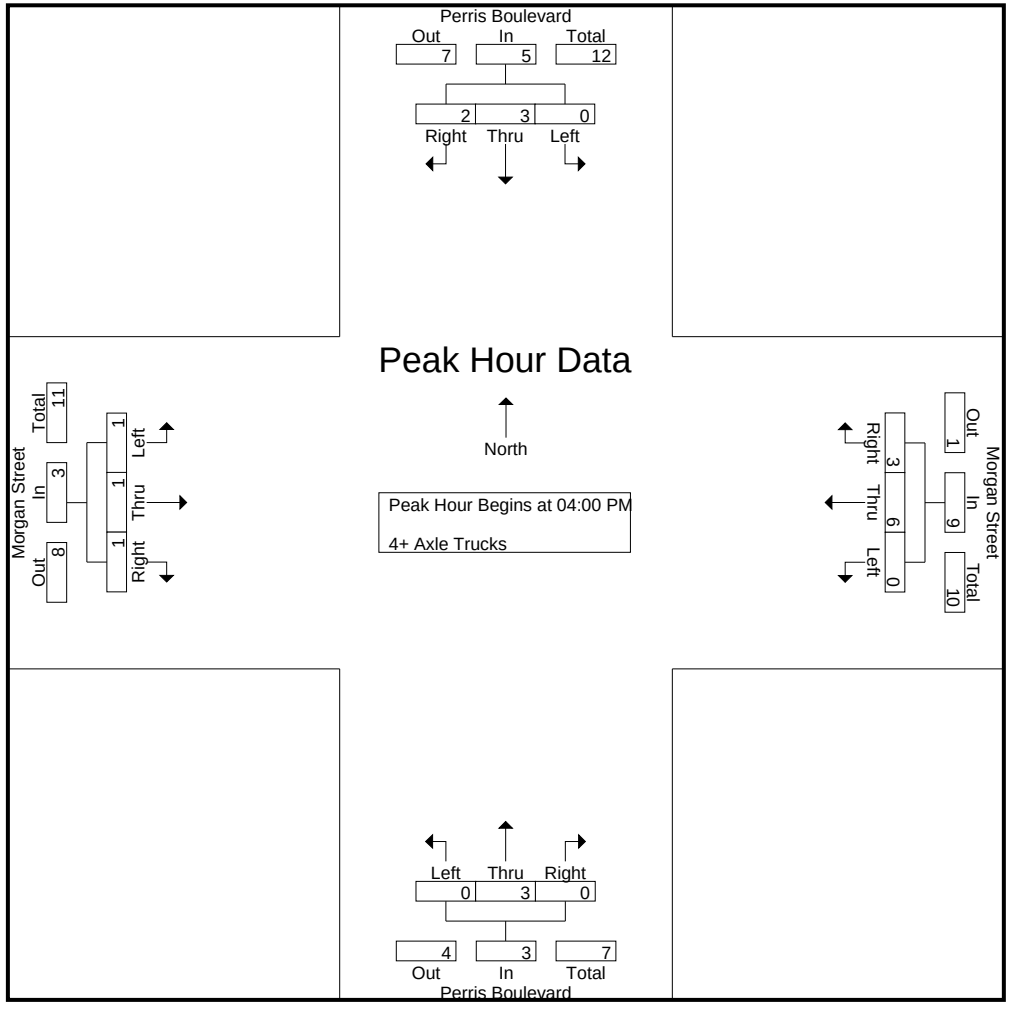
File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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City of Perris
N/S: Perris Boulevard
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File Name : 14_PER_Perris_Morg PM
Site Code : 05122762
Start Date : 8/30/2022

	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	**1**	1	0	2	**1**	**3**	0	**1**	0	**1**	0	**1**	**1**	**2**	
+15 mins.	0	**3**	0	**3**	0	**3**	0	3	0	1	0	1	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	0	1	1	0	1	1	2	0	1	0	1	**1**	0	0	1	
Total Volume	0	3	2	5	0	6	3	9	0	3	0	3	1	1	1	3	
% App. Total	0	60	40		0	66.7	33.3		0	100	0		33.3	33.3	33.3		
PHF	.000	.250	.500	.417	.000	.500	.750	.750	.000	.750	.000	.750	.250	.250	.250	.375	

Location: Perris
N/S: Perris Boulevard
E/W: Morgan Street

Date: 8/30/2022
Day: Tuesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Morgan Street	South Leg Perris Boulevard	West Leg Morgan Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Perris Boulevard	East Leg Morgan Street	South Leg Perris Boulevard	West Leg Morgan Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	0	1

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Location: Perris
N/S: Perris Boulevard
E/W: Morgan Street

Date: 8/30/2022
Day: Tuesday

BICYCLES

	Southbound Perris Boulevard			Westbound Morgan Street			Northbound Perris Boulevard			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Perris Boulevard			Westbound Morgan Street			Northbound Perris Boulevard			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	0	1	0	2	0	0	0	1	6

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

File Name : 22_PER_Red_Mark AM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

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

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	23	1	0	24	0	0	0	0	0	11	130	0	0	141	2	0	4	3	6	3	171	174
07:15 AM	0	14	0	0	14	0	0	0	0	0	20	151	0	0	171	1	0	5	4	6	4	191	195
07:30 AM	0	23	1	0	24	0	0	0	0	0	14	136	0	0	150	1	0	7	6	8	6	182	188
07:45 AM	0	24	4	1	28	0	0	0	0	0	16	132	0	0	148	1	0	6	6	7	7	183	190
Total	0	84	6	1	90	0	0	0	0	0	61	549	0	0	610	5	0	22	19	27	20	727	747
08:00 AM	0	31	1	1	32	0	0	0	0	0	9	98	0	0	107	0	0	6	6	6	7	145	152
08:15 AM	0	19	1	0	20	0	0	0	0	0	10	76	0	0	86	0	0	7	7	7	7	113	120
08:30 AM	0	16	4	0	20	0	0	0	0	0	8	70	0	0	78	2	0	4	4	6	4	104	108
08:45 AM	0	23	0	0	23	0	0	0	0	0	5	34	0	0	39	0	0	1	1	1	1	63	64
Total	0	89	6	1	95	0	0	0	0	0	32	278	0	0	310	2	0	18	18	20	19	425	444
Grand Total	0	173	12	2	185	0	0	0	0	0	93	827	0	0	920	7	0	40	37	47	39	1152	1191
Apprch %	0	93.5	6.5			0	0	0			10.1	89.9	0			14.9	0	85.1					
Total %	0	15	1		16.1	0	0	0		0	8.1	71.8	0		79.9	0.6	0	3.5		4.1	3.3	96.7	
Passenger Vehicles	0	137	9		148	0	0	0		0	89	805	0		894	6	0	36		76	0	0	1118
% Passenger Vehicles	0	79.2	75	100	79.1	0	0	0	0	0	95.7	97.3	0	0	97.2	85.7	0	90	91.9	90.5	0	0	93.9
Large 2 Axle Vehicles	0	5	0		5	0	0	0		0	3	10	0		13	0	0	2		4	0	0	22
% Large 2 Axle Vehicles	0	2.9	0	0	2.7	0	0	0	0	0	3.2	1.2	0	0	1.4	0	0	5	5.4	4.8	0	0	1.8
3 Axle Vehicles	0	10	0		10	0	0	0		0	1	1	0		2	1	0	1		3	0	0	15
% 3 Axle Vehicles	0	5.8	0	0	5.3	0	0	0	0	0	1.1	0.1	0	0	0.2	14.3	0	2.5	2.7	3.6	0	0	1.3
4+ Axle Trucks	0	21	3		24	0	0	0		0	0	11	0		11	0	0	1		1	0	0	36
% 4+ Axle Trucks	0	12.1	25	0	12.8	0	0	0	0	0	0	1.3	0	0	1.2	0	0	2.5	0	1.2	0	0	3

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 07:00 AM																	
07:00 AM	0	23	1	24	0	0	0	0	11	130	0	141	**2**	0	4	6	171
07:15 AM	0	14	0	14	0	0	0	0	**20**	**151**	0	**171**	1	0	5	6	**191**
07:30 AM	0	23	1	24	0	0	0	0	14	136	0	150	1	0	**7**	**8**	182
07:45 AM	0	**24**	**4**	**28**	0	0	0	0	16	132	0	148	1	0	6	7	183
Total Volume	0	84	6	90	0	0	0	0	61	549	0	610	5	0	22	27	727
% App. Total	0	93.3	6.7		0	0	0		10	90	0		18.5	0	81.5		
PHF	.000	.875	.375	.804	.000	.000	.000	.000	.763	.909	.000	.892	.625	.000	.786	.844	.952

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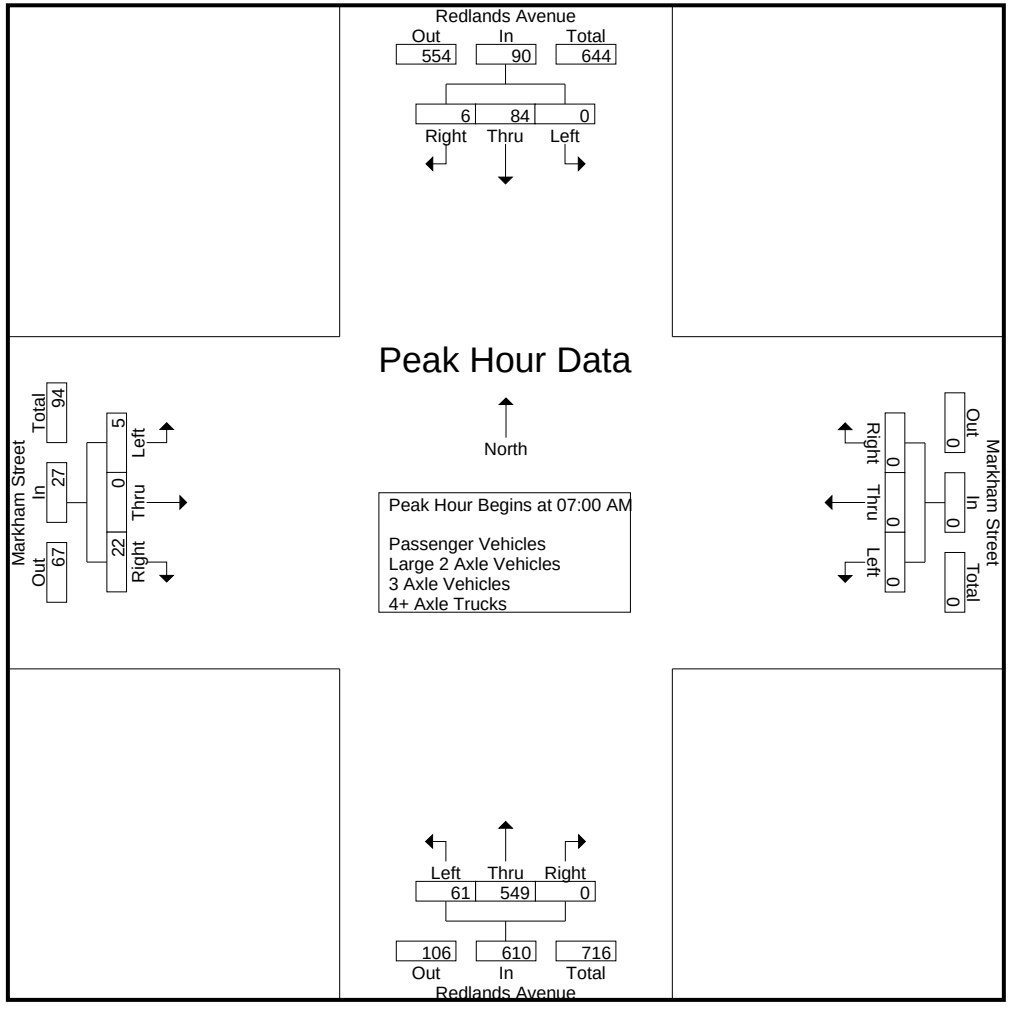
E/W: Markham Street
Weather: Clear

File Name : 22_PER_Red_Mark AM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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File Name : 22_PER_Red_Mark AM
Site Code : 05122762
Start Date : 8/30/2022

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	0	23	1	24	0	0	0	0	11	130	0	141	**1**	0	**7**	**8**	
+15 mins.	0	24	**4**	28	0	0	0	0	**20**	**151**	0	**171**	1	0	6	7	
+30 mins.	0	**31**	1	**32**	0	0	0	0	14	136	0	150	0	0	6	6	
+45 mins.	0	19	1	20	0	0	0	0	16	132	0	148	0	0	7	7	
Total Volume	0	97	7	104	0	0	0	0	61	549	0	610	2	0	26	28	
% App. Total	0	93.3	6.7		0	0	0		10	90	0		7.1	0	92.9		
PHF	.000	.782	.438	.813	.000	.000	.000	.000	.763	.909	.000	.892	.500	.000	.929	.875	

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Page No : 1

Groups Printed- Passenger Vehicles

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	17	1	0	18	0	0	0	0	0	11	128	0	0	139	2	0	3	3	5	3	162	165
07:15 AM	0	11	0	0	11	0	0	0	0	0	20	149	0	0	169	1	0	5	4	6	4	186	190
07:30 AM	0	20	0	0	20	0	0	0	0	0	13	131	0	0	144	0	0	7	6	7	6	171	177
07:45 AM	0	14	3	1	17	0	0	0	0	0	15	130	0	0	145	1	0	5	5	6	6	168	174
Total	0	62	4	1	66	0	0	0	0	0	59	538	0	0	597	4	0	20	18	24	19	687	706
08:00 AM	0	29	1	1	30	0	0	0	0	0	8	93	0	0	101	0	0	5	5	5	6	136	142
08:15 AM	0	16	1	0	17	0	0	0	0	0	9	74	0	0	83	0	0	6	6	6	6	106	112
08:30 AM	0	12	3	0	15	0	0	0	0	0	8	67	0	0	75	2	0	4	4	6	4	96	100
08:45 AM	0	18	0	0	18	0	0	0	0	0	5	33	0	0	38	0	0	1	1	1	1	57	58
Total	0	75	5	1	80	0	0	0	0	0	30	267	0	0	297	2	0	16	16	18	17	395	412
Grand Total	0	137	9	2	146	0	0	0	0	0	89	805	0	0	894	6	0	36	34	42	36	1082	1118
Apprch %	0	93.8	6.2			0	0	0			10	90	0			14.3	0	85.7					
Total %	0	12.7	0.8		13.5	0	0	0		0	8.2	74.4	0		82.6	0.6	0	3.3		3.9	3.2	96.8	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	17	1	18	0	0	0	0	11	128	0	139	**2**	0	3	5	162
07:15 AM	0	11	0	11	0	0	0	0	**20**	**149**	0	**169**	1	0	5	6	**186**
07:30 AM	0	**20**	0	**20**	0	0	0	0	13	131	0	144	0	0	**7**	**7**	171
07:45 AM	0	14	**3**	17	0	0	0	0	15	130	0	145	1	0	5	6	168
Total Volume	0	62	4	66	0	0	0	0	59	538	0	597	4	0	20	24	687
% App. Total	0	93.9	6.1		0	0	0		9.9	90.1	0		16.7	0	83.3		
PHF	.000	.775	.333	.825	.000	.000	.000	.000	.738	.903	.000	.883	.500	.000	.714	.857	.923

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File Name : 22_PER_Red_Mark AM
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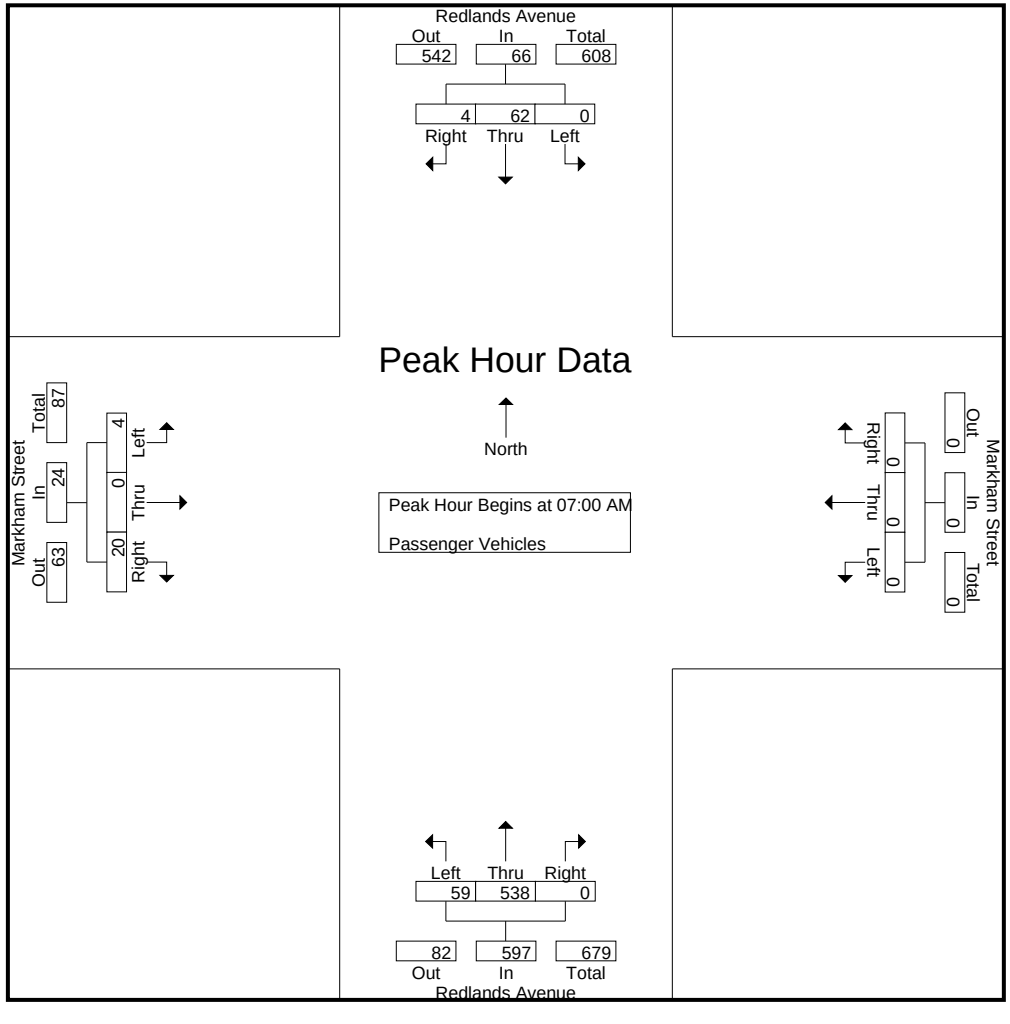

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	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 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	17	1	18	0	0	0	0	11	128	0	139	**2**	0	3	5	
+15 mins.	0	11	0	11	0	0	0	0	**20**	**149**	0	**169**	1	0	5	6	
+30 mins.	0	**20**	0	**20**	0	0	0	0	13	131	0	144	0	0	**7**	**7**	
+45 mins.	0	14	**3**	17	0	0	0	0	15	130	0	145	1	0	5	6	
Total Volume	0	62	4	66	0	0	0	0	59	538	0	597	4	0	20	24	
% App. Total	0	93.9	6.1		0	0	0		9.9	90.1	0		16.7	0	83.3		
PHF	.000	.775	.333	.825	.000	.000	.000	.000	.738	.903	.000	.883	.500	.000	.714	.857	

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File Name : 22_PER_Red_Mark AM
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Groups Printed- Large 2 Axle Vehicles

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	4
07:45 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	1	4	5
Total	0	2	0	0	2	0	0	0	0	0	2	6	0	0	8	0	0	1	1	1	1	11	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	1	1	1	4	5
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	0	0	1	1	1	1	9	10
Grand Total	0	5	0	0	5	0	0	0	0	0	3	10	0	0	13	0	0	2	2	2	2	20	22
Apprch %	0	100	0			0	0	0			23.1	76.9	0			0	0	100					
Total %	0	25	0		25	0	0	0		0	15	50	0		65	0	0	10		10	9.1	90.9	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 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	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	**4**
07:45 AM	0	**2**	0	**2**	0	0	0	0	1	0	0	1	0	0	**1**	**1**	4
Total Volume	0	2	0	2	0	0	0	0	2	6	0	8	0	0	1	1	11
% App. Total	0	100	0		0	0	0		25	75	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.250	.250	.688

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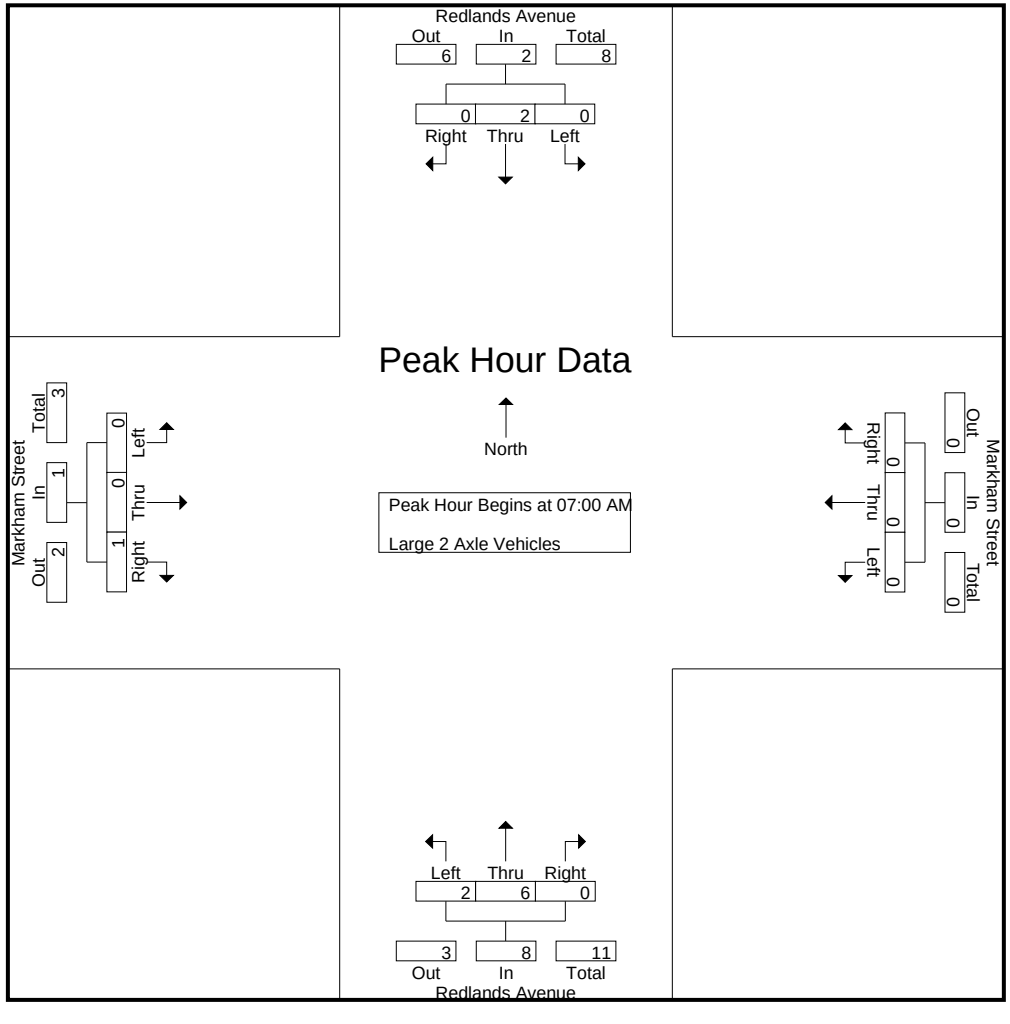

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	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 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	1	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	
+45 mins.	0	**2**	0	**2**	0	0	0	0	1	0	0	1	0	0	**1**	**1**	
Total Volume	0	2	0	2	0	0	0	0	2	6	0	8	0	0	1	1	
% App. Total	0	100	0		0	0	0		25	75	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.250	.250	

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Groups Printed- 3 Axle Vehicles

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	10	10
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	1	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	1	4	5
Grand Total	0	10	0	0	10	0	0	0	0	0	1	1	0	0	2	1	0	1	1	2	1	14	15
Apprch %	0	100	0			0	0	0			50	50	0			50	0	50					
Total %	0	71.4	0		71.4	0	0	0		0	7.1	7.1	0		14.3	7.1	0	7.1		14.3	6.7	93.3	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	3
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	8	0	8	0	0	0	0	0	1	0	1	1	0	0	1	10
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.400	.000	.400	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.500

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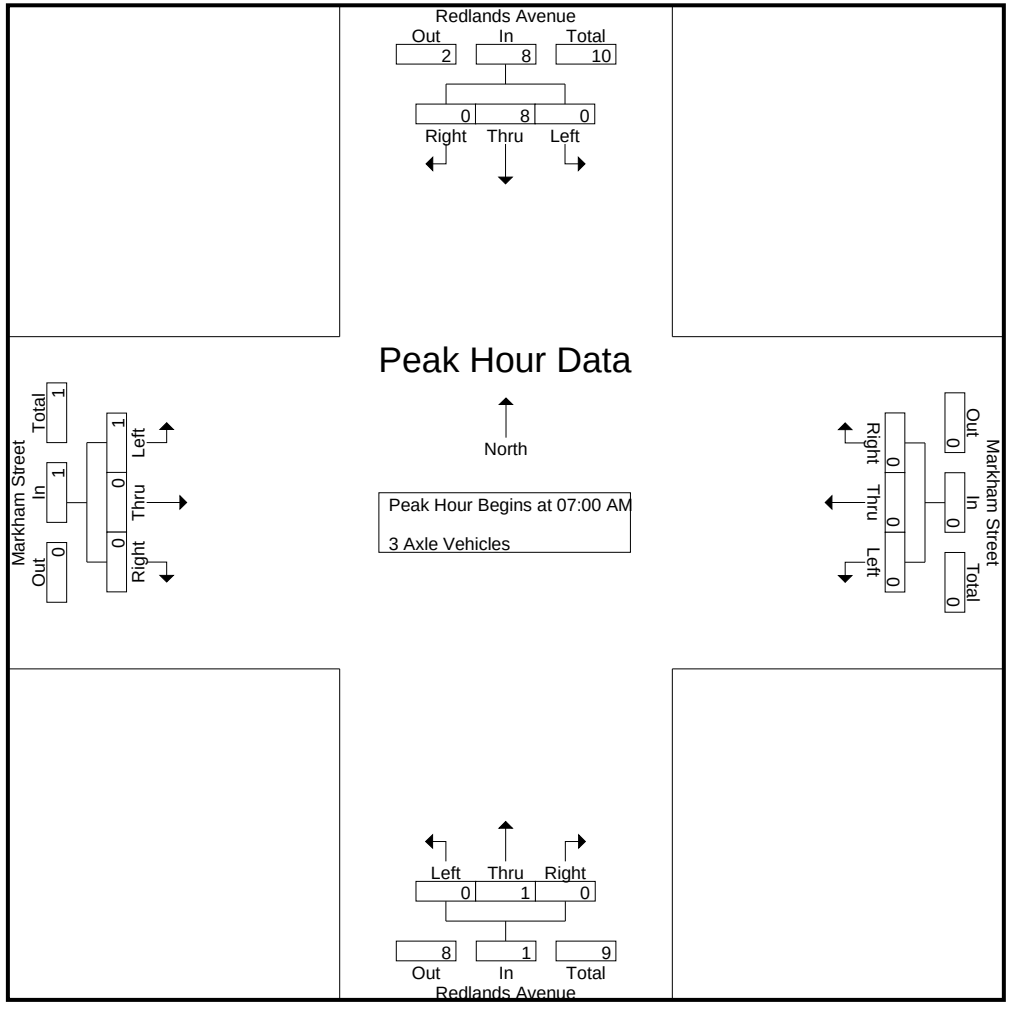
City of Perris
N/S: Redlands Avenue
E/W: Markham Street
Weather: Clear

File Name : 22_PER_Red_Mark AM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 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	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	8	0	8	0	0	0	0	0	1	0	1	1	0	0	1	
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.400	.000	.400	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	

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Groups Printed- 4+ Axle Trucks

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	3
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
07:45 AM	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	9
Total	0	12	2	0	14	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	19	19
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
08:30 AM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
Total	0	9	1	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	17	17
Grand Total	0	21	3	0	24	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	36	36
Apprch %	0	87.5	12.5			0	0	0			0	100	0			0	0	100					
Total %	0	58.3	8.3		66.7	0	0	0		0	0	30.6	0		30.6	0	0	2.8		2.8	0	100	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 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	0	0	0	0	1	0	1	0	0	**1**	**1**	3
07:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	2	**1**	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45 AM	0	**6**	1	**7**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**9**
Total Volume	0	12	2	14	0	0	0	0	0	4	0	4	0	0	1	1	19
% App. Total	0	85.7	14.3		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.528

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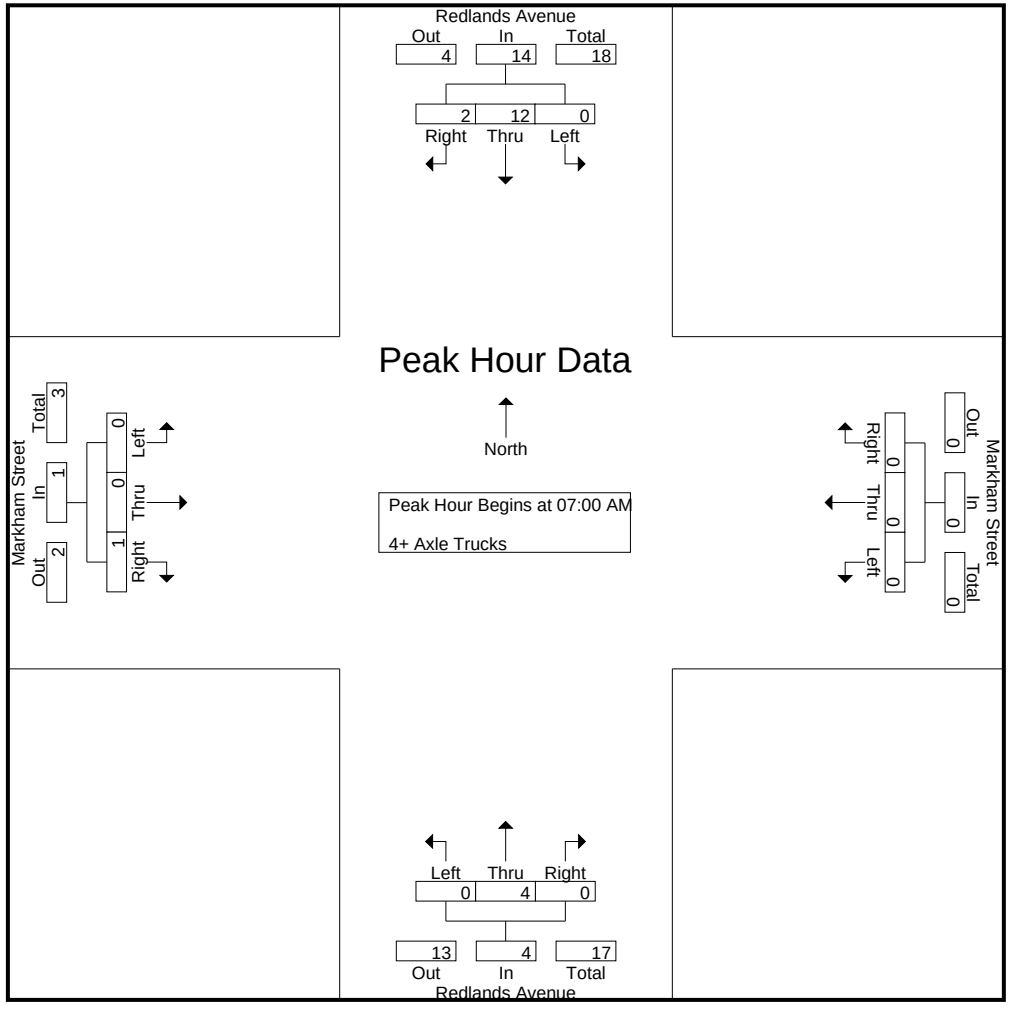

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	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 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	0	0	0	0	1	0	1	0	0	**1**	**1**	
+15 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	2	**1**	3	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	**6**	1	**7**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
Total Volume	0	12	2	14	0	0	0	0	0	4	0	4	0	0	1	1	
% App. Total	0	85.7	14.3		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	

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

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	79	2	0	81	0	0	0	0	0	8	41	0	0	49	3	0	9	7	12	7	142	149
04:15 PM	0	58	5	1	63	0	0	0	0	0	4	35	0	0	39	1	0	5	5	6	6	108	114
04:30 PM	0	111	1	0	112	0	0	0	0	0	10	54	0	0	64	1	0	25	24	26	24	202	226
04:45 PM	0	89	0	0	89	0	0	0	0	0	15	39	0	0	54	0	0	12	10	12	10	155	165
Total	0	337	8	1	345	0	0	0	0	0	37	169	0	0	206	5	0	51	46	56	47	607	654
05:00 PM	0	71	0	0	71	0	0	0	0	0	5	28	0	0	33	0	0	9	8	9	8	113	121
05:15 PM	0	61	0	0	61	0	0	0	0	0	5	38	0	0	43	0	0	4	4	4	4	108	112
05:30 PM	0	80	1	0	81	0	0	0	0	0	14	39	0	0	53	2	0	23	20	25	20	159	179
05:45 PM	0	63	0	0	63	0	0	0	0	0	23	42	0	0	65	0	0	10	10	10	10	138	148
Total	0	275	1	0	276	0	0	0	0	0	47	147	0	0	194	2	0	46	42	48	42	518	560
Grand Total	0	612	9	1	621	0	0	0	0	0	84	316	0	0	400	7	0	97	88	104	89	1125	1214
Apprch %	0	98.6	1.4			0	0	0			21	79	0			6.7	0	93.3					
Total %	0	54.4	0.8		55.2	0	0	0		0	7.5	28.1	0		35.6	0.6	0	8.6		9.2	7.3	92.7	
Passenger Vehicles	0	589	4		594	0	0	0		0	81	299	0		380	3	0	93		181	0	0	1155
% Passenger Vehicles	0	96.2	44.4	100	95.5	0	0	0	0	0	96.4	94.6	0	0	95	42.9	0	95.9	96.6	94.3	0	0	95.1
Large 2 Axle Vehicles	0	7	2		9	0	0	0		0	0	4	0		4	1	0	1		2	0	0	15
% Large 2 Axle Vehicles	0	1.1	22.2	0	1.4	0	0	0	0	0	0	1.3	0	0	1	14.3	0	1	0	1	0	0	1.2
3 Axle Vehicles	0	7	3		10	0	0	0		0	2	9	0		11	2	0	0		2	0	0	23
% 3 Axle Vehicles	0	1.1	33.3	0	1.6	0	0	0	0	0	2.4	2.8	0	0	2.8	28.6	0	0	0	1	0	0	1.9
4+ Axle Trucks	0	9	0		9	0	0	0		0	1	4	0		5	1	0	3		7	0	0	21
% 4+ Axle Trucks	0	1.5	0	0	1.4	0	0	0	0	0	1.2	1.3	0	0	1.2	14.3	0	3.1	3.4	3.6	0	0	1.7

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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	0	79	2	81	0	0	0	0	8	41	0	49	**3**	0	9	12	142
04:15 PM	0	58	**5**	63	0	0	0	0	4	35	0	39	1	0	5	6	108
04:30 PM	0	**111**	1	**112**	0	0	0	0	10	**54**	0	**64**	1	0	**25**	**26**	**202**
04:45 PM	0	89	0	89	0	0	0	0	**15**	39	0	54	0	0	12	12	155
Total Volume	0	337	8	345	0	0	0	0	37	169	0	206	5	0	51	56	607
% App. Total	0	97.7	2.3		0	0	0		18	82	0		8.9	0	91.1		
PHF	.000	.759	.400	.770	.000	.000	.000	.000	.617	.782	.000	.805	.417	.000	.510	.538	.751

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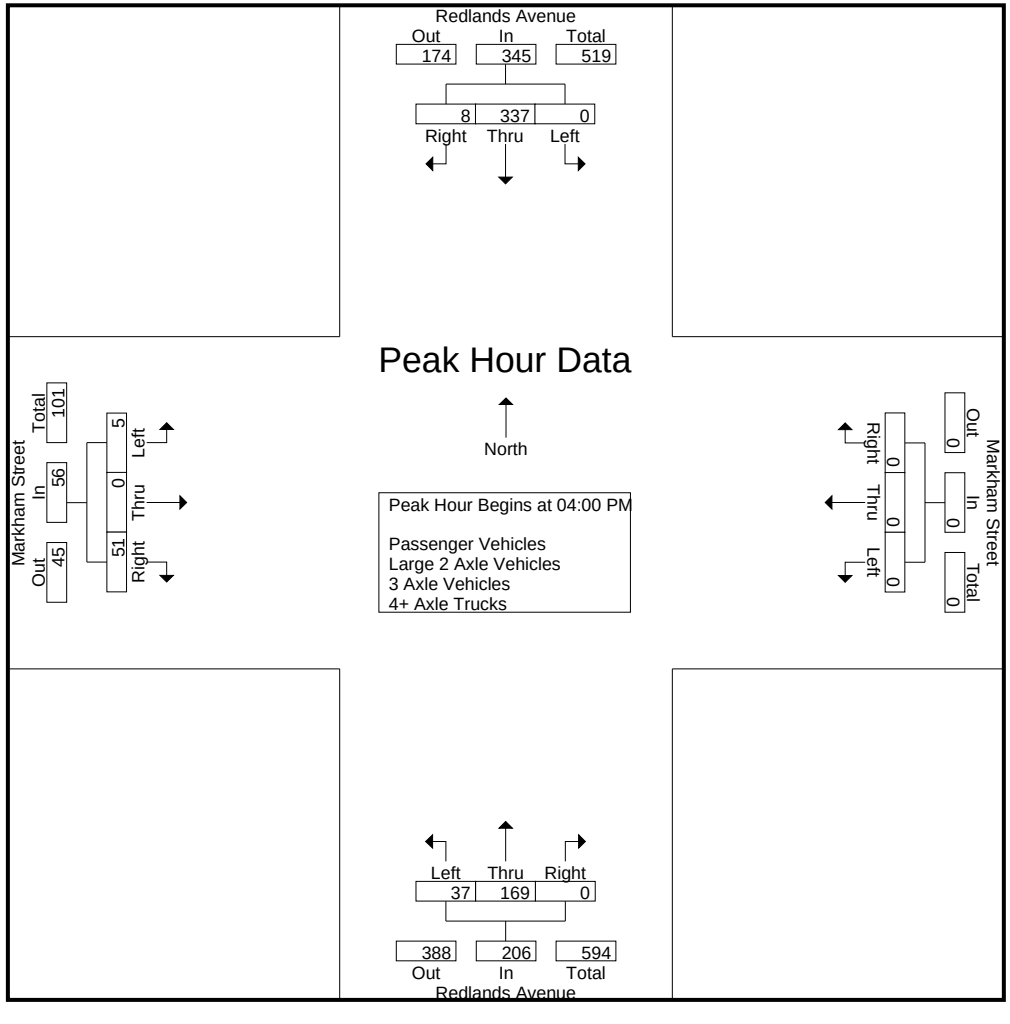

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	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	79	2	81	0	0	0	0	8	41	0	49	**3**	0	9	12	
+15 mins.	0	58	**5**	63	0	0	0	0	4	35	0	39	1	0	5	6	
+30 mins.	0	**111**	1	**112**	0	0	0	0	10	**54**	0	**64**	1	0	**25**	**26**	
+45 mins.	0	89	0	89	0	0	0	0	**15**	39	0	54	0	0	12	12	
Total Volume	0	337	8	345	0	0	0	0	37	169	0	206	5	0	51	56	
% App. Total	0	97.7	2.3		0	0	0		18	82	0		8.9	0	91.1		
PHF	.000	.759	.400	.770	.000	.000	.000	.000	.617	.782	.000	.805	.417	.000	.510	.538	

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Groups Printed- Passenger Vehicles

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	76	2	0	78	0	0	0	0	0	8	40	0	0	48	2	0	9	7	11	7	137	144
04:15 PM	0	54	2	1	56	0	0	0	0	0	3	31	0	0	34	0	0	5	5	5	6	95	101
04:30 PM	0	108	0	0	108	0	0	0	0	0	9	49	0	0	58	0	0	25	24	25	24	191	215
04:45 PM	0	82	0	0	82	0	0	0	0	0	15	37	0	0	52	0	0	11	10	11	10	145	155
Total	0	320	4	1	324	0	0	0	0	0	35	157	0	0	192	2	0	50	46	52	47	568	615
05:00 PM	0	68	0	0	68	0	0	0	0	0	5	27	0	0	32	0	0	8	7	8	7	108	115
05:15 PM	0	60	0	0	60	0	0	0	0	0	5	36	0	0	41	0	0	4	4	4	4	105	109
05:30 PM	0	80	0	0	80	0	0	0	0	0	13	38	0	0	51	1	0	22	19	23	19	154	173
05:45 PM	0	61	0	0	61	0	0	0	0	0	23	41	0	0	64	0	0	9	9	9	9	134	143
Total	0	269	0	0	269	0	0	0	0	0	46	142	0	0	188	1	0	43	39	44	39	501	540
Grand Total	0	589	4	1	593	0	0	0	0	0	81	299	0	0	380	3	0	93	85	96	86	1069	1155
Apprch %	0	99.3	0.7			0	0	0			21.3	78.7	0			3.1	0	96.9					
Total %	0	55.1	0.4		55.5	0	0	0		0	7.6	28	0		35.5	0.3	0	8.7		9	7.4	92.6	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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	76	**2**	78	0	0	0	0	8	40	0	48	**2**	0	9	11	137
04:15 PM	0	54	2	56	0	0	0	0	3	31	0	34	0	0	5	5	95
04:30 PM	0	**108**	0	**108**	0	0	0	0	9	**49**	0	**58**	0	0	**25**	**25**	**191**
04:45 PM	0	82	0	82	0	0	0	0	**15**	37	0	52	0	0	11	11	145
Total Volume	0	320	4	324	0	0	0	0	35	157	0	192	2	0	50	52	568
% App. Total	0	98.8	1.2		0	0	0		18.2	81.8	0		3.8	0	96.2		
PHF	.000	.741	.500	.750	.000	.000	.000	.000	.583	.801	.000	.828	.250	.000	.500	.520	.743

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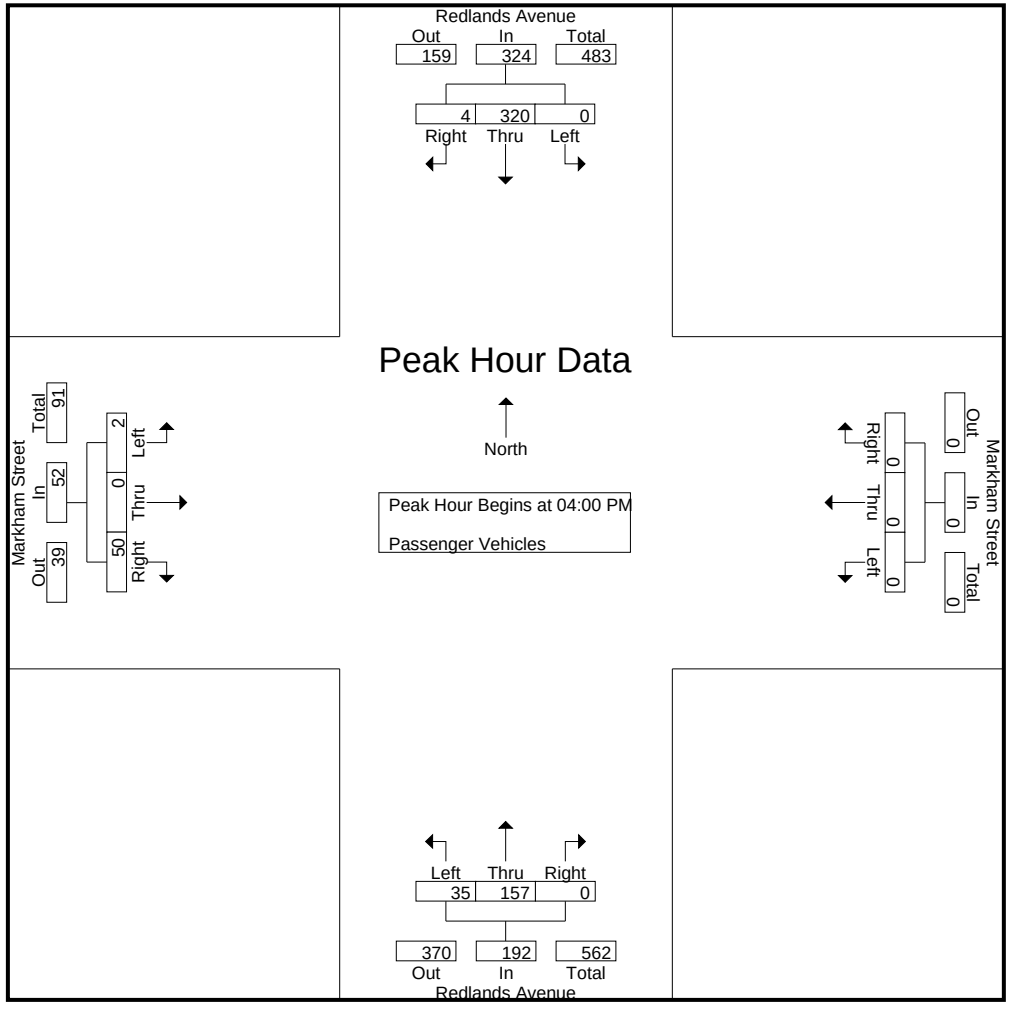

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	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	76	**2**	78	0	0	0	0	8	40	0	48	**2**	0	9	11	
+15 mins.	0	54	2	56	0	0	0	0	3	31	0	34	0	0	5	5	
+30 mins.	0	**108**	0	**108**	0	0	0	0	9	**49**	0	**58**	0	0	**25**	**25**	
+45 mins.	0	82	0	82	0	0	0	0	**15**	37	0	52	0	0	11	11	
Total Volume	0	320	4	324	0	0	0	0	35	157	0	192	2	0	50	52	
% App. Total	0	98.8	1.2		0	0	0		18.2	81.8	0		3.8	0	96.2		
PHF	.000	.741	.500	.750	.000	.000	.000	.000	.583	.801	.000	.828	.250	.000	.500	.520	

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

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	7	7
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	3
Total	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	14	14
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	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	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	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	7	2	0	9	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	15	15
Apprch %	0	77.8	22.2			0	0	0			0	100	0			50	0	50					
Total %	0	46.7	13.3		60	0	0	0		0	0	26.7	0		26.7	6.7	0	6.7		13.3	0	100	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	**3**	**1**	**4**	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	**7**
04:30 PM	0	0	1	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	1	0	1	0	0	**1**	1	3
Total Volume	0	6	2	8	0	0	0	0	0	4	0	4	1	0	1	2	14
% App. Total	0	75	25		0	0	0		0	100	0		50	0	50		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.500	.500

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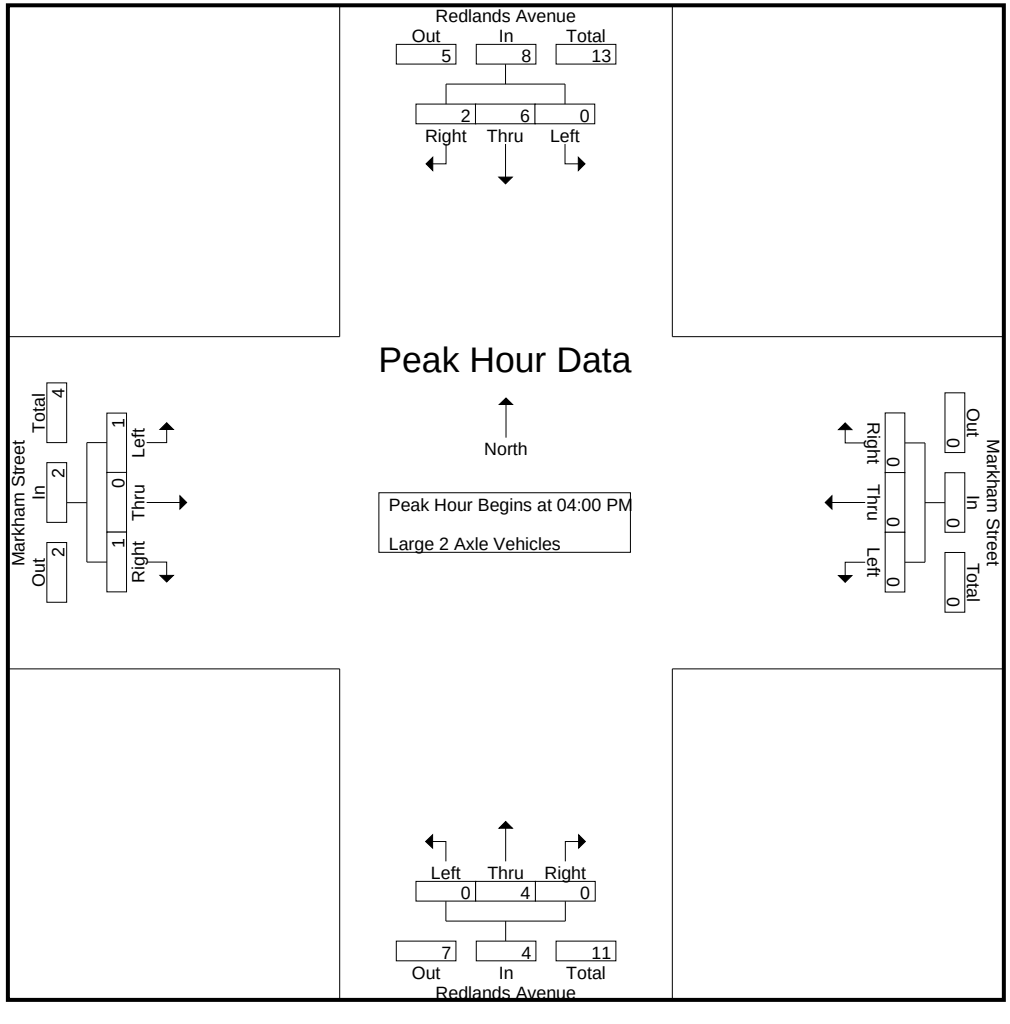
City of Perris
N/S: Redlands Avenue
E/W: Markham Street
Weather: Clear

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 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	**3**	**1**	**4**	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	
+30 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	1	
Total Volume	0	6	2	8	0	0	0	0	0	4	0	4	1	0	1	2	
% App. Total	0	75	25		0	0	0		0	100	0		50	0	50		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.500	

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

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	6	6
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	0	5	2	0	7	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	14	14
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
05:30 PM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	9	9
Grand Total	0	7	3	0	10	0	0	0	0	0	2	9	0	0	11	2	0	0	0	2	0	23	23
Apprch %	0	70	30			0	0	0			18.2	81.8	0			100	0	0					
Total %	0	30.4	13		43.5	0	0	0		0	8.7	39.1	0		47.8	8.7	0	0		8.7	0	100	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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	**2**	**3**	0	0	0	0	0	**2**	0	2	0	0	0	0	5
04:30 PM	0	**2**	0	2	0	0	0	0	**1**	2	0	**3**	**1**	0	0	**1**	**6**
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	2	7	0	0	0	0	1	5	0	6	1	0	0	1	14
% App. Total	0	71.4	28.6		0	0	0		16.7	83.3	0		100	0	0		
PHF	.000	.625	.250	.583	.000	.000	.000	.000	.250	.625	.000	.500	.250	.000	.000	.250	.583

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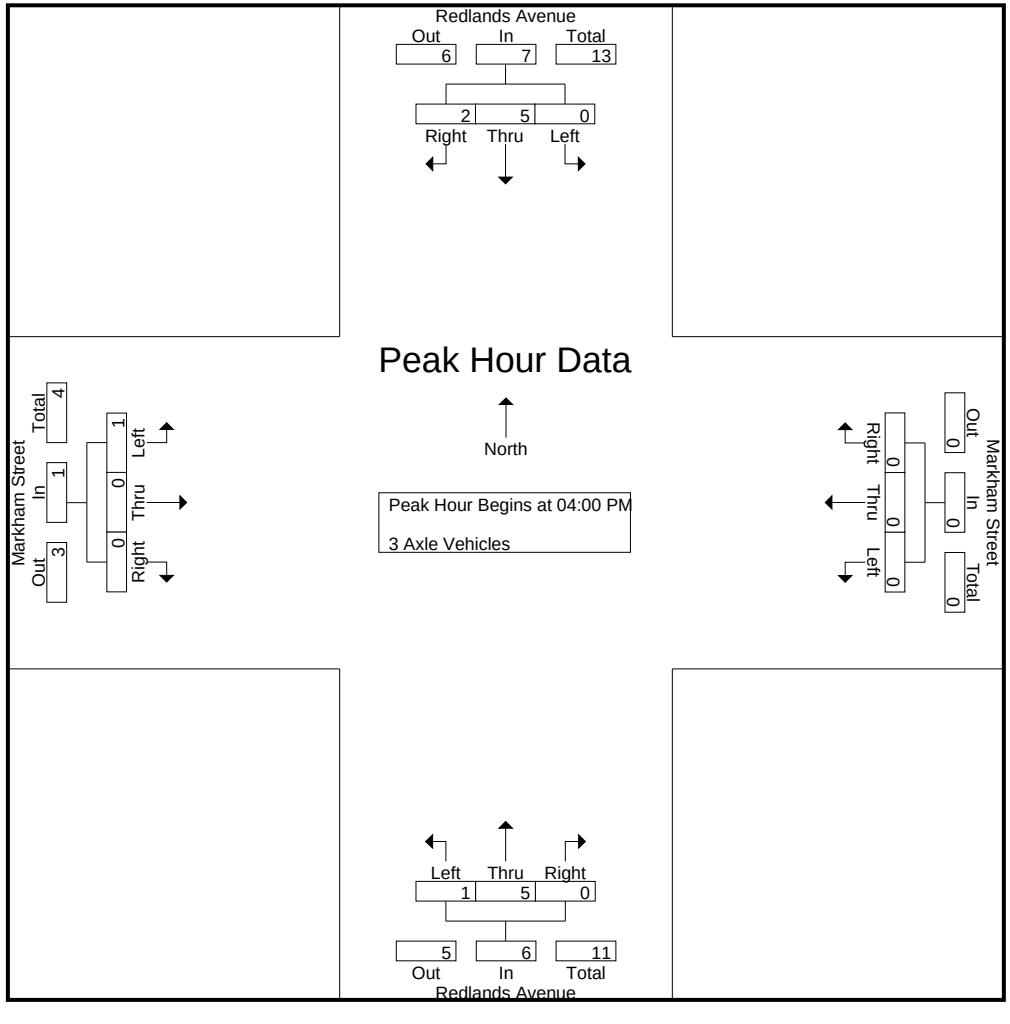
City of Perris
N/S: Redlands Avenue
E/W: Markham Street
Weather: Clear

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 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	**2**	**3**	0	0	0	0	0	**2**	0	2	0	0	0	0	
+30 mins.	0	**2**	0	2	0	0	0	0	**1**	2	0	**3**	**1**	0	0	**1**	
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	5	2	7	0	0	0	0	1	5	0	6	1	0	0	1	
% App. Total	0	71.4	28.6		0	0	0		16.7	83.3	0		100	0	0		
PHF	.000	.625	.250	.583	.000	.000	.000	.000	.250	.625	.000	.500	.250	.000	.000	.250	

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

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	0	11	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	4	5
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	3	3	3	3	7	10
Grand Total	0	9	0	0	9	0	0	0	0	0	1	4	0	0	5	1	0	3	3	4	3	18	21
Apprch %	0	100	0			0	0	0			20	80	0			25	0	75					
Total %	0	50	0		50	0	0	0		0	5.6	22.2	0		27.8	5.6	0	16.7		22.2	14.3	85.7	

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	**1**	3
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	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	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	0	6	0	6	0	0	0	0	1	3	0	4	1	0	0	1	11
% App. Total	0	100	0		0	0	0		25	75	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.250	.375	.000	.500	.250	.000	.000	.250	.688

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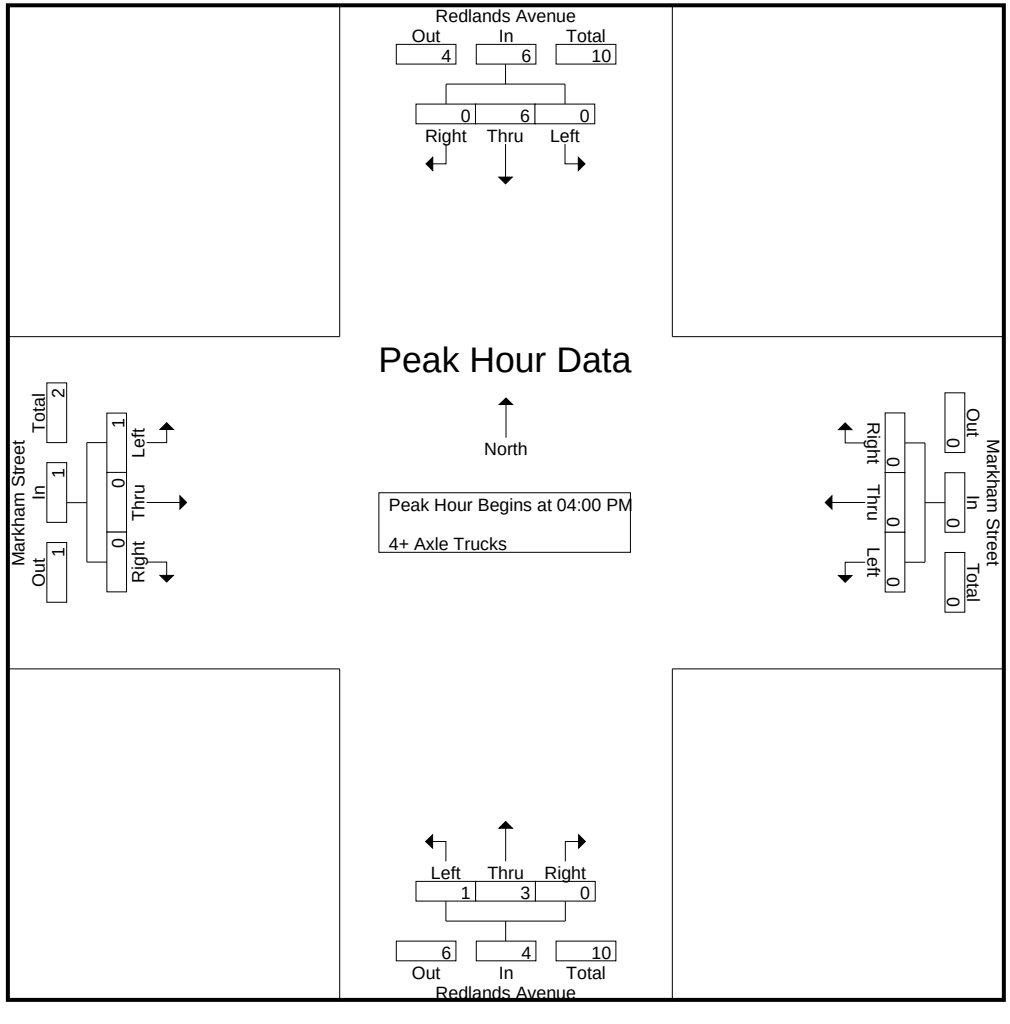
City of Perris
N/S: Redlands Avenue
E/W: Markham Street
Weather: Clear

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022
Page No : 2



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

File Name : 22_PER_Red_Mark PM
Site Code : 05122762
Start Date : 8/30/2022

	Redlands Avenue Southbound				Markham Street Westbound				Redlands 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 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	1	0	1	**1**	0	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	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	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	6	0	6	0	0	0	0	1	3	0	4	1	0	0	1	
% App. Total	0	100	0		0	0	0		25	75	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.250	.375	.000	.500	.250	.000	.000	.250	

Location: Perris
N/S: Redlands Avenue
E/W: Markham Street

Date: 8/30/2022
Day: Tuesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Markham Street	South Leg Redlands Avenue	West Leg Markham Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Redlands Avenue	East Leg Markham Street	South Leg Redlands Avenue	West Leg Markham Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Perris
N/S: Redlands Avenue
E/W: Markham Street

Date: 8/30/2022
Day: Tuesday

BICYCLES

	Southbound Redlands Avenue			Westbound Markham Street			Northbound Redlands Avenue			Eastbound Markham Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla AM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 1

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

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	96	6	0	107	6	17	65	33	88	6	186	8	3	200	3	10	2	0	15	36	410	446
07:15 AM	3	98	8	2	109	10	14	51	24	75	4	181	6	2	191	1	10	2	2	13	30	388	418
07:30 AM	13	132	9	1	154	5	38	45	24	88	9	203	7	1	219	2	16	2	1	20	27	481	508
07:45 AM	9	159	6	2	174	10	43	38	24	91	15	173	5	2	193	7	24	5	1	36	29	494	523
Total	30	485	29	5	544	31	112	199	105	342	34	743	26	8	803	13	60	11	4	84	122	1773	1895
08:00 AM	14	147	1	0	162	8	18	36	21	62	8	142	5	2	155	3	9	4	4	16	27	395	422
08:15 AM	12	116	5	1	133	11	10	19	15	40	2	126	8	4	136	4	4	3	1	11	21	320	341
08:30 AM	8	131	2	1	141	6	6	20	17	32	2	102	6	2	110	4	4	2	1	10	21	293	314
08:45 AM	14	125	3	1	142	7	2	18	11	27	1	118	10	6	129	9	7	5	4	21	22	319	341
Total	48	519	11	3	578	32	36	93	64	161	13	488	29	14	530	20	24	14	10	58	91	1327	1418
Grand Total	78	1004	40	8	1122	63	148	292	169	503	47	1231	55	22	1333	33	84	25	14	142	213	3100	3313
Apprch %	7	89.5	3.6			12.5	29.4	58.1			3.5	92.3	4.1			23.2	59.2	17.6					
Total %	2.5	32.4	1.3		36.2	2	4.8	9.4		16.2	1.5	39.7	1.8		43	1.1	2.7	0.8		4.6	6.4	93.6	
Passenger Vehicles	76	969	39		1092	61	148	288		664	44	1194	54		1314	27	84	22		146	0	0	3216
% Passenger Vehicles	97.4	96.5	97.5	100	96.6	96.8	100	98.6	98.8	98.8	93.6	97	98.2	100	97	81.8	100	88	92.9	93.6	0	0	97.1
Large 2 Axle Vehicles	2	26	0		28	2	0	2		5	2	31	0		33	3	0	0		3	0	0	69
% Large 2 Axle Vehicles	2.6	2.6	0	0	2.5	3.2	0	0.7	0.6	0.7	4.3	2.5	0	0	2.4	9.1	0	0	0	1.9	0	0	2.1
3 Axle Vehicles	0	5	0		5	0	0	2		3	1	3	0		4	2	0	2		5	0	0	17
% 3 Axle Vehicles	0	0.5	0	0	0.4	0	0	0.7	0.6	0.4	2.1	0.2	0	0	0.3	6.1	0	8	7.1	3.2	0	0	0.5
4+ Axle Trucks	0	4	1		5	0	0	0		0	0	3	1		4	1	0	1		2	0	0	11
% 4+ Axle Trucks	0	0.4	2.5	0	0.4	0	0	0	0	0	0	0.2	1.8	0	0.3	3	0	4	0	1.3	0	0	0.3

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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	5	96	6	107	6	17	**65**	88	6	186	**8**	200	3	10	2	15	410
07:15 AM	3	98	8	109	**10**	14	51	75	4	181	6	191	1	10	2	13	388
07:30 AM	**13**	132	**9**	154	5	38	45	88	9	**203**	7	**219**	2	16	2	20	481
07:45 AM	9	**159**	6	**174**	10	**43**	38	**91**	**15**	173	5	193	**7**	**24**	**5**	**36**	**494**
Total Volume	30	485	29	544	31	112	199	342	34	743	26	803	13	60	11	84	1773
% App. Total	5.5	89.2	5.3		9.1	32.7	58.2		4.2	92.5	3.2		15.5	71.4	13.1		
PHF	.577	.763	.806	.782	.775	.651	.765	.940	.567	.915	.813	.917	.464	.625	.550	.583	.897

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City of Perris
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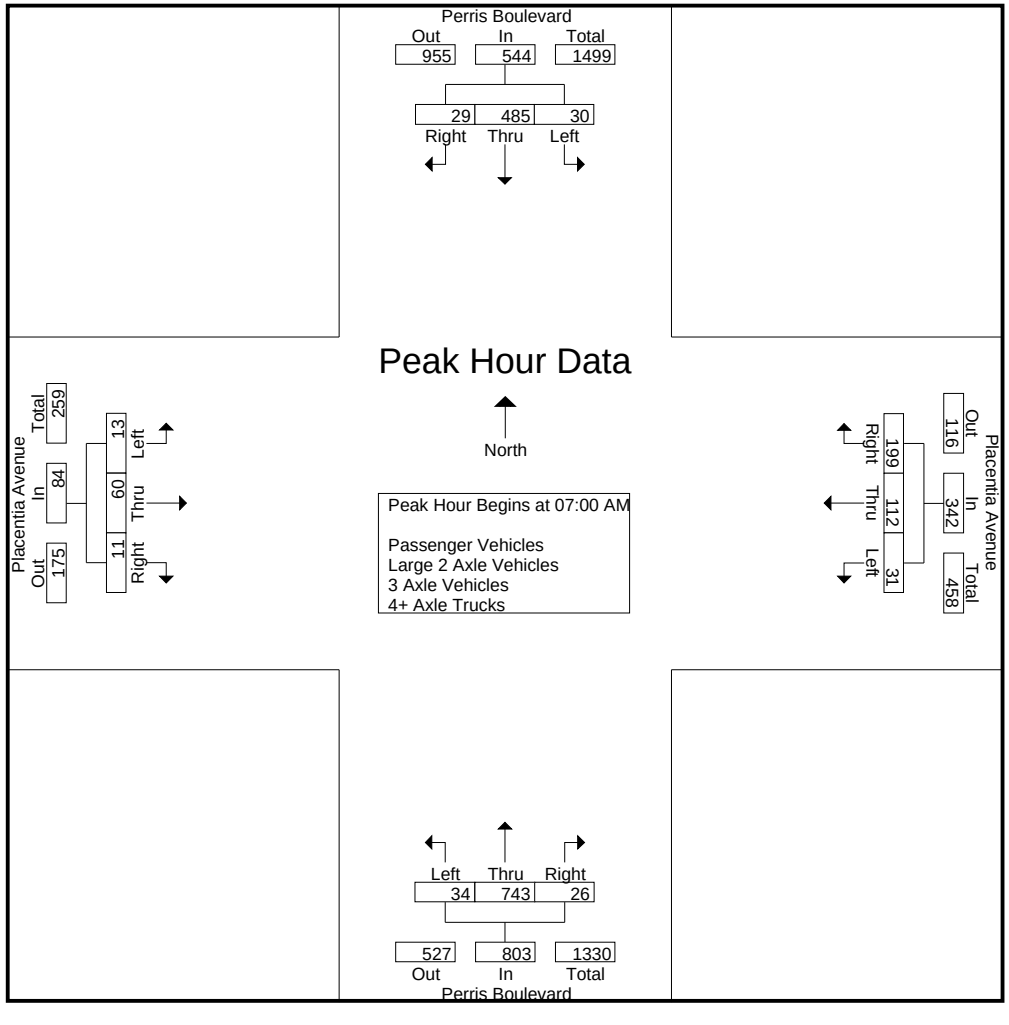
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla AM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 2



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City of Perris
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Start Date : 3/11/2020
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	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:00 AM				07:15 AM				
+0 mins.	13	132	**9**	154	6	17	**65**	88	6	186	**8**	200	1	10	2	13	
+15 mins.	9	**159**	6	**174**	**10**	14	51	75	4	181	6	191	2	16	2	20	
+30 mins.	**14**	147	1	162	5	38	45	88	9	**203**	7	**219**	**7**	**24**	**5**	**36**	
+45 mins.	12	116	5	133	10	**43**	38	**91**	**15**	173	5	193	3	9	4	16	
Total Volume	48	554	21	623	31	112	199	342	34	743	26	803	13	59	13	85	
% App. Total	7.7	88.9	3.4		9.1	32.7	58.2		4.2	92.5	3.2		15.3	69.4	15.3		
PHF	.857	.871	.583	.895	.775	.651	.765	.940	.567	.915	.813	.917	.464	.615	.650	.590	

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File Name : 25_PER_Perris_Pla AM
Site Code : 05120169
Start Date : 3/11/2020
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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	93	5	0	103	6	17	64	32	87	6	183	8	3	197	3	10	2	0	15	35	402	437
07:15 AM	3	97	8	2	108	9	14	50	24	73	4	174	6	2	184	1	10	1	1	12	29	377	406
07:30 AM	13	129	9	1	151	5	38	45	24	88	8	197	7	1	212	1	16	2	1	19	27	470	497
07:45 AM	8	156	6	2	170	10	43	37	23	90	14	164	4	2	182	7	24	4	1	35	28	477	505
Total	29	475	28	5	532	30	112	196	103	338	32	718	25	8	775	12	60	9	3	81	119	1726	1845
08:00 AM	14	139	1	0	154	8	18	35	21	61	8	140	5	2	153	2	9	4	4	15	27	383	410
08:15 AM	12	111	5	1	128	10	10	19	15	39	1	120	8	4	129	3	4	3	1	10	21	306	327
08:30 AM	8	126	2	1	136	6	6	20	17	32	2	100	6	2	108	3	4	1	1	8	21	284	305
08:45 AM	13	118	3	1	134	7	2	18	11	27	1	116	10	6	127	7	7	5	4	19	22	307	329
Total	47	494	11	3	552	31	36	92	64	159	12	476	29	14	517	15	24	13	10	52	91	1280	1371
Grand Total	76	969	39	8	1084	61	148	288	167	497	44	1194	54	22	1292	27	84	22	13	133	210	3006	3216
Apprch %	7	89.4	3.6			12.3	29.8	57.9			3.4	92.4	4.2			20.3	63.2	16.5					
Total %	2.5	32.2	1.3		36.1	2	4.9	9.6		16.5	1.5	39.7	1.8		43	0.9	2.8	0.7		4.4	6.5	93.5	

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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	5	93	5	103	6	17	**64**	87	6	183	**8**	197	3	10	2	15	402
07:15 AM	3	97	8	108	9	14	50	73	4	174	6	184	1	10	1	12	377
07:30 AM	**13**	129	**9**	151	5	38	45	88	8	**197**	7	**212**	1	16	2	19	470
07:45 AM	8	**156**	6	**170**	**10**	**43**	37	**90**	**14**	164	4	182	**7**	**24**	**4**	**35**	**477**
Total Volume	29	475	28	532	30	112	196	338	32	718	25	775	12	60	9	81	1726
% App. Total	5.5	89.3	5.3		8.9	33.1	58		4.1	92.6	3.2		14.8	74.1	11.1		
PHF	.558	.761	.778	.782	.750	.651	.766	.939	.571	.911	.781	.914	.429	.625	.563	.579	.905

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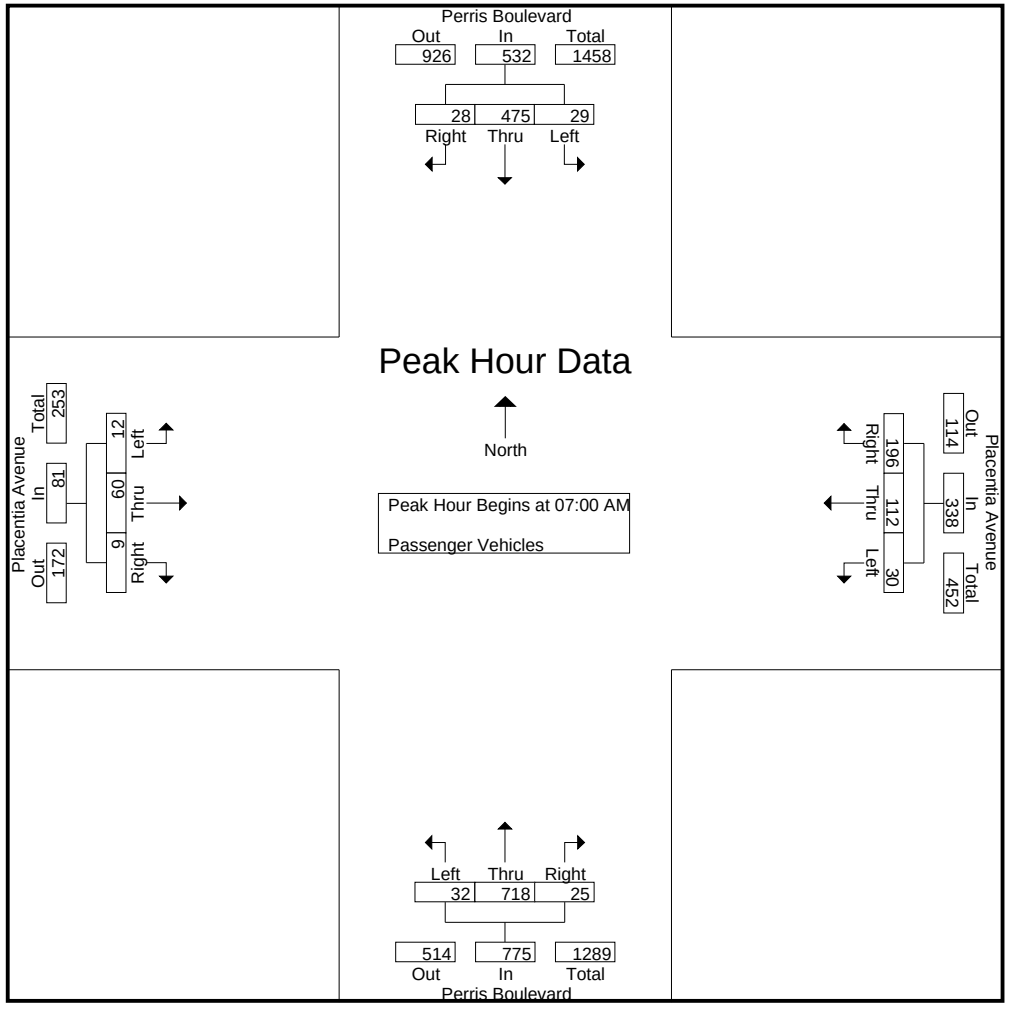
Site Code : 05120169
Start Date : 3/11/2020
Page No : 2



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City of Perris
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	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	5	93	5	103	6	17	**64**	87	6	183	**8**	197	3	10	2	15	
+15 mins.	3	97	8	108	9	14	50	73	4	174	6	184	1	10	1	12	
+30 mins.	**13**	129	**9**	151	5	38	45	88	8	**197**	7	**212**	1	16	2	19	
+45 mins.	8	**156**	6	**170**	**10**	**43**	37	**90**	**14**	164	4	182	**7**	**24**	**4**	**35**	
Total Volume	29	475	28	532	30	112	196	338	32	718	25	775	12	60	9	81	
% App. Total	5.5	89.3	5.3		8.9	33.1	58		4.1	92.6	3.2		14.8	74.1	11.1		
PHF	.558	.761	.778	.782	.750	.651	.766	.939	.571	.911	.781	.914	.429	.625	.563	.579	

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City of Perris
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File Name : 25_PER_Perris_Pla AM
Site Code : 05120169
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Groups Printed- Large 2 Axle Vehicles

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	6
07:15 AM	0	1	0	0	1	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	0	10	10
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	7	7
07:45 AM	1	2	0	0	3	0	0	1	1	1	1	6	0	0	7	0	0	0	0	0	1	11	12
Total	1	8	0	0	9	1	0	2	1	3	1	20	0	0	21	1	0	0	0	1	1	34	35
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	8	8
08:15 AM	0	3	0	0	3	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	0	11	11
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
08:45 AM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	9	9
Total	1	18	0	0	19	1	0	0	0	1	1	11	0	0	12	2	0	0	0	2	0	34	34
Grand Total	2	26	0	0	28	2	0	2	1	4	2	31	0	0	33	3	0	0	0	3	1	68	69
Apprch %	7.1	92.9	0			50	0	50			6.1	93.9	0			100	0	0					
Total %	2.9	38.2	0		41.2	2.9	0	2.9		5.9	2.9	45.6	0		48.5	4.4	0	0		4.4	1.4	98.6	

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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	**3**	0	**3**	0	0	0	0	0	3	0	3	0	0	0	0	6
07:15 AM	0	1	0	1	**1**	0	**1**	**2**	0	**7**	0	**7**	0	0	0	0	10
07:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	**1**	0	0	**1**	7
07:45 AM	**1**	2	0	3	0	0	1	1	**1**	6	0	7	0	0	0	0	**11**
Total Volume	1	8	0	9	1	0	2	3	1	20	0	21	1	0	0	1	34
% App. Total	11.1	88.9	0		33.3	0	66.7		4.8	95.2	0		100	0	0		
PHF	.250	.667	.000	.750	.250	.000	.500	.375	.250	.714	.000	.750	.250	.000	.000	.250	.773

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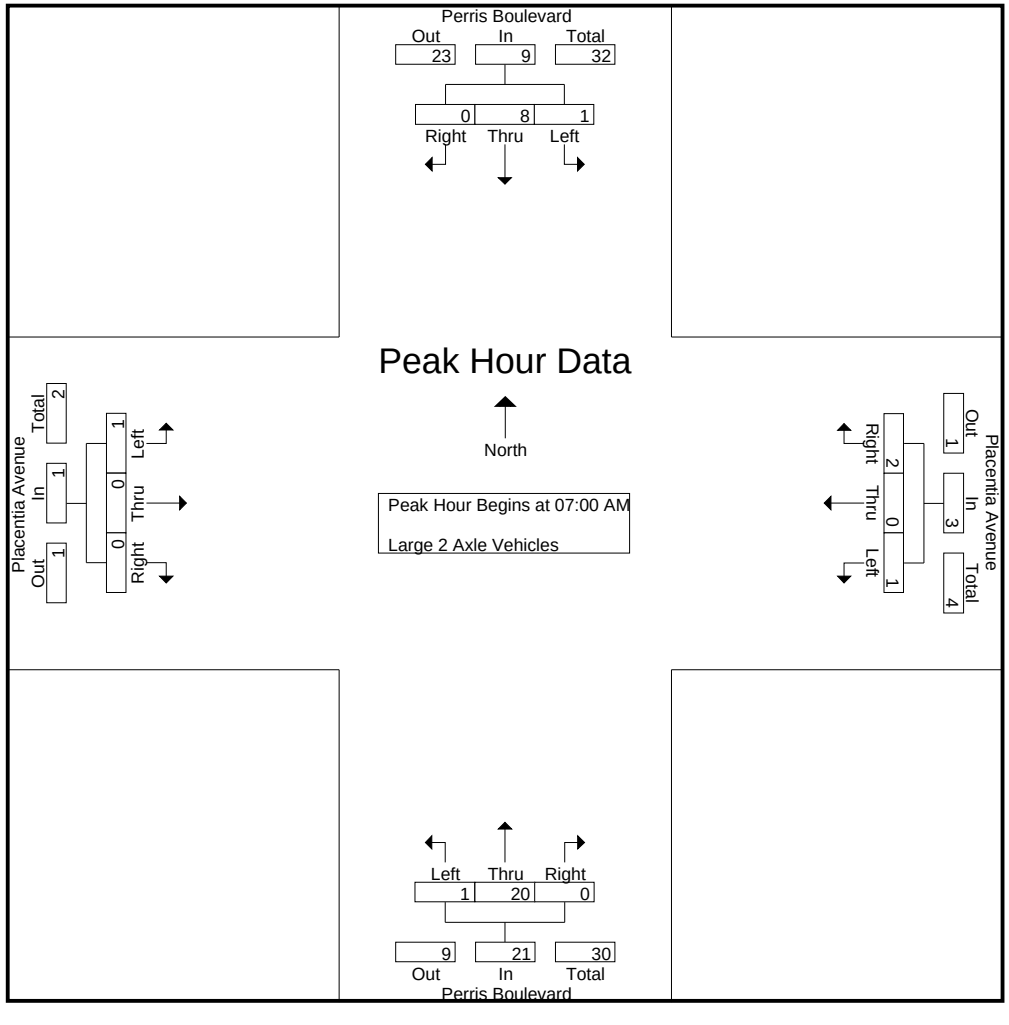

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	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	3	0	3	0	0	0	0	
+15 mins.	0	1	0	1	**1**	0	**1**	**2**	0	**7**	0	**7**	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	0	4	0	4	**1**	0	0	**1**	
+45 mins.	**1**	2	0	3	0	0	1	1	**1**	6	0	7	0	0	0	0	
Total Volume	1	8	0	9	1	0	2	3	1	20	0	21	1	0	0	1	
% App. Total	11.1	88.9	0		33.3	0	66.7		4.8	95.2	0		100	0	0		
PHF	.250	.667	.000	.750	.250	.000	.500	.375	.250	.714	.000	.750	.250	.000	.000	.250	

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File Name : 25_PER_Perris_Pla AM
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Groups Printed- 3 Axle Vehicles

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4	4
Total	0	1	0	0	1	0	0	1	1	1	1	3	0	0	4	0	0	2	1	2	2	8	10
08:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	7	7
Grand Total	0	5	0	0	5	0	0	2	1	2	1	3	0	0	4	2	0	2	1	4	2	15	17
Apprch %	0	100	0			0	0	100			25	75	0			50	0	50					
Total %	0	33.3	0		33.3	0	0	13.3		13.3	6.7	20	0		26.7	13.3	0	13.3		26.7	11.8	88.2	

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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	**1**	**1**	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
07:30 AM	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	0	0	0	2
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	2	0	0	1	1	**4**
Total Volume	0	1	0	1	0	0	1	1	1	3	0	4	0	0	2	2	8
% App. Total	0	100	0		0	0	100		25	75	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.250	.375	.000	.500	.000	.000	.500	.500	.500

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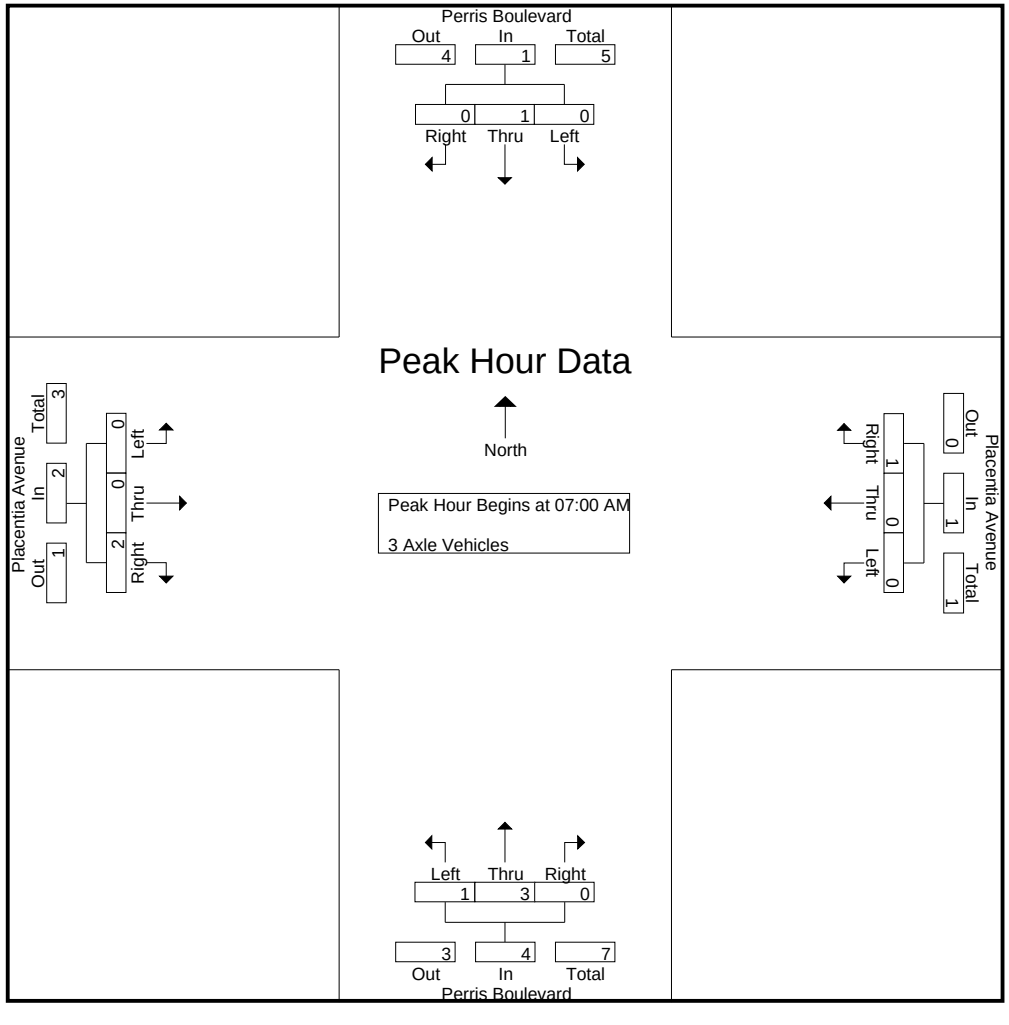
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla AM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla AM
Site Code : 05120169
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	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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 Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 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	0	0	0	0	0	**1**	**1**	
+30 mins.	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	0	0	0	
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	**2**	0	2	0	0	1	1	
Total Volume	0	1	0	1	0	0	1	1	1	3	0	4	0	0	2	2	
% App. Total	0	100	0		0	0	100		25	75	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.250	.375	.000	.500	.000	.000	.500	.500	

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Site Code : 05120169
Start Date : 3/11/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
Total	0	1	1	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	2
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	6	6
Grand Total	0	4	1	0	5	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	11	11
Apprch %	0	80	20			0	0	0			0	75	25			50	0	50					
Total %	0	36.4	9.1		45.5	0	0	0		0	0	27.3	9.1		36.4	9.1	0	9.1		18.2	0	100	

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	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	**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	**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	1	**1**	**2**	0	0	0	0	2
Total Volume	0	1	1	2	0	0	0	0	0	2	1	3	0	0	0	0	5
% App. Total	0	50	50		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000	.000	.625

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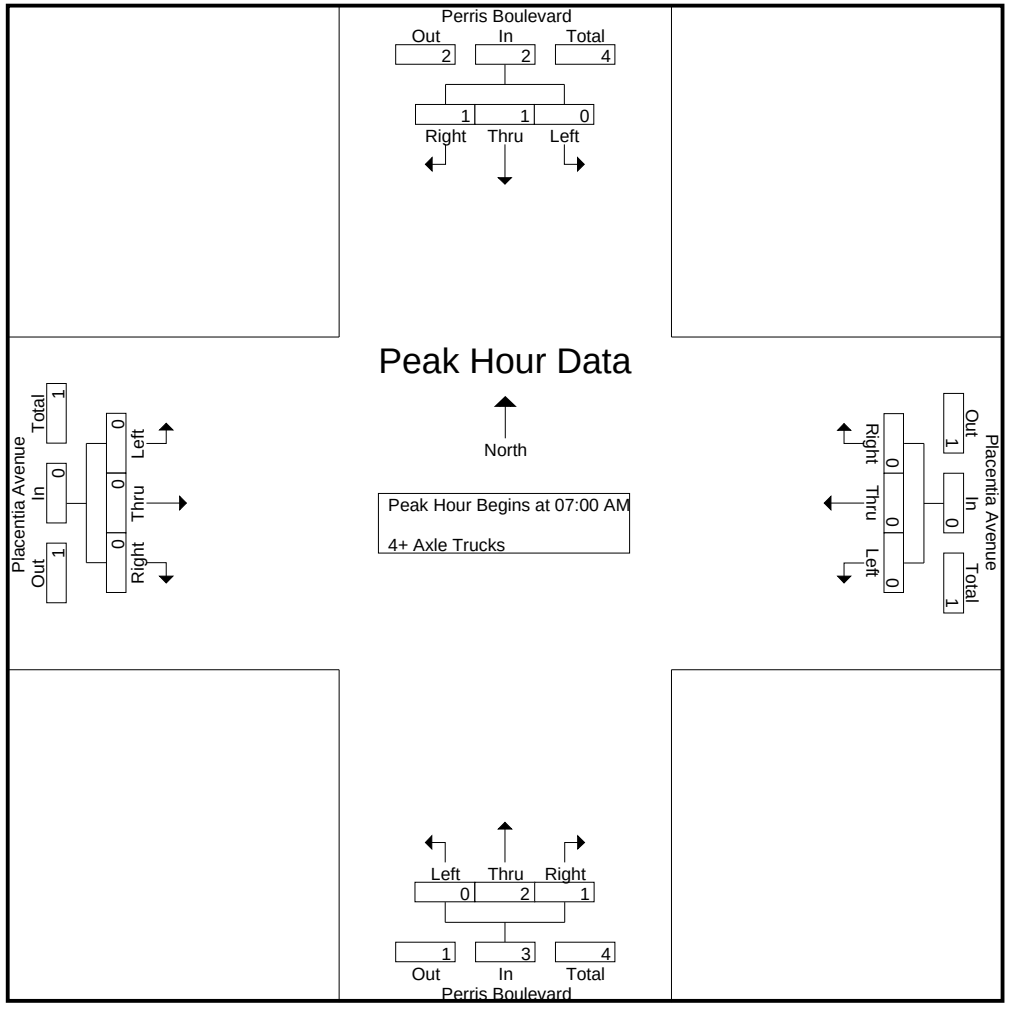

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	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	**1**	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	0	
Total Volume	0	1	1	2	0	0	0	0	0	2	1	3	0	0	0	0	
% App. Total	0	50	50		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000	.000	

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

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	26	222	3	1	251	8	5	22	12	35	2	176	10	1	188	5	11	3	1	19	15	493	508
04:15 PM	19	231	2	0	252	15	5	17	11	37	4	158	13	8	175	12	5	7	6	24	25	488	513
04:30 PM	25	246	0	0	271	6	9	25	19	40	3	178	22	6	203	3	20	4	1	27	26	541	567
04:45 PM	36	235	2	1	273	12	7	30	25	49	1	163	11	4	175	2	9	9	4	20	34	517	551
Total	106	934	7	2	1047	41	26	94	67	161	10	675	56	19	741	22	45	23	12	90	100	2039	2139
05:00 PM	26	206	4	3	236	12	6	16	9	34	3	158	10	1	171	7	22	5	3	34	16	475	491
05:15 PM	48	254	2	1	304	16	3	29	18	48	1	169	27	17	197	9	6	4	1	19	37	568	605
05:30 PM	32	199	3	2	234	22	8	30	17	60	2	149	22	7	173	5	10	5	1	20	27	487	514
05:45 PM	23	212	3	1	238	16	2	14	11	32	1	177	24	8	202	5	18	6	1	29	21	501	522
Total	129	871	12	7	1012	66	19	89	55	174	7	653	83	33	743	26	56	20	6	102	101	2031	2132
Grand Total	235	1805	19	9	2059	107	45	183	122	335	17	1328	139	52	1484	48	101	43	18	192	201	4070	4271
Apprch %	11.4	87.7	0.9			31.9	13.4	54.6			1.1	89.5	9.4			25	52.6	22.4					
Total %	5.8	44.3	0.5		50.6	2.6	1.1	4.5		8.2	0.4	32.6	3.4		36.5	1.2	2.5	1.1		4.7	4.7	95.3	
Passenger Vehicles	234	1772	19		2034	107	45	181		454	17	1315	138		1522	48	101	42		208	0	0	4218
% Passenger Vehicles	99.6	98.2	100	100	98.4	100	100	98.9	99.2	99.3	100	99	99.3	100	99.1	100	100	97.7	94.4	99	0	0	98.8
Large 2 Axle Vehicles	1	26	0		27	0	0	2		3	0	11	0		11	0	0	1		2	0	0	43
% Large 2 Axle Vehicles	0.4	1.4	0	0	1.3	0	0	1.1	0.8	0.7	0	0.8	0	0	0.7	0	0	2.3	5.6	1	0	0	1
3 Axle Vehicles	0	5	0		5	0	0	0		0	0	1	1		2	0	0	0		0	0	0	7
% 3 Axle Vehicles	0	0.3	0	0	0.2	0	0	0	0	0	0	0.1	0.7	0	0.1	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	2	0		2	0	0	0		0	0	1	0		1	0	0	0		0	0	0	3
% 4+ Axle Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0.1

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	25	246	0	271	6	**9**	25	40	**3**	**178**	22	**203**	3	20	4	27	541
04:45 PM	36	235	2	273	12	7	**30**	**49**	1	163	11	175	2	9	**9**	20	517
05:00 PM	26	206	**4**	236	12	6	16	34	3	158	10	171	7	**22**	5	**34**	475
05:15 PM	**48**	**254**	2	**304**	**16**	3	29	48	1	169	**27**	197	**9**	6	4	19	**568**
Total Volume	135	941	8	1084	46	25	100	171	8	668	70	746	21	57	22	100	2101
% App. Total	12.5	86.8	0.7		26.9	14.6	58.5		1.1	89.5	9.4		21	57	22		
PHF	.703	.926	.500	.891	.719	.694	.833	.872	.667	.938	.648	.919	.583	.648	.611	.735	.925

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City of Perris
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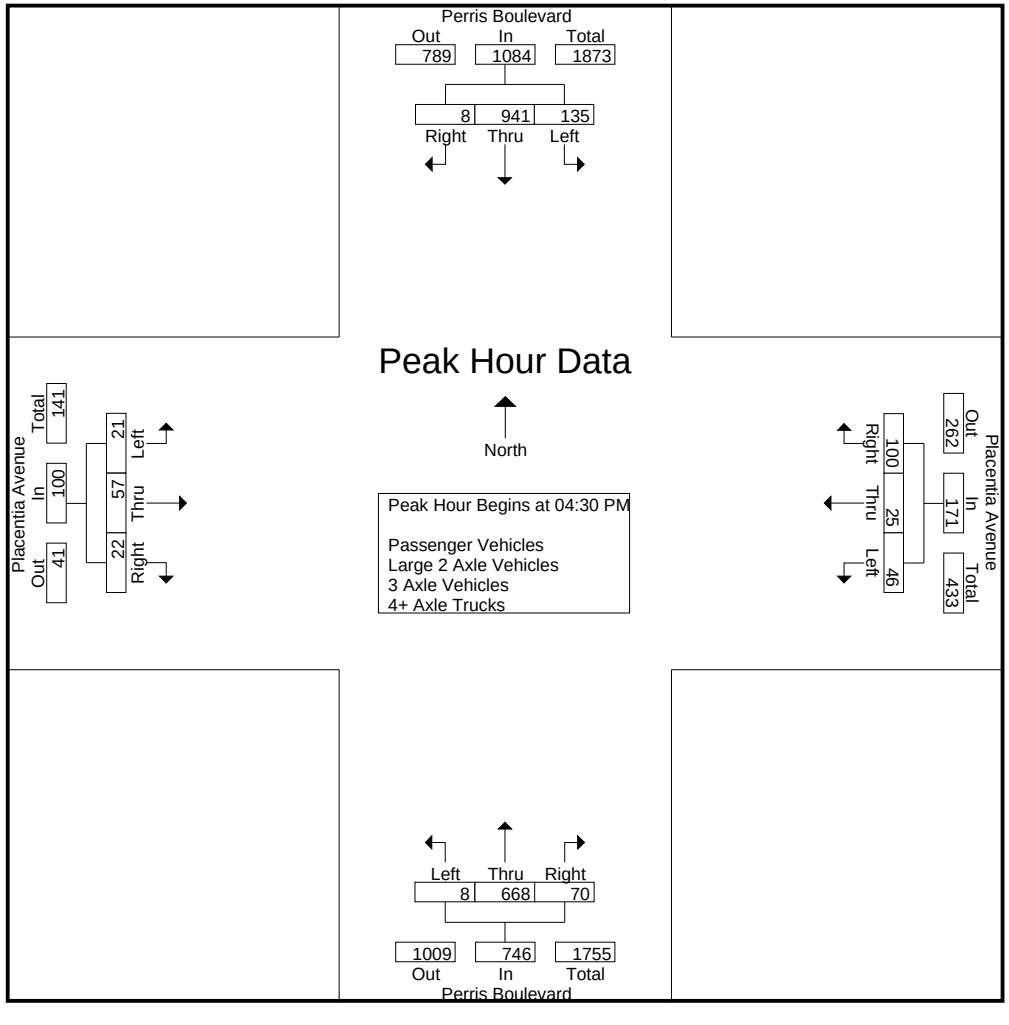

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	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:45 PM				04:30 PM				04:15 PM				
+0 mins.	25	246	0	271	12	7	**30**	49	**3**	**178**	22	**203**	**12**	5	7	24	
+15 mins.	36	235	2	273	12	6	16	34	1	163	11	175	3	20	4	27	
+30 mins.	26	206	**4**	236	16	3	29	48	3	158	10	171	2	9	**9**	20	
+45 mins.	**48**	**254**	2	**304**	**22**	**8**	30	**60**	1	169	**27**	197	7	**22**	5	**34**	
Total Volume	135	941	8	1084	62	24	105	191	8	668	70	746	24	56	25	105	
% App. Total	12.5	86.8	0.7		32.5	12.6	55		1.1	89.5	9.4		22.9	53.3	23.8		
PHF	.703	.926	.500	.891	.705	.750	.875	.796	.667	.938	.648	.919	.500	.636	.694	.772	

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Groups Printed- Passenger Vehicles

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	26	217	3	1	246	8	5	22	12	35	2	174	10	1	186	5	11	3	1	19	15	486	501
04:15 PM	19	226	2	0	247	15	5	17	11	37	4	156	13	8	173	12	5	7	6	24	25	481	506
04:30 PM	25	241	0	0	266	6	9	25	19	40	3	175	22	6	200	3	20	4	1	27	26	533	559
04:45 PM	35	228	2	1	265	12	7	30	25	49	1	162	11	4	174	2	9	9	4	20	34	508	542
Total	105	912	7	2	1024	41	26	94	67	161	10	667	56	19	733	22	45	23	12	90	100	2008	2108
05:00 PM	26	202	4	3	232	12	6	16	9	34	3	157	10	1	170	7	22	4	2	33	15	469	484
05:15 PM	48	251	2	1	301	16	3	27	17	46	1	168	26	17	195	9	6	4	1	19	36	561	597
05:30 PM	32	198	3	2	233	22	8	30	17	60	2	148	22	7	172	5	10	5	1	20	27	485	512
05:45 PM	23	209	3	1	235	16	2	14	11	32	1	175	24	8	200	5	18	6	1	29	21	496	517
Total	129	860	12	7	1001	66	19	87	54	172	7	648	82	33	737	26	56	19	5	101	99	2011	2110
Grand Total	234	1772	19	9	2025	107	45	181	121	333	17	1315	138	52	1470	48	101	42	17	191	199	4019	4218
Apprch %	11.6	87.5	0.9			32.1	13.5	54.4			1.2	89.5	9.4			25.1	52.9	22					
Total %	5.8	44.1	0.5		50.4	2.7	1.1	4.5		8.3	0.4	32.7	3.4		36.6	1.2	2.5	1		4.8	4.7	95.3	

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	25	241	0	266	6	**9**	25	40	**3**	**175**	22	**200**	3	20	4	27	533
04:45 PM	35	228	2	265	12	7	**30**	**49**	1	162	11	174	2	9	**9**	20	508
05:00 PM	26	202	**4**	232	12	6	16	34	3	157	10	170	7	**22**	4	**33**	469
05:15 PM	**48**	**251**	2	**301**	**16**	3	27	46	1	168	**26**	195	**9**	6	4	19	**561**
Total Volume	134	922	8	1064	46	25	98	169	8	662	69	739	21	57	21	99	2071
% App. Total	12.6	86.7	0.8		27.2	14.8	58		1.1	89.6	9.3		21.2	57.6	21.2		
PHF	.698	.918	.500	.884	.719	.694	.817	.862	.667	.946	.663	.924	.583	.648	.583	.750	.923

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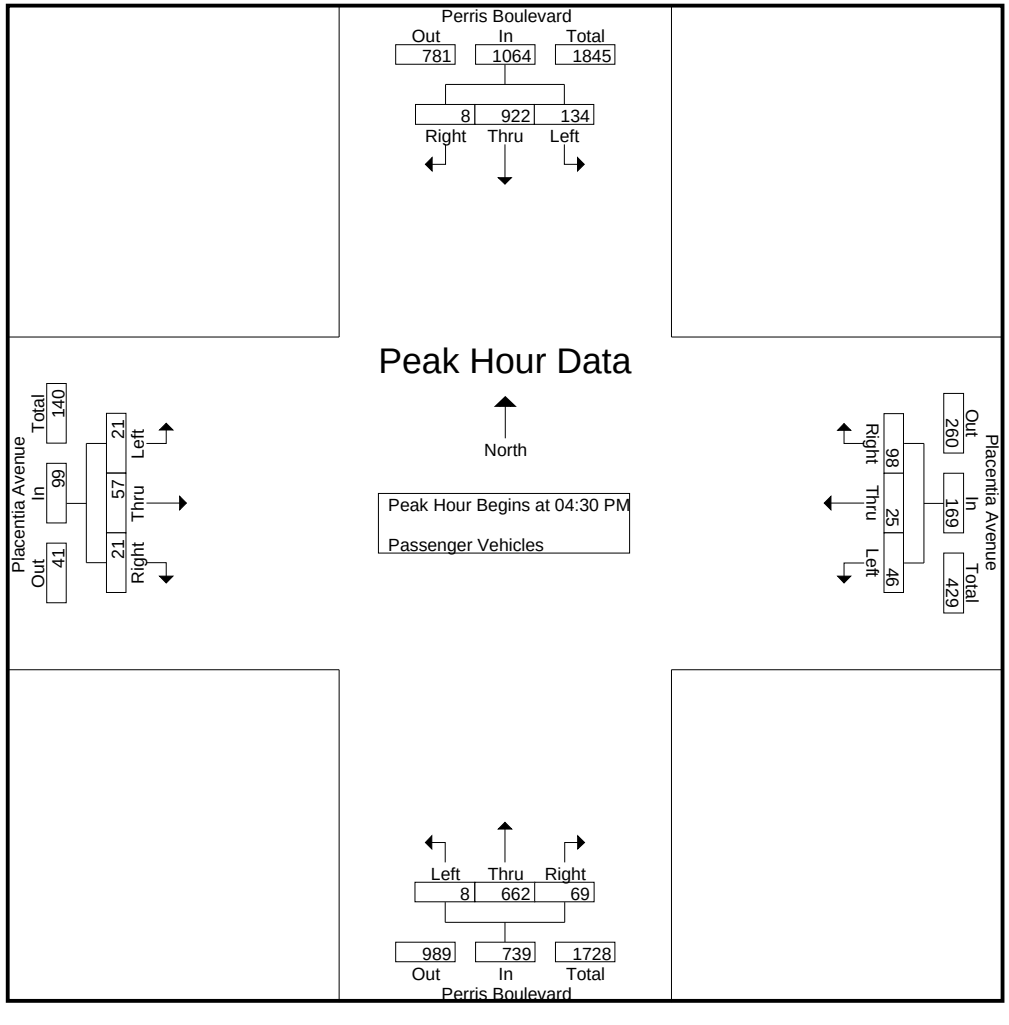

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	25	241	0	266	6	**9**	25	40	**3**	**175**	22	**200**	3	20	4	27	
+15 mins.	35	228	2	265	12	7	**30**	**49**	1	162	11	174	2	9	**9**	20	
+30 mins.	26	202	**4**	232	12	6	16	34	3	157	10	170	7	**22**	4	**33**	
+45 mins.	**48**	**251**	2	**301**	**16**	3	27	46	1	168	**26**	195	**9**	6	4	19	
Total Volume	134	922	8	1064	46	25	98	169	8	662	69	739	21	57	21	99	
% App. Total	12.6	86.7	0.8		27.2	14.8	58		1.1	89.6	9.3		21.2	57.6	21.2		
PHF	.698	.918	.500	.884	.719	.694	.817	.862	.667	.946	.663	.924	.583	.648	.583	.750	

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Groups Printed- Large 2 Axle Vehicles

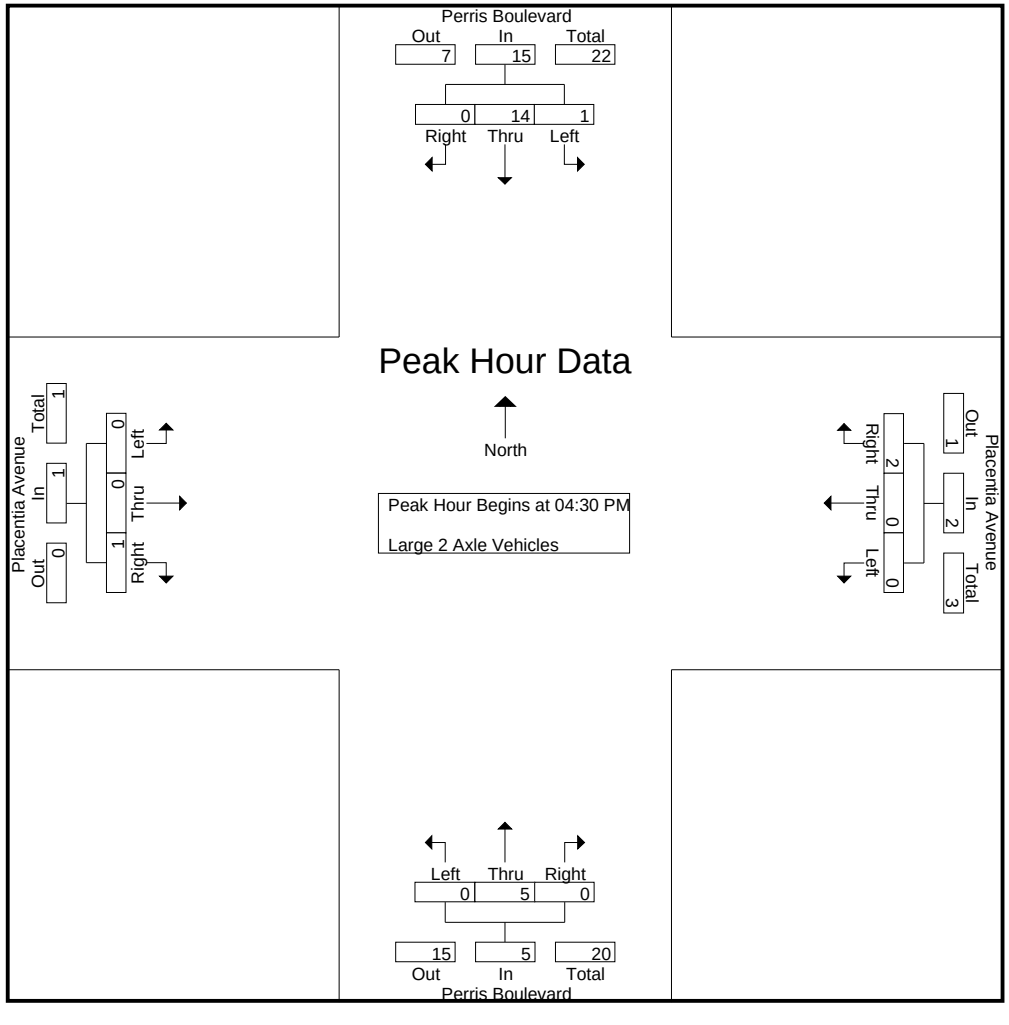
	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
04:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	6
Total	1	16	0	0	17	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	24	24
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	5	6
05:15 PM	0	3	0	0	3	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	1	6	7
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
Total	0	10	0	0	10	0	0	2	1	2	0	4	0	0	4	0	0	1	1	1	2	17	19
Grand Total	1	26	0	0	27	0	0	2	1	2	0	11	0	0	11	0	0	1	1	1	2	41	43
Apprch %	3.7	96.3	0			0	0	100			0	100	0			0	0	100					
Total %	2.4	63.4	0		65.9	0	0	4.9		4.9	0	26.8	0		26.8	0	0	2.4		2.4	4.7	95.3	

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**4**	0	4	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**6**
04:45 PM	**1**	4	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
05:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	**1**	**1**	5
05:15 PM	0	3	0	3	0	0	**2**	**2**	0	1	0	1	0	0	0	0	6
Total Volume	1	14	0	15	0	0	2	2	0	5	0	5	0	0	1	1	23
% App. Total	6.7	93.3	0		0	0	100		0	100	0		0	0	100		
PHF	.250	.875	.000	.750	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.250	.250	.958

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

City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 3

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	**4**	0	4	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+15 mins.	**1**	4	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	**1**	**1**	
+45 mins.	0	3	0	3	0	0	**2**	**2**	0	1	0	1	0	0	0	0	
Total Volume	1	14	0	15	0	0	2	2	0	5	0	5	0	0	1	1	
% App. Total	6.7	93.3	0		0	0	100		0	100	0		0	0	100		
PHF	.250	.875	.000	.750	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.250	.250	

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City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

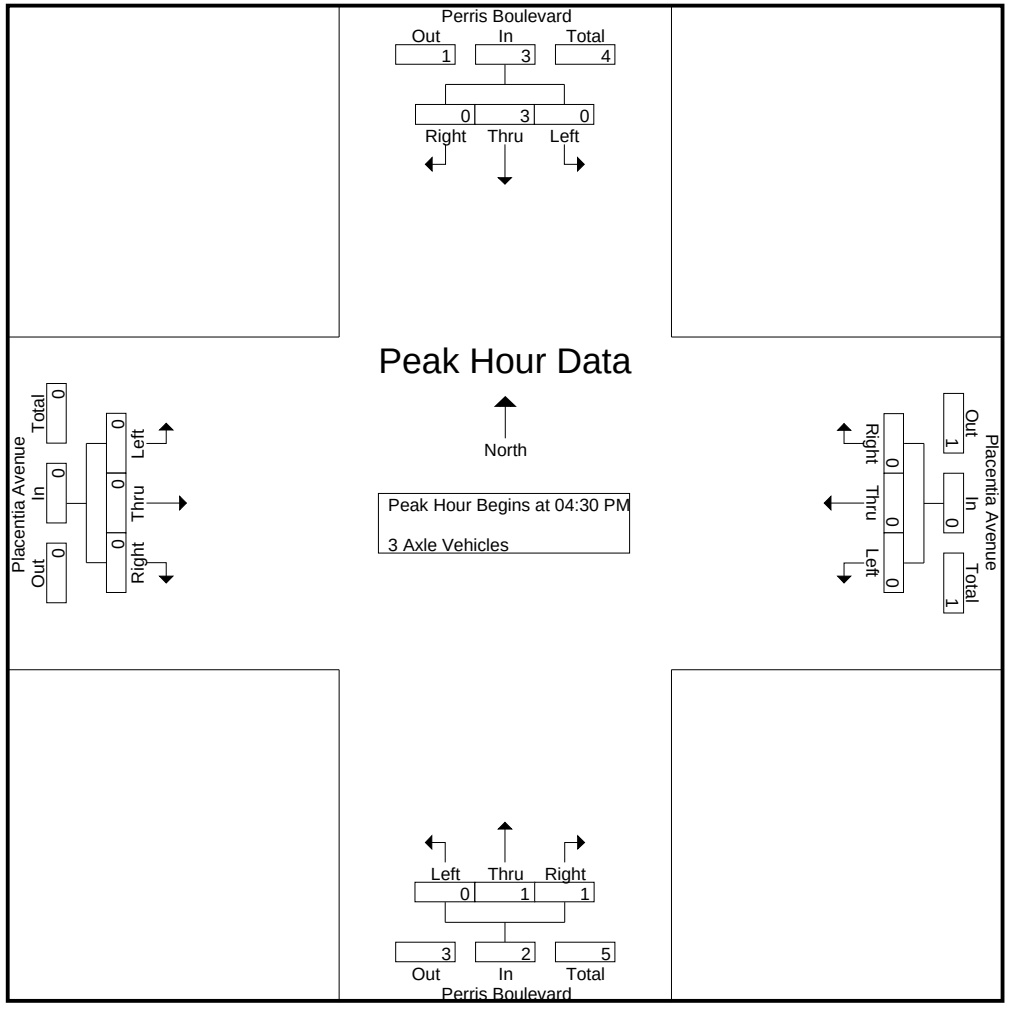
	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
Grand Total	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	7	7
Apprch %	0	100	0			0	0	0			0	50	50			0	0	0					
Total %	0	71.4	0		71.4	0	0	0		0	0	14.3	14.3		28.6	0	0	0		0	0	100	

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.625

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

City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 3

	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	

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City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	66.7	0		66.7	0	0	0		0	0	33.3	0		33.3	0	0	0		0	0	100	

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

Counts Unlimited
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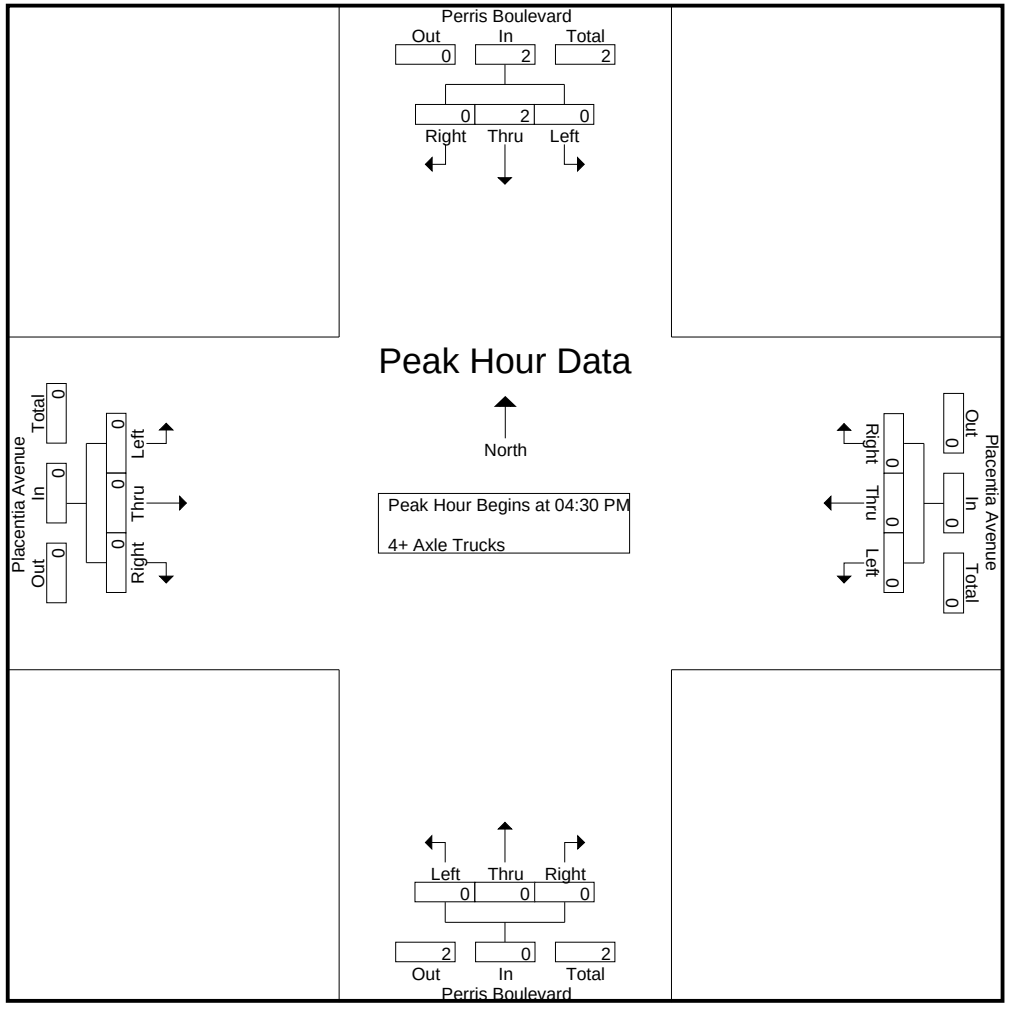
City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 2



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City of Perris
N/S: Perris Boulevard
E/W: Placentia Avenue
Weather: Clear

File Name : 25_PER_Perris_Pla PM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 3

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

Location: Perris
N/S: Perris Boulevard
E/W: Placentia Avenue

Date: 3/11/2020
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Placentia Avenue	South Leg Perris Boulevard	West Leg Placentia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	2	2
8:30 AM	1	0	0	1	2
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	1	1	1	5	8

	North Leg Perris Boulevard	East Leg Placentia Avenue	South Leg Perris Boulevard	West Leg Placentia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	1	1	0	1	3
4:30 PM	1	0	0	3	4
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	3	3
TOTAL VOLUMES:	3	4	0	9	16

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951-268-6268

Location: Perris
N/S: Perris Boulevard
E/W: Placentia Avenue

Date: 3/11/2020
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Placentia Avenue			Northbound Perris Boulevard			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Perris Boulevard			Westbound Placentia Avenue			Northbound Perris Boulevard			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

Counts Unlimited, Inc.

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

City of Perris
Perris Boulevard
B/ Harley Knox Boulevard - Nance Street
24 Hour Directional Classification Count

PER001
Site Code: 051-22445

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	1	81	14	1	0	3	0	0	8	0	0	0	0	108
01:00	1	62	8	0	2	5	0	0	4	0	0	0	0	82
02:00	1	82	12	0	1	2	0	1	4	0	0	0	**1**	104
03:00	0	132	24	0	0	3	0	0	4	1	0	0	1	165
04:00	7	450	78	1	10	6	0	1	8	1	0	0	0	562
05:00	3	363	73	0	18	10	0	1	10	1	0	0	0	479
06:00	4	442	80	5	**29**	**11**	**2**	3	4	1	0	0	0	581
07:00	**14**	**725**	**141**	7	28	7	0	**8**	**14**	**3**	0	0	0	**947**
08:00	3	413	103	5	29	2	1	3	7	1	0	0	0	567
09:00	4	355	85	7	20	5	0	2	9	0	0	0	0	487
10:00	1	367	76	7	19	3	1	6	13	0	0	0	0	493
11:00	3	375	87	**16**	28	4	0	4	13	0	0	0	0	530
12 PM	4	429	92	11	22	6	0	6	13	0	0	0	0	583
13:00	6	586	94	14	20	5	0	9	11	**1**	0	0	0	746
14:00	13	618	116	**17**	24	7	0	8	**17**	0	0	0	0	820
15:00	5	**639**	**137**	14	**26**	**10**	0	6	12	0	0	0	0	**849**
16:00	1	551	124	10	19	9	0	**10**	11	0	0	0	0	735
17:00	7	534	82	7	16	6	0	7	10	0	0	0	0	669
18:00	3	423	81	5	18	1	0	4	7	0	0	0	0	542
19:00	10	361	53	3	9	5	**1**	2	3	0	0	0	0	447
20:00	**14**	347	54	3	10	2	1	1	10	0	0	0	0	442
21:00	1	256	50	3	8	3	0	1	9	0	0	**1**	**2**	334
22:00	6	252	35	2	4	4	0	2	6	0	0	0	1	312
23:00	2	161	22	0	5	2	0	0	9	0	0	0	0	201
Total	114	9004	1721	138	365	121	6	85	216	9	0	1	5	11785
Percent	1.0%	76.4%	14.6%	1.2%	3.1%	1.0%	0.1%	0.7%	1.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	06:00	06:00	06:00	07:00	07:00	07:00			02:00	07:00
Vol.	14	725	141	16	29	11	2	8	14	3			1	947
PM Peak	20:00	15:00	15:00	14:00	15:00	15:00	19:00	16:00	14:00	13:00		21:00	21:00	15:00
Vol.	14	639	137	17	26	10	1	10	17	1		1	2	849
Grand Total	114	9004	1721	138	365	121	6	85	216	9	0	1	5	11785
Percent	1.0%	76.4%	14.6%	1.2%	3.1%	1.0%	0.1%	0.7%	1.8%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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City of Perris
Perris Boulevard
B/ Harley Knox Boulevard - Nance Street
24 Hour Directional Classification Count

PER001
Site Code: 051-22445

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	1	114	9	0	0	3	0	2	3	0	0	0	0	132
01:00	0	100	10	0	2	0	0	0	4	0	0	0	0	116
02:00	2	134	7	0	1	5	0	1	3	0	0	0	0	153
03:00	2	192	23	0	3	5	0	1	7	0	0	0	0	233
04:00	2	371	42	0	10	13	0	7	4	0	0	**2**	**1**	452
05:00	1	361	**102**	5	11	**14**	0	5	8	1	0	0	0	508
06:00	2	342	98	5	13	8	0	4	5	0	0	0	0	477
07:00	**3**	376	60	6	13	5	0	5	10	**6**	0	0	1	485
08:00	3	370	62	3	16	9	**2**	4	7	2	0	0	0	478
09:00	1	351	79	**9**	12	4	1	7	10	1	0	0	1	476
10:00	1	**430**	89	9	**24**	8	1	6	**16**	2	0	0	0	**586**
11:00	3	422	81	7	16	9	0	**10**	11	0	**1**	0	0	560
12 PM	4	522	76	**10**	23	**15**	0	6	**15**	0	0	0	0	671
13:00	7	688	119	10	20	13	0	8	14	0	**1**	0	0	880
14:00	4	597	94	7	13	9	0	7	9	1	1	0	**1**	743
15:00	**10**	**755**	117	7	**24**	7	**1**	7	7	**2**	0	0	0	937
16:00	6	744	**137**	4	22	11	0	**12**	11	0	0	0	0	**947**
17:00	5	660	99	4	15	6	0	4	5	0	1	**1**	0	800
18:00	5	631	99	3	5	11	0	3	9	0	1	0	0	767
19:00	4	409	42	1	8	10	0	1	5	1	0	0	0	481
20:00	2	339	40	2	5	6	0	1	10	0	1	0	0	406
21:00	7	375	58	2	5	8	0	1	6	0	0	1	0	463
22:00	2	322	37	1	1	0	0	0	7	2	0	0	0	372
23:00	1	299	34	1	4	2	0	0	5	0	0	0	0	346
Total	78	9904	1614	96	266	181	5	102	191	18	6	4	4	12469
Percent	0.6%	79.4%	12.9%	0.8%	2.1%	1.5%	0.0%	0.8%	1.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	10:00	05:00	09:00	10:00	05:00	08:00	11:00	10:00	07:00	11:00	04:00	04:00	10:00
Vol.	3	430	102	9	24	14	2	10	16	6	1	2	1	586
PM Peak	15:00	15:00	16:00	12:00	15:00	12:00	15:00	16:00	12:00	15:00	13:00	17:00	14:00	16:00
Vol.	10	755	137	10	24	15	1	12	15	2	1	1	1	947
Grand Total	78	9904	1614	96	266	181	5	102	191	18	6	4	4	12469
Percent	0.6%	79.4%	12.9%	0.8%	2.1%	1.5%	0.0%	0.8%	1.5%	0.1%	0.0%	0.0%	0.0%	

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City of Perris
Perris Boulevard
B/ Harley Knox Boulevard - Nance Street
24 Hour Directional Classification Count
Northbound, Southbound

PER001
Site Code: 051-22445

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	2	195	23	1	0	6	0	2	11	0	0	0	0	240
01:00	1	162	18	0	4	5	0	0	8	0	0	0	0	198
02:00	3	216	19	0	2	7	0	2	7	0	0	0	**1**	257
03:00	2	324	47	0	3	8	0	1	11	1	0	0	1	398
04:00	9	821	120	1	20	19	0	8	12	1	0	**2**	1	1014
05:00	4	724	175	5	29	**24**	0	6	18	2	0	0	0	987
06:00	6	784	178	10	42	19	2	7	9	1	0	0	0	1058
07:00	**17**	**1101**	**201**	13	41	12	0	13	24	**9**	0	0	1	**1432**
08:00	6	783	165	8	**45**	11	**3**	7	14	3	0	0	0	1045
09:00	5	706	164	16	32	9	1	9	19	1	0	0	1	963
10:00	2	797	165	16	43	11	2	12	**29**	2	0	0	0	1079
11:00	6	797	168	**23**	44	13	0	**14**	24	0	**1**	0	0	1090
12 PM	8	951	168	21	45	**21**	0	12	**28**	0	0	0	0	1254
13:00	13	1274	213	**24**	40	18	0	17	25	1	**1**	0	0	1626
14:00	**17**	1215	210	24	37	16	0	15	26	1	1	0	1	1563
15:00	15	**1394**	254	21	**50**	17	**1**	13	19	**2**	0	0	0	**1786**
16:00	7	1295	**261**	14	41	20	0	**22**	22	0	0	0	0	1682
17:00	12	1194	181	11	31	12	0	11	15	0	1	1	0	1469
18:00	8	1054	180	8	23	12	0	7	16	0	1	0	0	1309
19:00	14	770	95	4	17	15	1	3	8	1	0	0	0	928
20:00	16	686	94	5	15	8	1	2	20	0	1	0	0	848
21:00	8	631	108	5	13	11	0	2	15	0	0	**2**	**2**	797
22:00	8	574	72	3	5	4	0	2	13	2	0	0	1	684
23:00	3	460	56	1	9	4	0	0	14	0	0	0	0	547
Total	192	18908	3335	234	631	302	11	187	407	27	6	5	9	24254
Percent	0.8%	78.0%	13.8%	1.0%	2.6%	1.2%	0.0%	0.8%	1.7%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	08:00	05:00	08:00	11:00	10:00	07:00	11:00	04:00	02:00	07:00
Vol.	17	1101	201	23	45	24	3	14	29	9	1	2	1	1432
PM Peak	14:00	15:00	16:00	13:00	15:00	12:00	15:00	16:00	12:00	15:00	13:00	21:00	21:00	15:00
Vol.	17	1394	261	24	50	21	1	22	28	2	1	2	2	1786
Grand Total	192	18908	3335	234	631	302	11	187	407	27	6	5	9	24254
Percent	0.8%	78.0%	13.8%	1.0%	2.6%	1.2%	0.0%	0.8%	1.7%	0.1%	0.0%	0.0%	0.0%	

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City of Perris
Perris Boulevard
N/ Ramona Expressway
24 Hour Directional Classification Count

PER002
Site Code: 051-22445

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	2	107	11	0	4	2	0	0	11	0	0	0	0	137
01:00	0	80	15	0	3	3	0	0	7	0	0	0	0	108
02:00	0	74	17	0	4	4	0	0	8	0	0	0	0	107
03:00	1	144	27	0	2	2	0	0	4	0	0	0	0	180
04:00	4	496	90	0	21	3	0	1	4	0	0	0	0	619
05:00	3	411	77	1	25	7	**1**	0	9	0	0	0	0	534
06:00	1	530	92	6	36	4	1	4	10	**1**	**1**	0	0	686
07:00	**5**	**787**	**166**	**10**	46	4	0	**9**	**22**	0	0	0	0	**1049**
08:00	3	447	108	5	39	5	1	7	7	1	0	0	0	623
09:00	1	420	93	9	39	**12**	0	3	12	0	0	0	0	589
10:00	2	415	98	6	23	6	1	7	17	0	0	0	0	575
11:00	5	454	110	8	**47**	6	0	6	11	0	0	0	0	647
12 PM	3	474	105	10	38	10	0	6	12	**1**	0	0	0	659
13:00	2	**635**	111	**11**	28	9	**1**	**15**	9	0	0	0	0	821
14:00	3	609	103	7	25	10	0	5	**13**	0	0	0	0	775
15:00	**5**	620	**145**	9	**51**	**11**	1	7	6	0	0	0	0	**855**
16:00	1	564	134	8	29	9	1	5	10	1	0	0	0	762
17:00	5	580	94	4	22	6	1	4	10	0	0	0	0	726
18:00	3	450	93	4	21	6	0	1	7	0	0	0	0	585
19:00	4	395	65	1	19	9	0	3	9	0	0	0	0	505
20:00	5	387	69	4	14	9	0	0	13	1	0	0	0	502
21:00	1	287	60	4	16	6	1	1	6	0	0	0	0	382
22:00	3	258	39	0	4	7	0	2	8	0	0	0	0	321
23:00	1	159	20	0	9	1	0	0	5	0	0	0	0	195
Total	63	9783	1942	107	565	151	9	86	230	5	1	0	0	12942
Percent	0.5%	75.6%	15.0%	0.8%	4.4%	1.2%	0.1%	0.7%	1.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	11:00	09:00	05:00	07:00	07:00	06:00	06:00			07:00
Vol.	5	787	166	10	47	12	1	9	22	1	1			1049
PM Peak	15:00	13:00	15:00	13:00	15:00	15:00	13:00	13:00	14:00	12:00				15:00
Vol.	5	635	145	11	51	11	1	15	13	1				855
Grand Total	63	9783	1942	107	565	151	9	86	230	5	1	0	0	12942
Percent	0.5%	75.6%	15.0%	0.8%	4.4%	1.2%	0.1%	0.7%	1.8%	0.0%	0.0%	0.0%	0.0%	

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City of Perris
Perris Boulevard
N/ Ramona Expressway
24 Hour Directional Classification Count

PER002
Site Code: 051-22445

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	1	140	26	0	4	1	0	0	2	0	0	0	0	174
01:00	3	129	10	1	4	3	0	0	5	0	0	0	0	155
02:00	3	141	19	0	1	5	0	1	1	0	0	0	0	171
03:00	3	200	23	0	2	3	0	1	9	0	0	0	0	241
04:00	3	346	46	0	13	5	0	3	8	0	0	**1**	0	425
05:00	6	293	89	2	16	**13**	**2**	2	4	**1**	0	0	0	428
06:00	2	316	99	**11**	24	9	0	3	4	0	0	0	**1**	469
07:00	4	345	68	7	27	7	0	10	9	1	0	0	0	478
08:00	5	372	66	6	22	7	0	7	14	0	0	0	0	499
09:00	2	380	108	9	20	2	0	**12**	8	0	0	0	0	541
10:00	**10**	480	107	8	**47**	7	1	8	**18**	1	0	0	1	**688**
11:00	5	**497**	**117**	8	33	12	0	6	8	1	0	0	0	687
12 PM	**5**	607	114	10	**33**	7	0	**11**	**17**	**2**	**1**	0	0	807
13:00	3	**772**	**157**	**11**	32	**10**	**2**	10	8	2	0	0	0	**1007**
14:00	5	674	141	6	33	9	0	10	11	2	0	0	0	891
15:00	5	463	109	5	22	5	0	5	12	0	0	0	0	626
16:00	5	487	108	8	23	7	0	7	11	0	0	0	0	656
17:00	0	490	104	7	26	7	0	7	13	0	0	0	0	654
18:00	1	503	108	8	26	8	0	8	13	0	0	0	0	675
19:00	0	389	84	4	20	4	0	4	11	0	0	0	0	516
20:00	0	339	73	4	18	4	0	4	9	0	0	0	0	451
21:00	0	359	77	4	19	4	0	4	9	0	0	0	0	476
22:00	0	328	70	4	18	4	0	4	9	0	0	0	0	437
23:00	0	247	52	3	13	3	0	3	6	0	0	0	0	327
Total	71	9297	1975	126	496	146	5	130	219	10	1	1	2	12479
Percent	0.6%	74.5%	15.8%	1.0%	4.0%	1.2%	0.0%	1.0%	1.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	06:00	10:00	05:00	05:00	09:00	10:00	05:00		04:00	06:00	10:00
Vol.	10	497	117	11	47	13	2	12	18	1		1	1	688
PM Peak	12:00	13:00	13:00	13:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00			13:00
Vol.	5	772	157	11	33	10	2	11	17	2	1			1007
Grand Total	71	9297	1975	126	496	146	5	130	219	10	1	1	2	12479
Percent	0.6%	74.5%	15.8%	1.0%	4.0%	1.2%	0.0%	1.0%	1.8%	0.1%	0.0%	0.0%	0.0%	

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City of Perris
Perris Boulevard
N/ Ramona Expressway
24 Hour Directional Classification Count
Northbound, Southbound

PER002
Site Code: 051-22445

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	3	247	37	0	8	3	0	0	13	0	0	0	0	311
01:00	3	209	25	1	7	6	0	0	12	0	0	0	0	263
02:00	3	215	36	0	5	9	0	1	9	0	0	0	0	278
03:00	4	344	50	0	4	5	0	1	13	0	0	0	0	421
04:00	7	842	136	0	34	8	0	4	12	0	0	**1**	0	1044
05:00	9	704	166	3	41	**20**	**3**	2	13	**1**	0	0	0	962
06:00	3	846	191	17	60	13	1	7	14	1	**1**	0	**1**	1155
07:00	9	**1132**	**234**	17	73	11	0	**19**	31	1	0	0	0	**1527**
08:00	8	819	174	11	61	12	1	14	21	1	0	0	0	1122
09:00	3	800	201	**18**	59	14	0	15	20	0	0	0	0	1130
10:00	**12**	895	205	14	70	13	2	15	**35**	1	0	0	1	1263
11:00	10	951	227	16	**80**	18	0	12	19	1	0	0	0	1334
12 PM	8	1081	219	20	71	17	0	17	**29**	**3**	**1**	0	0	1466
13:00	5	**1407**	**268**	**22**	60	**19**	**3**	**25**	17	2	0	0	0	**1828**
14:00	8	1283	244	13	58	19	0	15	24	2	0	0	0	1666
15:00	**10**	1083	254	14	**73**	16	1	12	18	0	0	0	0	1481
16:00	6	1051	242	16	52	16	1	12	21	1	0	0	0	1418
17:00	5	1070	198	11	48	13	1	11	23	0	0	0	0	1380
18:00	4	953	201	12	47	14	0	9	20	0	0	0	0	1260
19:00	4	784	149	5	39	13	0	7	20	0	0	0	0	1021
20:00	5	726	142	8	32	13	0	4	22	1	0	0	0	953
21:00	1	646	137	8	35	10	1	5	15	0	0	0	0	858
22:00	3	586	109	4	22	11	0	6	17	0	0	0	0	758
23:00	1	406	72	3	22	4	0	3	11	0	0	0	0	522
Total	134	19080	3917	233	1061	297	14	216	449	15	2	1	2	25421
Percent	0.5%	75.1%	15.4%	0.9%	4.2%	1.2%	0.1%	0.8%	1.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	09:00	11:00	05:00	05:00	07:00	10:00	05:00	06:00	04:00	06:00	07:00
Vol.	12	1132	234	18	80	20	3	19	35	1	1	1	1	1527
PM Peak	15:00	13:00	13:00	13:00	15:00	13:00	13:00	13:00	12:00	12:00	12:00			13:00
Vol.	10	1407	268	22	73	19	3	25	29	3	1			1828
Grand Total	134	19080	3917	233	1061	297	14	216	449	15	2	1	2	25421
Percent	0.5%	75.1%	15.4%	0.9%	4.2%	1.2%	0.1%	0.8%	1.8%	0.1%	0.0%	0.0%	0.0%	

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City of Perris
Ramona Expressway
W/ RV Driveway
24 Hour Directional Classification Count

PER003
Site Code: 051-22445

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	0	266	40	1	3	2	0	0	7	0	1	0	0	320
01:00	5	198	22	2	2	1	0	0	6	0	0	0	0	236
02:00	2	178	19	1	6	3	0	2	2	0	0	0	0	213
03:00	3	158	9	0	3	3	0	0	9	0	0	0	0	185
04:00	0	243	33	1	1	3	0	0	10	0	0	0	1	292
05:00	5	319	88	1	13	5	1	11	11	0	0	0	0	454
06:00	**6**	378	**144**	8	**34**	6	1	**13**	9	0	**2**	0	0	601
07:00	2	443	113	4	27	7	**2**	6	11	2	1	0	0	618
08:00	2	415	119	5	25	4	0	12	14	2	0	0	**3**	601
09:00	6	436	95	3	26	4	2	10	**16**	**3**	1	**1**	0	603
10:00	2	519	108	**9**	22	**8**	2	11	14	2	0	0	0	697
11:00	2	**583**	130	3	25	4	2	12	12	3	1	0	0	**777**
12 PM	5	645	133	2	24	2	1	15	**14**	**4**	**2**	0	0	847
13:00	5	736	190	**9**	56	**9**	1	19	8	1	1	0	0	1035
14:00	**18**	815	219	2	68	7	3	27	11	1	0	**2**	0	1173
15:00	14	854	240	1	77	6	2	13	8	1	0	0	**1**	1217
16:00	15	**918**	226	2	84	5	**8**	22	8	1	0	0	0	1289
17:00	15	868	277	1	**91**	8	0	**33**	3	1	2	1	1	**1301**
18:00	7	696	**304**	9	75	9	0	25	7	1	0	0	0	1133
19:00	0	678	179	9	47	9	0	18	9	0	0	0	0	949
20:00	0	598	159	8	41	8	0	16	8	0	0	0	0	838
21:00	0	526	139	8	36	8	0	16	8	0	0	0	0	741
22:00	1	435	114	7	31	7	0	12	7	0	0	0	0	614
23:00	1	367	97	4	25	4	0	10	4	0	0	0	0	512
Total	116	12272	3197	100	842	132	25	303	216	22	11	4	6	17246
Percent	0.7%	71.2%	18.5%	0.6%	4.9%	0.8%	0.1%	1.8%	1.3%	0.1%	0.1%	0.0%	0.0%	
AM Peak	06:00	11:00	06:00	10:00	06:00	10:00	07:00	06:00	09:00	09:00	06:00	09:00	08:00	11:00
Vol.	6	583	144	9	34	8	2	13	16	3	2	1	3	777
PM Peak	14:00	16:00	18:00	13:00	17:00	13:00	16:00	17:00	12:00	12:00	12:00	14:00	15:00	17:00
Vol.	18	918	304	9	91	9	8	33	14	4	2	2	1	1301
Grand Total	116	12272	3197	100	842	132	25	303	216	22	11	4	6	17246
Percent	0.7%	71.2%	18.5%	0.6%	4.9%	0.8%	0.1%	1.8%	1.3%	0.1%	0.1%	0.0%	0.0%	

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City of Perris
Ramona Expressway
W/ RV Driveway
24 Hour Directional Classification Count

PER003
Site Code: 051-22445

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	2	128	17	0	4	2	0	0	9	0	1	0	1	164
01:00	1	109	22	2	4	1	0	0	12	0	1	0	0	152
02:00	1	137	30	1	10	3	0	0	11	0	0	0	0	193
03:00	1	382	75	0	13	5	1	1	9	0	1	0	0	488
04:00	10	690	152	0	36	3	0	10	5	2	2	0	1	911
05:00	14	708	**218**	0	**55**	**11**	**3**	11	6	**3**	0	1	1	**1031**
06:00	**15**	**754**	165	5	43	9	1	15	11	2	0	0	0	1020
07:00	15	747	179	1	40	6	1	15	7	1	0	0	**2**	1014
08:00	6	712	163	0	37	3	0	13	9	3	0	0	0	946
09:00	8	596	125	**6**	39	7	1	13	**13**	1	1	0	0	810
10:00	8	564	118	6	26	5	0	10	13	2	**3**	**2**	2	759
11:00	6	614	126	5	31	10	1	**16**	9	3	0	0	2	823
12 PM	9	636	141	3	34	5	0	10	**18**	0	**2**	**2**	1	861
13:00	**12**	**706**	139	4	38	7	1	14	8	2	1	1	0	933
14:00	9	662	150	5	25	**18**	0	**23**	16	1	2	2	1	914
15:00	10	703	**160**	**6**	39	4	**2**	16	2	**3**	1	2	**2**	**950**
16:00	9	668	147	4	**42**	8	1	13	7	1	0	0	0	900
17:00	10	691	143	0	25	4	1	8	4	1	1	1	2	891
18:00	6	608	118	3	21	2	1	3	2	2	1	0	0	767
19:00	7	582	97	0	13	3	0	4	5	1	1	0	0	713
20:00	4	493	85	3	20	2	0	8	2	0	0	0	0	617
21:00	7	378	81	0	11	3	1	1	3	0	0	0	0	485
22:00	2	322	45	0	4	0	0	2	6	0	1	0	0	382
23:00	0	209	27	0	6	1	0	0	3	0	0	0	0	246
Total	172	12799	2723	54	616	122	15	206	190	28	19	11	15	16970
Percent	1.0%	75.4%	16.0%	0.3%	3.6%	0.7%	0.1%	1.2%	1.1%	0.2%	0.1%	0.1%	0.1%	
AM Peak	06:00	06:00	05:00	09:00	05:00	05:00	05:00	11:00	09:00	05:00	10:00	10:00	07:00	05:00
Vol.	15	754	218	6	55	11	3	16	13	3	3	2	2	1031
PM Peak	13:00	13:00	15:00	15:00	16:00	14:00	15:00	14:00	12:00	15:00	12:00	12:00	15:00	15:00
Vol.	12	706	160	6	42	18	2	23	18	3	2	2	2	950
Grand Total	172	12799	2723	54	616	122	15	206	190	28	19	11	15	16970
Percent	1.0%	75.4%	16.0%	0.3%	3.6%	0.7%	0.1%	1.2%	1.1%	0.2%	0.1%	0.1%	0.1%	

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24 Hour Directional Classification Count

PER003
Site Code: 051-22445

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/22	2	394	57	1	7	4	0	0	16	0	2	0	1	484
01:00	6	307	44	4	6	2	0	0	18	0	1	0	0	388
02:00	3	315	49	2	16	6	0	2	13	0	0	0	0	406
03:00	4	540	84	0	16	8	1	1	18	0	1	0	0	673
04:00	10	933	185	1	37	6	0	10	15	2	2	0	2	1203
05:00	19	1027	306	1	68	**16**	**4**	22	17	3	0	1	1	1485
06:00	**21**	1132	**309**	13	**77**	15	2	**28**	20	2	2	0	0	1621
07:00	17	1190	292	5	67	13	3	21	18	3	1	0	2	**1632**
08:00	8	1127	282	5	62	7	0	25	23	5	0	0	**3**	1547
09:00	14	1032	220	9	65	11	3	23	**29**	4	2	1	0	1413
10:00	10	1083	226	**15**	48	13	2	21	27	4	**3**	**2**	2	1456
11:00	8	**1197**	256	8	56	14	3	28	21	**6**	1	0	2	1600
12 PM	14	1281	274	5	58	7	1	25	**32**	**4**	**4**	2	1	1708
13:00	17	1442	329	**13**	94	16	2	33	16	3	2	1	0	1968
14:00	**27**	1477	369	7	93	**25**	3	**50**	27	2	2	**4**	1	2087
15:00	24	1557	400	7	116	10	4	29	10	4	1	2	**3**	2167
16:00	24	**1586**	373	6	**126**	13	**9**	35	15	2	0	0	0	2189
17:00	25	1559	420	1	116	12	1	41	7	2	3	2	3	**2192**
18:00	13	1304	**422**	12	96	11	1	28	9	3	1	0	0	1900
19:00	7	1260	276	9	60	12	0	22	14	1	1	0	0	1662
20:00	4	1091	244	11	61	10	0	24	10	0	0	0	0	1455
21:00	7	904	220	8	47	11	1	17	11	0	0	0	0	1226
22:00	3	757	159	7	35	7	0	14	13	0	1	0	0	996
23:00	1	576	124	4	31	5	0	10	7	0	0	0	0	758
Total	288	25071	5920	154	1458	254	40	509	406	50	30	15	21	34216
Percent	0.8%	73.3%	17.3%	0.5%	4.3%	0.7%	0.1%	1.5%	1.2%	0.1%	0.1%	0.0%	0.1%	
AM Peak	06:00	11:00	06:00	10:00	06:00	05:00	05:00	06:00	09:00	11:00	10:00	10:00	08:00	07:00
Vol.	21	1197	309	15	77	16	4	28	29	6	3	2	3	1632
PM Peak	14:00	16:00	18:00	13:00	16:00	14:00	16:00	14:00	12:00	12:00	12:00	14:00	15:00	17:00
Vol.	27	1586	422	13	126	25	9	50	32	4	4	4	3	2192
Grand Total	288	25071	5920	154	1458	254	40	509	406	50	30	15	21	34216
Percent	0.8%	73.3%	17.3%	0.5%	4.3%	0.7%	0.1%	1.5%	1.2%	0.1%	0.1%	0.0%	0.1%	

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APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	663	146	812	635	0	188
Future Volume (vph)	663	146	812	635	0	188
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	49.0	22.0	71.0	39.0	39.0	39.0
Total Split (%)	44.5%	20.0%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	46.5	14.0	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.42	0.13	0.59	0.30	0.30	0.30
v/c Ratio	0.68	0.66	0.39	0.63	0.63	0.32
Control Delay	26.5	39.3	5.1	39.2	39.3	7.7
Queue Delay	0.0	0.0	0.3	17.3	17.8	0.0
Total Delay	26.5	39.3	5.3	56.5	57.0	7.7
LOS	C	D	A	E	E	A
Approach Delay	26.5		10.5		45.5	
Approach LOS	C		B		D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	663	325	146	812	0	0	0	0	635	0	188
Future Volume (veh/h)	0	663	325	146	812	0	0	0	0	635	0	188
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	684	260	151	837	0				655	0	145
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1149	437	182	2133	0				1102	0	490
Arrive On Green	0.00	0.45	0.45	0.10	0.59	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2653	972	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	483	461	151	837	0				655	0	145
Grp Sat Flow(s),veh/h/ln	0	1805	1725	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	22.1	22.1	9.0	13.6	0.0				16.9	0.0	7.6
Cycle Q Clear(g_c), s	0.0	22.1	22.1	9.0	13.6	0.0				16.9	0.0	7.6
Prop In Lane	0.00		0.56	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	811	775	182	2133	0				1102	0	490
V/C Ratio(X)	0.00	0.60	0.60	0.83	0.39	0.00				0.59	0.00	0.30
Avail Cap(c_a), veh/h	0	811	775	288	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.8	22.8	48.5	12.0	0.0				32.5	0.0	29.2
Incr Delay (d2), s/veh	0.0	3.2	3.4	9.7	0.5	0.0				2.4	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.3	8.9	4.4	4.9	0.0				7.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.0	26.1	58.3	12.5	0.0				34.8	0.0	30.8
LnGrp LOS	A	C	C	E	B	A				C	A	C
Approach Vol, veh/h		944			988						800	
Approach Delay, s/veh		26.0			19.5						34.1	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.6	55.4		39.0		71.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	17.5	43.0		33.5		65.0
Max Q Clear Time (g_c+I1), s	11.0	24.1		18.9		15.6
Green Ext Time (p_c), s	0.2	3.3		2.6		3.5

Intersection Summary		
HCM 6th Ctrl Delay		26.0
HCM 6th LOS		C

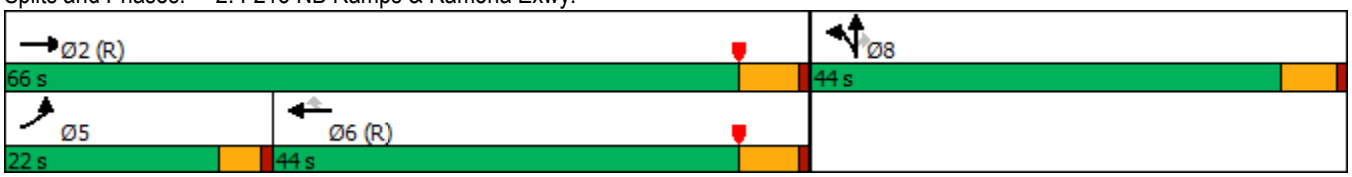
Notes

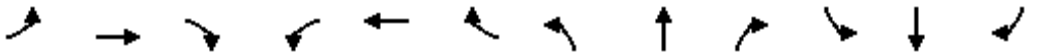
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	175	1123	665	638	293	6	449
Future Volume (vph)	175	1123	665	638	293	6	449
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	66.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	20.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	15.1	65.6	46.0	46.0	32.9	32.9	32.9
Actuated g/C Ratio	0.14	0.60	0.42	0.42	0.30	0.30	0.30
v/c Ratio	0.74	0.54	0.46	0.63	0.30	0.30	0.87
Control Delay	54.5	19.2	26.0	5.2	30.0	29.9	48.1
Queue Delay	0.0	5.3	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	24.5	26.0	5.2	30.0	29.9	48.1
LOS	D	C	C	A	C	C	D
Approach Delay		28.5	15.8			40.8	
Approach LOS		C	B			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1123	0	0	665	638	293	6	449	0	0	0
Future Volume (veh/h)	175	1123	0	0	665	638	293	6	449	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	182	1170	0	0	693	582	309	0	334			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	210	2381	0	0	1814	809	854	0	380			
Arrive On Green	0.23	1.00	0.00	0.00	0.50	0.50	0.24	0.00	0.24			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	182	1170	0	0	693	582	309	0	334			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	10.6	0.0	0.0	0.0	13.0	31.0	7.8	0.0	22.0			
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	13.0	31.0	7.8	0.0	22.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	210	2381	0	0	1814	809	854	0	380			
V/C Ratio(X)	0.87	0.49	0.00	0.00	0.38	0.72	0.36	0.00	0.88			
Avail Cap(c_a), veh/h	288	2381	0	0	1814	809	1267	0	564			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.69	0.69	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.4	0.0	0.0	0.0	16.8	21.3	35.1	0.0	40.5			
Incr Delay (d2), s/veh	13.3	0.5	0.0	0.0	0.6	5.5	0.3	0.0	10.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.8	0.2	0.0	0.0	5.1	11.7	3.4	0.0	9.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	0.5	0.0	0.0	17.5	26.8	35.4	0.0	50.9			
LnGrp LOS	D	A	A	A	B	C	D	A	D			
Approach Vol, veh/h		1352			1275			643				
Approach Delay, s/veh		7.8			21.7			43.5				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		78.5			17.3	61.3		31.5				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.0			17.5	38.0		38.5				
Max Q Clear Time (g_c+I1), s		2.0			12.6	33.0		24.0				
Green Ext Time (p_c), s		5.6			0.2	2.0		2.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

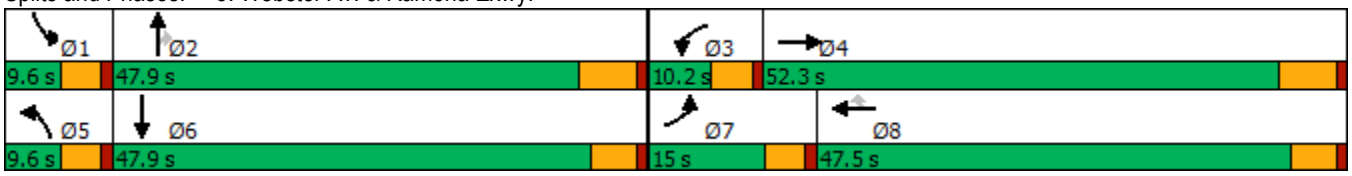
Notes

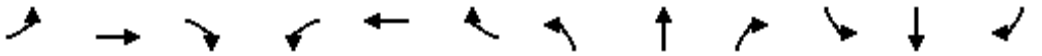
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	198	1139	20	1177	46	60	46	15	41	22
Future Volume (vph)	198	1139	20	1177	46	60	46	15	41	22
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	15.0	52.3	10.2	47.5	47.5	9.6	47.9	47.9	9.6	47.9
Total Split (%)	12.5%	43.6%	8.5%	39.6%	39.6%	8.0%	39.9%	39.9%	8.0%	39.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	38.5	5.6	27.1	27.1	7.2	16.6	16.6	5.3	15.3
Actuated g/C Ratio	0.14	0.50	0.07	0.35	0.35	0.09	0.22	0.22	0.07	0.20
v/c Ratio	0.79	0.49	0.16	0.67	0.07	0.37	0.12	0.03	0.35	0.25
Control Delay	59.4	16.4	45.4	24.3	0.2	48.6	27.4	0.1	50.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	16.4	45.4	24.3	0.2	48.6	27.4	0.1	50.0	11.7
LOS	E	B	D	C	A	D	C	A	D	B
Approach Delay		22.5		23.8			34.5			23.3
Approach LOS		C		C			C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1139	78	20	1177	46	60	46	15	41	22	73
Future Volume (veh/h)	198	1139	78	20	1177	46	60	46	15	41	22	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	1186	63	21	1226	34	62	48	7	43	23	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	2386	127	44	1865	579	92	274	233	74	168	73
Arrive On Green	0.14	0.47	0.47	0.02	0.36	0.36	0.05	0.14	0.14	0.04	0.13	0.13
Sat Flow, veh/h	1810	5042	268	1810	5187	1610	1810	1900	1610	1810	1250	543
Grp Volume(v), veh/h	206	813	436	21	1226	34	62	48	7	43	0	33
Grp Sat Flow(s),veh/h/ln	1810	1729	1852	1810	1729	1610	1810	1900	1610	1810	0	1793
Q Serve(g_s), s	7.5	11.0	11.0	0.8	13.5	0.9	2.3	1.5	0.3	1.6	0.0	1.1
Cycle Q Clear(g_c), s	7.5	11.0	11.0	0.8	13.5	0.9	2.3	1.5	0.3	1.6	0.0	1.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	249	1636	876	44	1865	579	92	274	233	74	0	241
V/C Ratio(X)	0.83	0.50	0.50	0.48	0.66	0.06	0.68	0.17	0.03	0.58	0.00	0.14
Avail Cap(c_a), veh/h	277	2343	1255	149	3232	1003	133	1164	987	133	0	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	12.3	12.3	32.8	18.3	14.3	31.7	25.5	25.0	32.1	0.0	26.0
Incr Delay (d2), s/veh	15.3	0.2	0.4	3.0	0.4	0.0	3.2	0.3	0.1	2.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.3	3.6	0.3	4.5	0.3	1.0	0.7	0.1	0.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	12.6	12.8	35.8	18.7	14.3	35.0	25.8	25.1	34.7	0.0	26.2
LnGrp LOS	D	B	B	D	B	B	C	C	C	C	A	C
Approach Vol, veh/h		1455			1281			117			76	
Approach Delay, s/veh		17.1			18.8			30.6			31.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	16.0	6.2	38.4	8.1	15.4	14.0	30.7
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	41.7	5.6	46.1	5.0	* 43	10.4	* 42
Max Q Clear Time (g_c+I1), s	3.6	3.5	2.8	13.0	4.3	3.1	9.5	15.5
Green Ext Time (p_c), s	0.0	0.2	0.0	8.9	0.0	0.1	0.0	9.0

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

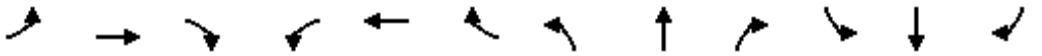
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	330	272	75	22	591	93	210	14	18	93
Future Volume (vph)	330	272	75	22	591	93	210	14	18	93
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	36.0	58.5	58.5	10.3	32.8	11.0	41.1	41.1	10.1	40.2
Total Split (%)	30.0%	48.8%	48.8%	8.6%	27.3%	9.2%	34.3%	34.3%	8.4%	33.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.4	40.1	40.1	5.7	18.1	6.4	20.0	20.0	5.6	14.1
Actuated g/C Ratio	0.26	0.51	0.51	0.07	0.23	0.08	0.25	0.25	0.07	0.18
v/c Ratio	0.75	0.11	0.09	0.18	0.59	0.35	0.24	0.03	0.15	0.38
Control Delay	40.6	12.7	1.7	47.1	30.7	45.0	26.9	0.1	47.2	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	12.7	1.7	47.1	30.7	45.0	26.9	0.1	47.2	13.9
LOS	D	B	A	D	C	D	C	A	D	B
Approach Delay		25.1			31.3		31.0			16.0
Approach LOS		C			C		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	272	75	22	591	66	93	210	14	18	93	163
Future Volume (veh/h)	330	272	75	22	591	66	93	210	14	18	93	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	351	289	66	23	629	48	99	223	5	19	99	139
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	2110	647	48	1024	78	231	736	328	41	290	259
Arrive On Green	0.22	0.41	0.41	0.03	0.21	0.21	0.07	0.20	0.20	0.02	0.16	0.16
Sat Flow, veh/h	1810	5187	1590	1810	4918	373	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	351	289	66	23	441	236	99	223	5	19	99	139
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1833	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.6	2.2	1.6	0.8	7.2	7.3	1.7	3.3	0.2	0.6	3.0	4.9
Cycle Q Clear(g_c), s	11.6	2.2	1.6	0.8	7.2	7.3	1.7	3.3	0.2	0.6	3.0	4.9
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	2110	647	48	720	382	231	736	328	41	290	259
V/C Ratio(X)	0.86	0.14	0.10	0.48	0.61	0.62	0.43	0.30	0.02	0.47	0.34	0.54
Avail Cap(c_a), veh/h	912	4390	1346	166	1499	795	361	2070	923	160	985	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	11.6	11.4	29.9	22.4	22.4	28.0	21.0	19.8	30.1	23.2	24.0
Incr Delay (d2), s/veh	2.1	0.0	0.1	2.8	0.8	1.6	0.5	0.2	0.0	3.1	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.7	0.5	0.3	2.6	2.9	0.7	1.2	0.1	0.3	1.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	11.6	11.5	32.7	23.2	24.0	28.4	21.3	19.8	33.1	23.9	25.8
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		706			700			327			257	
Approach Delay, s/veh		18.4			23.8			23.4			25.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	31.1	8.7	16.2	18.6	18.8	6.0	18.9
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.7	52.7	6.4	34.0	31.4	27.0	5.5	* 36
Max Q Clear Time (g_c+I1), s	2.8	4.2	3.7	6.9	13.6	9.3	2.6	5.3
Green Ext Time (p_c), s	0.0	2.0	0.0	1.3	0.4	3.7	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

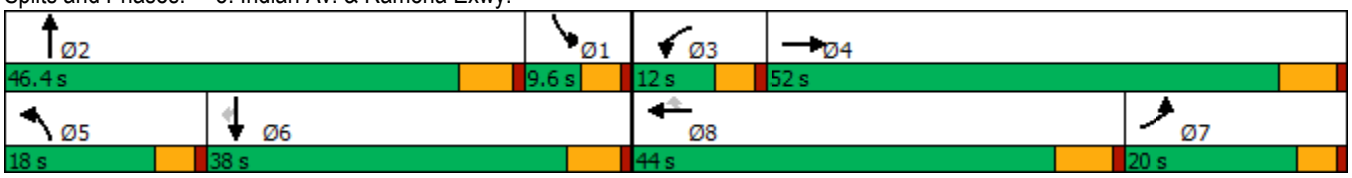
Notes

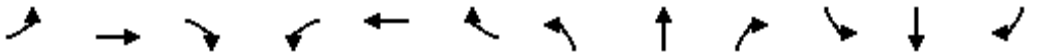
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	111	823	38	1177	43	96	72	9	84	70
Future Volume (vph)	111	823	38	1177	43	96	72	9	84	70
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	20.0	52.0	12.0	44.0	44.0	18.0	46.4	9.6	38.0	38.0
Total Split (%)	16.7%	43.3%	10.0%	36.7%	36.7%	15.0%	38.7%	8.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.6	42.9	6.9	30.2	30.2	9.7	23.6	5.8	14.2	14.2
Actuated g/C Ratio	0.14	0.55	0.09	0.39	0.39	0.12	0.30	0.07	0.18	0.18
v/c Ratio	0.48	0.35	0.25	0.62	0.06	0.45	0.09	0.07	0.13	0.17
Control Delay	45.4	16.7	47.0	24.7	0.2	46.2	19.2	47.3	33.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	16.7	47.0	24.7	0.2	46.2	19.2	47.3	33.3	0.9
LOS	D	B	D	C	A	D	B	D	C	A
Approach Delay		19.8		24.5			33.0		20.0	
Approach LOS		B		C			C		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.1	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	823	103	38	1177	43	96	72	20	9	84	70
Future Volume (veh/h)	111	823	103	38	1177	43	96	72	20	9	84	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	866	99	40	1239	21	101	76	9	9	88	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	2009	229	71	1851	575	131	484	56	96	532	237
Arrive On Green	0.08	0.43	0.43	0.04	0.36	0.36	0.07	0.15	0.15	0.05	0.15	0.15
Sat Flow, veh/h	1810	4724	538	1810	5187	1610	1810	3257	379	1810	3610	1610
Grp Volume(v), veh/h	117	633	332	40	1239	21	101	42	43	9	88	58
Grp Sat Flow(s),veh/h/ln	1810	1729	1803	1810	1729	1610	1810	1805	1832	1810	1805	1610
Q Serve(g_s), s	4.3	8.6	8.7	1.5	13.5	0.6	3.7	1.3	1.4	0.3	1.4	1.5
Cycle Q Clear(g_c), s	4.3	8.6	8.7	1.5	13.5	0.6	3.7	1.3	1.4	0.3	1.4	1.5
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	151	1471	767	71	1851	575	131	268	272	96	532	237
V/C Ratio(X)	0.77	0.43	0.43	0.56	0.67	0.04	0.77	0.15	0.16	0.09	0.17	0.24
Avail Cap(c_a), veh/h	415	2359	1230	199	2921	907	361	1092	1108	135	1732	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	13.6	13.6	31.7	18.2	14.1	30.6	24.9	24.9	30.2	25.0	12.1
Incr Delay (d2), s/veh	3.1	0.2	0.4	2.6	0.4	0.0	3.6	0.3	0.3	0.2	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.7	2.9	0.6	4.5	0.2	1.6	0.6	0.6	0.1	0.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	13.8	14.0	34.3	18.7	14.1	34.1	25.2	25.2	30.4	25.2	12.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	B
Approach Vol, veh/h		1082			1300			186			155	
Approach Delay, s/veh		15.9			19.1			30.0			20.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	15.8	7.2	34.7	9.5	15.7	11.8	30.2
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	5.0	* 41	7.4	45.8	13.4	32.2	15.4	* 38
Max Q Clear Time (g_c+I1), s	2.3	3.4	3.5	10.7	5.7	3.5	6.3	15.5
Green Ext Time (p_c), s	0.0	0.4	0.0	6.4	0.1	0.6	0.1	8.4

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

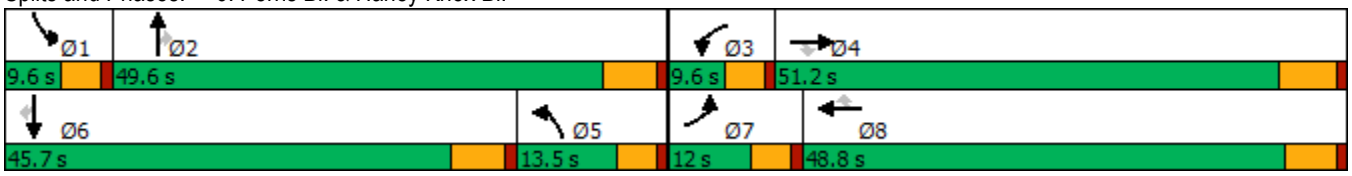
Notes

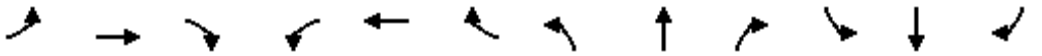
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	59	28	7	319	197	130	834	14	73	500	243
Future Volume (vph)	185	59	28	7	319	197	130	834	14	73	500	243
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.5	49.6	49.6	9.6	45.7	45.7
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	26.5	26.5	5.4	15.1	15.1	8.9	22.4	22.4	5.4	16.4	16.4
Actuated g/C Ratio	0.11	0.37	0.37	0.08	0.21	0.21	0.13	0.32	0.32	0.08	0.23	0.23
v/c Ratio	0.94	0.05	0.04	0.03	0.30	0.43	0.31	0.53	0.02	0.28	0.43	0.44
Control Delay	86.1	17.2	0.1	41.6	24.0	10.1	35.3	22.1	0.1	40.7	24.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	17.2	0.1	41.6	24.0	10.1	35.3	22.1	0.1	40.7	24.6	6.4
LOS	F	B	A	D	C	B	D	C	A	D	C	A
Approach Delay		62.3			19.0			23.6			20.6	
Approach LOS		E			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	59	28	7	319	197	130	834	14	73	500	243
Future Volume (veh/h)	185	59	28	7	319	197	130	834	14	73	500	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	61	16	7	329	142	134	860	11	75	515	203
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1036	456	32	883	274	454	1466	449	211	1001	311
Arrive On Green	0.13	0.29	0.29	0.01	0.17	0.17	0.13	0.28	0.28	0.06	0.19	0.19
Sat Flow, veh/h	1810	3610	1590	3510	5187	1610	3510	5187	1588	3510	5187	1610
Grp Volume(v), veh/h	191	61	16	7	329	142	134	860	11	75	515	203
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1755	1729	1610	1755	1729	1588	1755	1729	1610
Q Serve(g_s), s	6.1	0.7	0.2	0.1	3.3	4.7	2.0	8.4	0.3	1.2	5.2	4.3
Cycle Q Clear(g_c), s	6.1	0.7	0.2	0.1	3.3	4.7	2.0	8.4	0.3	1.2	5.2	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	1036	456	32	883	274	454	1466	449	211	1001	311
V/C Ratio(X)	0.84	0.06	0.04	0.22	0.37	0.52	0.30	0.59	0.02	0.36	0.51	0.65
Avail Cap(c_a), veh/h	228	2766	1218	299	3798	1179	532	3869	1185	299	3524	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	15.2	4.3	28.9	21.6	22.2	23.1	18.1	15.2	26.5	21.2	8.5
Incr Delay (d2), s/veh	22.0	0.0	0.0	1.2	0.3	1.5	0.1	0.4	0.0	0.4	0.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.2	0.1	0.0	1.2	1.7	0.7	2.8	0.1	0.5	1.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	15.2	4.3	30.1	21.8	23.7	23.3	18.5	15.2	26.9	21.6	10.9
LnGrp LOS	D	B	A	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		268			478			1005			793	
Approach Delay, s/veh		37.2			22.5			19.1			19.4	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	22.4	5.1	23.1	13.4	17.1	12.0	16.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	8.9	* 40	7.4	* 43
Max Q Clear Time (g_c+I1), s	3.2	10.4	2.1	2.7	4.0	7.2	8.1	6.7
Green Ext Time (p_c), s	0.0	6.2	0.0	0.4	0.1	4.1	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

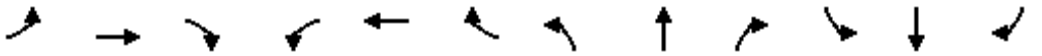
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	26	9	53	42	1058	65	36	571
Future Volume (vph)	17	26	9	53	42	1058	65	36	571
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	10.1	41.6	9.6	41.1	13.2	57.3	57.3	11.5	55.6
Total Split (%)	8.4%	34.7%	8.0%	34.3%	11.0%	47.8%	47.8%	9.6%	46.3%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	6.3	16.9	6.1	15.1	7.4	39.2	39.2	7.0	38.8
Actuated g/C Ratio	0.09	0.25	0.09	0.22	0.11	0.58	0.58	0.10	0.58
v/c Ratio	0.11	0.08	0.06	0.09	0.24	0.57	0.08	0.22	0.24
Control Delay	44.7	14.5	44.8	23.0	42.1	17.1	1.9	43.1	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	14.5	44.8	23.0	42.1	17.1	1.9	43.1	12.8
LOS	D	B	D	C	D	B	A	D	B
Approach Delay		21.2		25.6		17.1			14.4
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	26	33	9	53	13	42	1058	65	36	571	61
Future Volume (veh/h)	17	26	33	9	53	13	42	1058	65	36	571	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	29	19	10	60	12	47	1189	66	40	642	66
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	346	206	23	449	87	81	1662	732	73	2180	222
Arrive On Green	0.02	0.16	0.16	0.01	0.15	0.15	0.04	0.46	0.46	0.04	0.46	0.46
Sat Flow, veh/h	1810	2177	1295	1810	3013	585	1810	3610	1589	1810	4783	487
Grp Volume(v), veh/h	19	24	24	10	35	37	47	1189	66	40	463	245
Grp Sat Flow(s),veh/h/ln	1810	1805	1667	1810	1805	1793	1810	1805	1589	1810	1729	1812
Q Serve(g_s), s	0.6	0.7	0.8	0.3	1.0	1.1	1.6	16.3	1.4	1.3	5.2	5.2
Cycle Q Clear(g_c), s	0.6	0.7	0.8	0.3	1.0	1.1	1.6	16.3	1.4	1.3	5.2	5.2
Prop In Lane	1.00		0.78	1.00		0.33	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	41	287	265	23	269	267	81	1662	732	73	1576	826
V/C Ratio(X)	0.47	0.08	0.09	0.43	0.13	0.14	0.58	0.72	0.09	0.55	0.29	0.30
Avail Cap(c_a), veh/h	162	1074	992	147	1059	1052	254	3031	1334	204	2807	1471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	22.0	22.0	30.1	22.7	22.7	28.7	13.3	9.3	28.9	10.5	10.5
Incr Delay (d2), s/veh	3.0	0.1	0.1	4.7	0.2	0.2	2.4	0.6	0.1	2.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.2	0.4	0.4	0.7	5.1	0.4	0.6	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	22.1	22.2	34.7	22.9	22.9	31.1	13.9	9.4	31.3	10.6	10.7
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	B	B
Approach Vol, veh/h		67			82			1302			748	
Approach Delay, s/veh		25.1			24.3			14.3			11.7	
Approach LOS		C			C			B			B	

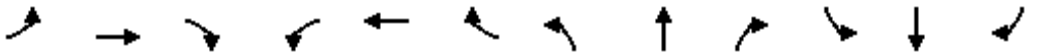
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	34.0	5.4	14.8	7.4	33.8	6.0	14.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	6.9	51.5	5.0	36.5	8.6	49.8	5.5	36.0
Max Q Clear Time (g_c+I1), s	3.3	18.3	2.3	2.8	3.6	7.2	2.6	3.1
Green Ext Time (p_c), s	0.0	10.0	0.0	0.2	0.0	4.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	1	4	2	9	1026	6	477
Future Volume (vph)	1	1	4	2	9	1026	6	477
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	13.0	32.6	13.0	32.6	13.0	61.4	13.0	61.4
Total Split (%)	10.8%	27.2%	10.8%	27.2%	10.8%	51.2%	10.8%	51.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	5.9	13.6	6.0	13.7	6.0	38.9	6.0	38.8
Actuated g/C Ratio	0.13	0.30	0.13	0.31	0.13	0.87	0.13	0.87
v/c Ratio	0.00	0.02	0.02	0.02	0.04	0.24	0.02	0.11
Control Delay	29.0	10.5	28.0	11.9	27.1	6.6	27.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	10.5	28.0	11.9	27.1	6.6	27.7	6.2
LOS	C	B	C	B	C	A	C	A
Approach Delay		12.1		17.3		6.8		6.5
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.24	
Intersection Signal Delay: 6.8	Intersection LOS: A
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	10	4	2	6	9	1026	14	6	477	9
Future Volume (veh/h)	1	1	10	4	2	6	9	1026	14	6	477	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1	5	4	2	2	9	1069	15	6	497	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	9	44	10	32	32	22	2214	31	15	2184	39
Arrive On Green	0.00	0.03	0.03	0.01	0.04	0.04	0.01	0.42	0.42	0.01	0.42	0.42
Sat Flow, veh/h	1810	275	1377	1810	872	872	1810	5271	74	1810	5246	95
Grp Volume(v), veh/h	1	0	6	4	0	4	9	701	383	6	327	179
Grp Sat Flow(s),veh/h/ln	1810	0	1652	1810	0	1743	1810	1729	1887	1810	1729	1883
Q Serve(g_s), s	0.0	0.0	0.1	0.1	0.0	0.1	0.2	5.4	5.4	0.1	2.2	2.2
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.1	0.0	0.1	0.2	5.4	5.4	0.1	2.2	2.2
Prop In Lane	1.00		0.83	1.00		0.50	1.00		0.04	1.00		0.05
Lane Grp Cap(c), veh/h	5	0	53	10	0	63	22	1453	793	15	1439	784
V/C Ratio(X)	0.20	0.00	0.11	0.41	0.00	0.06	0.42	0.48	0.48	0.41	0.23	0.23
Avail Cap(c_a), veh/h	414	0	1261	414	0	1330	414	5240	2859	414	5240	2853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	17.2	18.2	0.0	17.1	18.0	7.7	7.7	18.1	6.9	6.9
Incr Delay (d2), s/veh	7.3	0.0	0.9	9.7	0.0	0.4	4.7	0.2	0.5	6.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.1	1.1	1.2	0.1	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	18.2	27.9	0.0	17.5	22.7	8.0	8.2	24.8	7.0	7.1
LnGrp LOS	C	A	B	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		7			8			1093			512	
Approach Delay, s/veh		19.2			22.7			8.2			7.2	
Approach LOS		B			C			A			A	

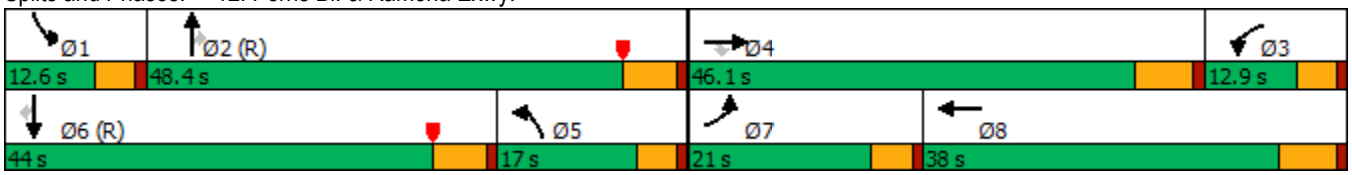
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	21.2	4.8	5.8	5.0	21.1	4.7	5.9
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	55.6	8.4	28.0	8.4	55.6	8.4	28.0
Max Q Clear Time (g_c+I1), s	2.1	7.4	2.1	2.1	2.2	4.2	2.0	2.1
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	0.0	3.1	0.0	0.0

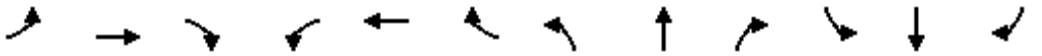
Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	326	584	103	112	896	234	863	68	105	350	136
Future Volume (vph)	326	584	103	112	896	234	863	68	105	350	136
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	21.0	46.1	46.1	12.9	38.0	17.0	48.4	48.4	12.6	44.0	44.0
Total Split (%)	17.5%	38.4%	38.4%	10.8%	31.7%	14.2%	40.3%	40.3%	10.5%	36.7%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.9	21.6	21.6	24.3	31.0	12.4	45.5	45.5	7.4	40.5	40.5
Actuated g/C Ratio	0.12	0.18	0.18	0.20	0.26	0.10	0.38	0.38	0.06	0.34	0.34
v/c Ratio	0.79	0.66	0.25	0.17	0.86	0.68	0.66	0.10	0.52	0.30	0.22
Control Delay	64.4	48.7	1.7	41.0	48.4	62.2	34.5	0.3	63.2	30.8	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	48.7	1.7	41.0	48.4	62.2	34.5	0.3	63.2	30.8	2.7
LOS	E	D	A	D	D	E	C	A	E	C	A
Approach Delay		49.0			47.7		38.1			30.1	
Approach LOS		D			D		D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.2 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 42.6	Intersection LOS: D
Intersection Capacity Utilization 85.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	584	103	112	896	186	234	863	68	105	350	136
Future Volume (veh/h)	326	584	103	112	896	186	234	863	68	105	350	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	615	46	118	943	168	246	908	26	111	368	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	401	841	261	647	1087	193	475	1505	670	165	1149	512
Arrive On Green	0.11	0.16	0.16	0.18	0.25	0.25	0.14	0.42	0.42	0.05	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	3510	4430	787	3510	3610	1607	3510	3610	1609
Grp Volume(v), veh/h	343	615	46	118	735	376	246	908	26	111	368	69
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1758	1755	1805	1607	1755	1805	1609
Q Serve(g_s), s	11.5	13.5	3.0	3.4	24.5	24.6	7.8	23.5	0.6	3.7	9.3	2.6
Cycle Q Clear(g_c), s	11.5	13.5	3.0	3.4	24.5	24.6	7.8	23.5	0.6	3.7	9.3	2.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	841	261	647	849	432	475	1505	670	165	1149	512
V/C Ratio(X)	0.85	0.73	0.18	0.18	0.87	0.87	0.52	0.60	0.04	0.67	0.32	0.13
Avail Cap(c_a), veh/h	480	1725	535	647	916	466	475	1505	670	234	1149	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	47.8	43.4	41.3	43.4	43.4	48.2	27.3	5.5	56.3	31.0	14.5
Incr Delay (d2), s/veh	10.3	1.2	0.3	0.0	8.4	15.4	0.4	1.7	0.1	1.8	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.7	1.2	1.4	11.0	12.0	3.4	10.0	0.4	1.7	4.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	49.0	43.7	41.4	51.7	58.9	48.7	29.0	5.6	58.1	31.8	15.0
LnGrp LOS	E	D	D	D	D	E	D	C	A	E	C	B
Approach Vol, veh/h		1004			1229			1180			548	
Approach Delay, s/veh		53.3			52.9			32.6			35.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	55.8	28.3	25.7	22.0	44.0	18.3	35.6
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	8.0	42.6	8.3	* 40	12.4	* 38	16.4	31.8
Max Q Clear Time (g_c+I1), s	5.7	25.5	5.4	15.5	9.8	11.3	13.5	26.6
Green Ext Time (p_c), s	0.0	5.5	0.0	3.9	0.1	2.4	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

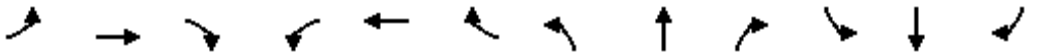
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø7
Lane Configurations									
Traffic Volume (vph)	1	23	0	3	864	9	16	428	
Future Volume (vph)	1	23	0	3	864	9	16	428	
Turn Type	NA	Prot	NA	Prot	NA	Perm	Prot	NA	
Protected Phases	4	3	8	5	2		1	6	7
Permitted Phases						2			
Detector Phase	4	3	8	5	2	2	1	6	
Switch Phase									
Minimum Initial (s)	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	34.6	9.6	34.6	9.6	22.8	22.8	9.6	26.8	9.6
Total Split (s)	34.6	13.0	38.0	11.0	60.4	60.4	12.0	61.4	9.6
Total Split (%)	28.8%	10.8%	31.7%	9.2%	50.3%	50.3%	10.0%	51.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.2	6.6	15.4	6.2	38.8	38.8	6.5	39.0	
Actuated g/C Ratio	0.29	0.13	0.31	0.13	0.79	0.79	0.13	0.79	
v/c Ratio	0.00	0.10	0.04	0.01	0.32	0.01	0.07	0.11	
Control Delay	21.0	30.8	0.1	33.3	9.3	0.0	31.2	7.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.0	30.8	0.1	33.3	9.3	0.0	31.2	7.4	
LOS	C	C	A	C	A	A	C	A	
Approach Delay	21.0		15.5		9.3			8.3	
Approach LOS	C		B		A			A	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 49.4			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Perris Bl. & Dawes St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	23	0	23	3	864	9	16	428	0
Future Volume (veh/h)	0	1	0	23	0	23	3	864	9	16	428	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	24	0	6	3	900	9	17	446	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	36	0	53	0	269	7	1526	663	39	2283	709
Arrive On Green	0.00	0.02	0.00	0.03	0.00	0.17	0.00	0.42	0.42	0.02	0.44	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3610	1569	1810	5187	1610
Grp Volume(v), veh/h	0	1	0	24	0	6	3	900	9	17	446	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1569	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.1	0.1	7.4	0.1	0.4	2.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	0.1	0.1	7.4	0.1	0.4	2.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	36	0	53	0	269	7	1526	663	39	2283	709
V/C Ratio(X)	0.00	0.03	0.00	0.45	0.00	0.02	0.40	0.59	0.01	0.44	0.20	0.00
Avail Cap(c_a), veh/h	234	1476	0	394	0	1393	300	5105	2219	347	7470	2319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.6	0.0	18.4	0.0	13.4	19.2	8.6	6.5	18.7	6.6	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	2.2	0.0	0.0	12.6	0.4	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	1.6	0.0	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.9	0.0	20.6	0.0	13.5	31.8	8.9	6.5	21.5	6.7	0.0
LnGrp LOS	A	B	A	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		1			30			912			463	
Approach Delay, s/veh		18.9			19.2			9.0			7.2	
Approach LOS		B			B			A			A	

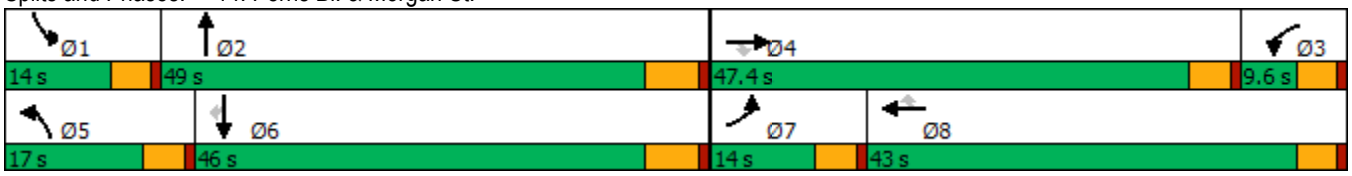
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	22.1	5.7	5.3	4.8	22.8	0.0	11.1
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	54.6	8.4	30.0	6.4	55.6	5.0	33.4
Max Q Clear Time (g_c+I1), s	2.4	9.4	2.5	2.0	2.1	4.0	0.0	2.1
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.0	3.0	0.0	0.0

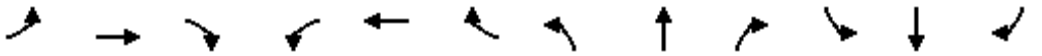
Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	22	25	22	9	56	28	45	916	21	495	44
Future Volume (vph)	22	25	22	9	56	28	45	916	21	495	44
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	14.0	47.4	47.4	9.6	43.0	43.0	17.0	49.0	14.0	46.0	46.0
Total Split (%)	11.7%	39.5%	39.5%	8.0%	35.8%	35.8%	14.2%	40.8%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	17.7	17.7	8.7	18.2	18.2	9.0	31.5	8.3	26.9	26.9
Actuated g/C Ratio	0.18	0.38	0.38	0.19	0.40	0.40	0.20	0.68	0.18	0.58	0.58
v/c Ratio	0.07	0.02	0.03	0.03	0.08	0.04	0.13	0.27	0.07	0.24	0.05
Control Delay	31.5	19.7	0.1	29.4	17.4	0.1	29.1	11.0	31.7	15.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	19.7	0.1	29.4	17.4	0.1	29.1	11.0	31.7	15.3	0.1
LOS	C	B	A	C	B	A	C	B	C	B	A
Approach Delay		17.2			13.3			11.9		14.7	
Approach LOS		B			B			B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 42.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	25	22	9	56	28	45	916	9	21	495	44
Future Volume (veh/h)	22	25	22	9	56	28	45	916	9	21	495	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	26	3	9	58	21	47	954	7	22	516	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	648	289	35	325	276	89	1786	13	48	1132	505
Arrive On Green	0.03	0.18	0.18	0.02	0.17	0.17	0.05	0.34	0.34	0.03	0.31	0.31
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5312	39	1810	3610	1610
Grp Volume(v), veh/h	23	26	3	9	58	21	47	621	340	22	516	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1893	1810	1805	1610
Q Serve(g_s), s	0.6	0.3	0.0	0.2	1.2	0.5	1.1	6.5	6.5	0.5	5.1	0.7
Cycle Q Clear(g_c), s	0.6	0.3	0.0	0.2	1.2	0.5	1.1	6.5	6.5	0.5	5.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	50	648	289	35	325	276	89	1163	636	48	1132	505
V/C Ratio(X)	0.46	0.04	0.01	0.26	0.18	0.08	0.53	0.53	0.53	0.45	0.46	0.07
Avail Cap(c_a), veh/h	380	3453	1540	202	1630	1382	501	3338	1827	380	3243	1446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	15.2	7.2	21.6	15.9	15.6	20.8	12.0	12.0	21.5	12.3	10.8
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.4	0.3	0.1	1.8	0.4	0.7	2.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.0	0.1	0.5	0.2	0.4	1.8	2.1	0.2	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	15.2	7.2	23.0	16.1	15.7	22.5	12.4	12.7	23.9	12.6	10.8
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		52			88			1008			574	
Approach Delay, s/veh		18.5			16.7			13.0			12.9	
Approach LOS		B			B			B			B	

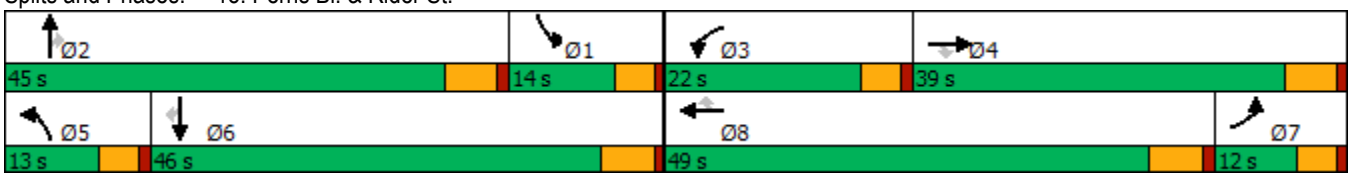
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	20.8	5.5	12.6	6.8	19.8	5.8	12.3
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	9.4	43.2	5.0	42.8	12.4	40.2	9.4	38.4
Max Q Clear Time (g_c+I1), s	2.5	8.5	2.2	2.3	3.1	7.1	2.6	3.2
Green Ext Time (p_c), s	0.0	6.5	0.0	0.1	0.0	3.4	0.0	0.4

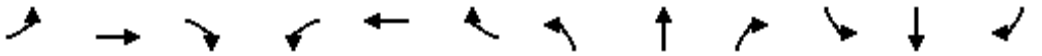
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	32	21	94	73	146	24	654	51	39	252	24
Future Volume (vph)	17	32	21	94	73	146	24	654	51	39	252	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	12.0	39.0	39.0	22.0	49.0	49.0	13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	10.0%	32.5%	32.5%	18.3%	40.8%	40.8%	10.8%	37.5%	37.5%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.2	21.6	21.6	11.9	26.7	26.7	8.1	23.4	23.4	8.5	25.7	25.7
Actuated g/C Ratio	0.15	0.39	0.39	0.21	0.48	0.48	0.15	0.42	0.42	0.15	0.46	0.46
v/c Ratio	0.07	0.02	0.03	0.25	0.04	0.18	0.10	0.31	0.07	0.15	0.11	0.03
Control Delay	35.6	23.3	0.1	31.5	16.3	3.4	36.6	19.8	0.2	35.2	17.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	23.3	0.1	31.5	16.3	3.4	36.6	19.8	0.2	35.2	17.4	0.1
LOS	D	C	A	C	B	A	D	B	A	D	B	A
Approach Delay		19.4			14.9			19.0			18.3	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 55.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 43.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	32	21	94	73	146	24	654	51	39	252	24
Future Volume (veh/h)	17	32	21	94	73	146	24	654	51	39	252	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	33	4	98	76	55	25	681	43	41	262	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	682	304	135	720	321	53	1305	405	79	1503	467
Arrive On Green	0.04	0.19	0.19	0.07	0.20	0.20	0.03	0.25	0.25	0.04	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	1810	3610	1608	1810	5187	1608	1810	5187	1610
Grp Volume(v), veh/h	18	33	4	98	76	55	25	681	43	41	262	17
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1608	1810	1729	1608	1810	1729	1610
Q Serve(g_s), s	0.5	0.4	0.1	2.6	0.9	1.4	0.7	5.6	0.6	1.1	1.9	0.2
Cycle Q Clear(g_c), s	0.5	0.4	0.1	2.6	0.9	1.4	0.7	5.6	0.6	1.1	1.9	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	682	304	135	720	321	53	1305	405	79	1503	467
V/C Ratio(X)	0.25	0.05	0.01	0.73	0.11	0.17	0.47	0.52	0.11	0.52	0.17	0.04
Avail Cap(c_a), veh/h	269	2406	1073	632	3130	1394	305	4081	1265	341	4186	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	16.5	16.4	22.6	16.3	16.5	23.8	16.1	5.5	23.3	13.2	4.8
Incr Delay (d2), s/veh	0.7	0.0	0.0	2.8	0.1	0.3	2.4	0.3	0.1	2.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	1.1	0.3	0.4	0.3	1.8	0.3	0.4	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	16.6	16.4	25.3	16.4	16.8	26.2	16.4	5.7	25.3	13.3	4.9
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		55			229			749			320	
Approach Delay, s/veh		19.0			20.3			16.1			14.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	18.3	8.3	15.2	6.1	20.2	7.8	15.7
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	9.4	* 39	17.4	33.2	8.4	40.2	7.4	* 43
Max Q Clear Time (g_c+I1), s	3.1	7.6	4.6	2.4	2.7	3.9	2.5	3.4
Green Ext Time (p_c), s	0.0	4.8	0.1	0.1	0.0	1.7	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

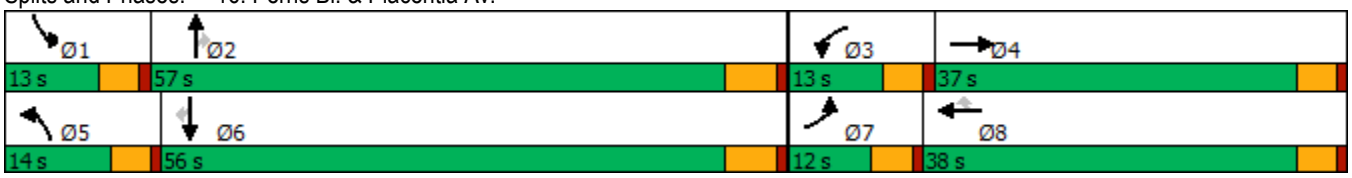
Notes

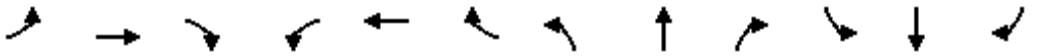
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	14	62	33	117	126	37	791	29	32	512	32
Future Volume (vph)	14	62	33	117	126	37	791	29	32	512	32
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	37.0	13.0	38.0	38.0	14.0	57.0	57.0	13.0	56.0	56.0
Total Split (%)	10.0%	30.8%	10.8%	31.7%	31.7%	11.7%	47.5%	47.5%	10.8%	46.7%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	14.2	6.9	18.5	18.5	7.1	23.5	23.5	6.9	21.2	21.2
Actuated g/C Ratio	0.11	0.24	0.12	0.31	0.31	0.12	0.40	0.40	0.12	0.36	0.36
v/c Ratio	0.08	0.19	0.18	0.22	0.23	0.19	0.61	0.05	0.17	0.44	0.06
Control Delay	37.8	23.6	36.7	20.9	6.0	36.1	18.5	0.1	36.7	18.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	23.6	36.7	20.9	6.0	36.1	18.5	0.1	36.7	18.1	0.2
LOS	D	C	D	C	A	D	B	A	D	B	A
Approach Delay		25.8		16.0			18.6			18.2	
Approach LOS		C		B			B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 59.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	62	14	33	117	126	37	791	29	32	512	32
Future Volume (veh/h)	14	62	14	33	117	126	37	791	29	32	512	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	69	12	37	130	23	41	879	23	36	569	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	290	51	72	388	329	77	1324	591	70	1310	584
Arrive On Green	0.02	0.18	0.18	0.04	0.20	0.20	0.04	0.37	0.37	0.04	0.36	0.36
Sat Flow, veh/h	1810	1576	274	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	16	0	81	37	130	23	41	879	23	36	569	30
Grp Sat Flow(s),veh/h/ln	1810	0	1851	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.5	0.0	2.0	1.1	3.1	0.6	1.2	10.8	0.5	1.0	6.3	0.6
Cycle Q Clear(g_c), s	0.5	0.0	2.0	1.1	3.1	0.6	1.2	10.8	0.5	1.0	6.3	0.6
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	0	341	72	388	329	77	1324	591	70	1310	584
V/C Ratio(X)	0.45	0.00	0.24	0.52	0.34	0.07	0.53	0.66	0.04	0.51	0.43	0.05
Avail Cap(c_a), veh/h	253	0	1133	287	1200	1017	322	3494	1558	287	3426	1528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	18.4	24.9	18.0	17.0	24.8	14.0	10.8	24.9	12.7	10.9
Incr Delay (d2), s/veh	3.2	0.0	0.4	2.1	0.5	0.1	2.1	0.6	0.0	2.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.8	0.5	1.3	0.2	0.5	3.4	0.2	0.4	2.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	18.8	27.0	18.5	17.1	26.9	14.6	10.8	27.1	13.0	11.0
LnGrp LOS	C	A	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		97			190			943			635	
Approach Delay, s/veh		20.4			20.0			15.0			13.7	
Approach LOS		C			B			B			B	

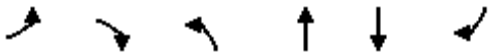
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	25.2	6.7	14.3	6.9	25.0	5.6	15.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	51.2	8.4	32.4	9.4	50.2	7.4	33.4
Max Q Clear Time (g_c+I1), s	3.0	12.8	3.1	4.0	3.2	8.3	2.5	5.1
Green Ext Time (p_c), s	0.0	6.6	0.0	0.4	0.0	3.9	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	6	25	62	561	117
Future Volume (vph)	6	25	62	561	117
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	30.0	38.0	38.0	90.0	52.0
Total Split (%)	25.0%	31.7%	31.7%	75.0%	43.3%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.3	9.6	6.3	34.2	25.2
Actuated g/C Ratio	0.32	0.25	0.17	0.90	0.66
v/c Ratio	0.01	0.06	0.22	0.18	0.06
Control Delay	10.8	3.8	18.9	3.2	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	3.8	18.9	3.2	8.5
LOS	B	A	B	A	A
Approach Delay	5.1			4.8	8.5
Approach LOS	A			A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.22	
Intersection Signal Delay: 5.4	Intersection LOS: A
Intersection Capacity Utilization 32.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	25	62	561	117	10
Future Volume (veh/h)	6	25	62	561	117	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	0	65	591	123	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	30	146	135	1836	765	62
Arrive On Green	0.02	0.00	0.07	0.51	0.23	0.23
Sat Flow, veh/h	1810	1610	1810	3705	3479	272
Grp Volume(v), veh/h	6	0	65	591	65	68
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1851
Q Serve(g_s), s	0.1	0.0	0.8	2.1	0.6	0.7
Cycle Q Clear(g_c), s	0.1	0.0	0.8	2.1	0.6	0.7
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	30	146	135	1836	408	419
V/C Ratio(X)	0.20	0.00	0.48	0.32	0.16	0.16
Avail Cap(c_a), veh/h	2038	1933	2734	13815	3805	3902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	9.8	3.2	6.9	6.9
Incr Delay (d2), s/veh	3.3	0.0	1.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	0.0	10.8	3.3	7.0	7.1
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	6			656	133	
Approach Delay, s/veh	14.0			4.0	7.0	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.6		5.5	6.2	10.4
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		84.6		24.9	33.4	46.6
Max Q Clear Time (g_c+I1), s		4.1		2.1	2.8	2.7
Green Ext Time (p_c), s		4.2		0.0	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	11	14	565	122	5
Future Vol, veh/h	4	11	14	565	122	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	12	15	621	134	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	478	70	139	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	521	985	1457	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	985	1457	-	-	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	698	-	-	-	-	-

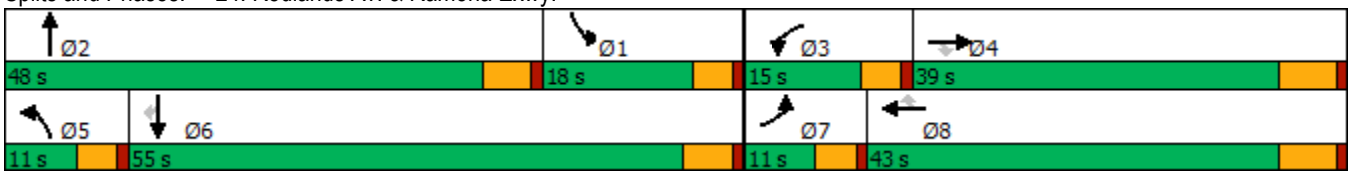
Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.2	0
HCM LOS	A		

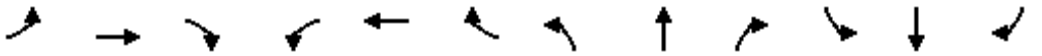
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1457	-	581	985	-	-
HCM Lane V/C Ratio	0.011	-	0.008	0.012	-	-
HCM Control Delay (s)	7.5	-	11.2	8.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	23	609	39	57	1040	396	29	160	86	33	14
Future Volume (vph)	23	609	39	57	1040	396	29	160	86	33	14
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	11.0	39.0	39.0	15.0	43.0	43.0	11.0	48.0	18.0	55.0	55.0
Total Split (%)	9.2%	32.5%	32.5%	12.5%	35.8%	35.8%	9.2%	40.0%	15.0%	45.8%	45.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	23.8	23.8	7.8	27.2	27.2	6.5	18.8	9.1	24.0	24.0
Actuated g/C Ratio	0.09	0.32	0.32	0.11	0.37	0.37	0.09	0.26	0.12	0.33	0.33
v/c Ratio	0.15	0.38	0.07	0.31	0.56	0.49	0.19	0.53	0.40	0.05	0.03
Control Delay	45.7	23.4	0.2	44.1	22.4	4.9	45.8	28.8	43.5	21.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	23.4	0.2	44.1	22.4	4.9	45.8	28.8	43.5	21.8	0.1
LOS	D	C	A	D	C	A	D	C	D	C	A
Approach Delay		22.8			18.6			30.6		33.5	
Approach LOS		C			B			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	609	39	57	1040	396	29	160	83	86	33	14
Future Volume (veh/h)	23	609	39	57	1040	396	29	160	83	86	33	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	634	26	59	1083	265	30	167	41	90	34	13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	1708	518	96	1840	564	60	254	62	120	419	349
Arrive On Green	0.03	0.33	0.33	0.05	0.35	0.35	0.03	0.17	0.17	0.07	0.22	0.22
Sat Flow, veh/h	1810	5187	1571	1810	5187	1590	1810	1469	361	1810	1900	1583
Grp Volume(v), veh/h	24	634	26	59	1083	265	30	0	208	90	34	13
Grp Sat Flow(s),veh/h/ln	1810	1729	1571	1810	1729	1590	1810	0	1829	1810	1900	1583
Q Serve(g_s), s	0.7	5.3	0.6	1.8	9.7	4.3	0.9	0.0	6.1	2.8	0.8	0.4
Cycle Q Clear(g_c), s	0.7	5.3	0.6	1.8	9.7	4.3	0.9	0.0	6.1	2.8	0.8	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	50	1708	518	96	1840	564	60	0	317	120	419	349
V/C Ratio(X)	0.48	0.37	0.05	0.61	0.59	0.47	0.50	0.00	0.66	0.75	0.08	0.04
Avail Cap(c_a), veh/h	203	2976	902	329	3339	1024	203	0	1363	424	1649	1373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	14.6	13.1	26.5	15.0	4.8	27.2	0.0	22.1	26.2	17.7	17.5
Incr Delay (d2), s/veh	2.6	0.1	0.0	2.3	0.3	0.6	2.4	0.0	2.3	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.7	0.2	0.7	3.0	1.9	0.4	0.0	2.5	1.2	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	14.8	13.1	28.8	15.3	5.5	29.6	0.0	24.4	29.7	17.8	17.6
LnGrp LOS	C	B	B	C	B	A	C	A	C	C	B	B
Approach Vol, veh/h		684			1407			238			137	
Approach Delay, s/veh		15.2			14.0			25.0			25.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	15.3	7.6	25.0	6.5	18.0	6.2	26.5
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 43	10.4	32.8	6.4	49.6	6.4	36.8
Max Q Clear Time (g_c+I1), s	4.8	8.1	3.8	7.3	2.9	2.8	2.7	11.7
Green Ext Time (p_c), s	0.1	1.2	0.0	4.0	0.0	0.2	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

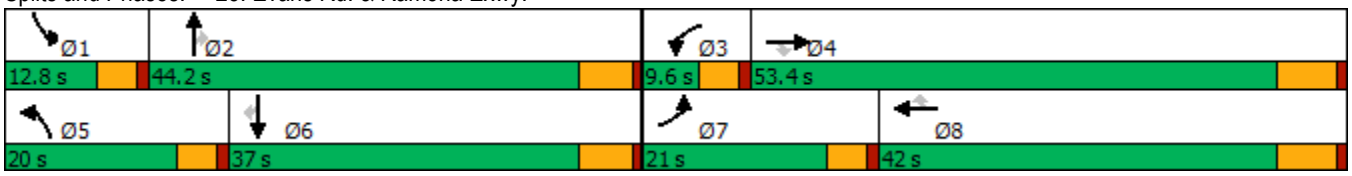
Notes

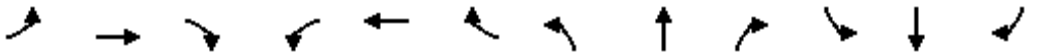
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	366	48	6	864	206	305	385	18	128	154	306
Future Volume (vph)	325	366	48	6	864	206	305	385	18	128	154	306
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	53.4	53.4	9.6	42.0	42.0	20.0	44.2	44.2	12.8	37.0	37.0
Total Split (%)	17.5%	44.5%	44.5%	8.0%	35.0%	35.0%	16.7%	36.8%	36.8%	10.7%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.7	47.9	47.9	5.8	31.5	31.5	13.2	21.4	21.4	8.1	16.3	16.3
Actuated g/C Ratio	0.15	0.52	0.52	0.06	0.35	0.35	0.14	0.23	0.23	0.09	0.18	0.18
v/c Ratio	0.64	0.14	0.05	0.05	0.72	0.31	0.62	0.47	0.04	0.43	0.25	0.64
Control Delay	44.8	13.0	0.1	50.3	31.0	6.4	45.1	32.6	0.2	48.3	34.8	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	13.0	0.1	50.3	31.0	6.4	45.1	32.6	0.2	48.3	34.8	16.1
LOS	D	B	A	D	C	A	D	C	A	D	C	B
Approach Delay		26.2			26.4			37.1			28.0	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.3	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	366	48	6	864	206	305	385	18	128	154	306
Future Volume (veh/h)	325	366	48	6	864	206	305	385	18	128	154	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	335	377	0	6	891	117	314	397	5	132	159	180
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	2409		29	1258	561	441	833	366	251	638	284
Arrive On Green	0.13	0.46	0.00	0.02	0.35	0.35	0.13	0.23	0.23	0.07	0.18	0.18
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1587	3510	3610	1610
Grp Volume(v), veh/h	335	377	0	6	891	117	314	397	5	132	159	180
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1587	1755	1805	1610
Q Serve(g_s), s	6.7	3.1	0.0	0.2	15.7	3.8	6.3	7.0	0.2	2.7	2.8	7.6
Cycle Q Clear(g_c), s	6.7	3.1	0.0	0.2	15.7	3.8	6.3	7.0	0.2	2.7	2.8	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	463	2409		29	1258	561	441	833	366	251	638	284
V/C Ratio(X)	0.72	0.16		0.21	0.71	0.21	0.71	0.48	0.01	0.53	0.25	0.63
Avail Cap(c_a), veh/h	810	3479		138	1862	831	762	1970	866	419	1617	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	11.4	0.0	35.8	20.8	16.9	30.9	24.5	21.9	33.0	26.1	28.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.3	0.7	0.2	0.8	0.4	0.0	0.6	0.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.9	0.0	0.1	5.6	1.2	2.5	2.8	0.1	1.1	1.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	11.4	0.0	37.1	21.5	17.0	31.7	24.9	21.9	33.6	26.3	30.4
LnGrp LOS	C	B		D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		712			1014			716			471	
Approach Delay, s/veh		20.9			21.1			27.9			29.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	21.0	5.2	38.2	13.3	17.0	13.7	29.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.2	38.4	5.0	46.9	15.4	31.2	16.4	35.5
Max Q Clear Time (g_c+I1), s	4.7	9.0	2.2	5.1	8.3	9.6	8.7	17.7
Green Ext Time (p_c), s	0.1	2.4	0.0	2.3	0.3	1.4	0.4	5.5

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

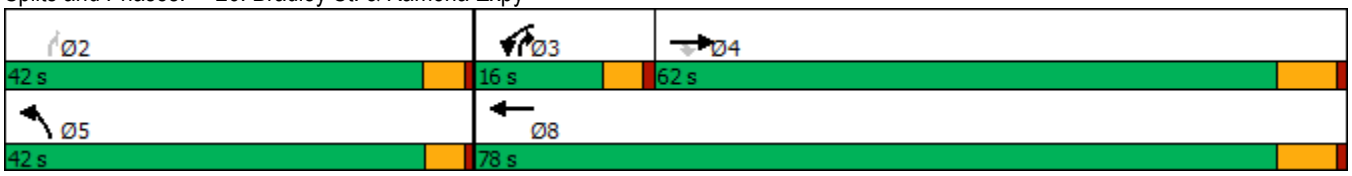
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	487	49	11	744	140	17	
Future Volume (vph)	487	49	11	744	140	17	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	62.0	62.0	16.0	78.0	42.0	16.0	42.0
Total Split (%)	51.7%	51.7%	13.3%	65.0%	35.0%	13.3%	35%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	20.4	20.4	6.1	23.3	11.1	17.7	
Actuated g/C Ratio	0.51	0.51	0.15	0.59	0.28	0.44	
v/c Ratio	0.28	0.06	0.04	0.38	0.30	0.02	
Control Delay	9.7	3.9	23.3	7.0	18.3	6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	3.9	23.3	7.0	18.3	6.2	
LOS	A	A	C	A	B	A	
Approach Delay	9.1			7.2	17.0		
Approach LOS	A			A	B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 39.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 37.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	487	49	11	744	140	17
Future Volume (veh/h)	487	49	11	744	140	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	524	51	12	800	151	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1236	537	29	1846	221	222
Arrive On Green	0.34	0.34	0.02	0.51	0.12	0.12
Sat Flow, veh/h	3705	1569	1810	3705	1810	1610
Grp Volume(v), veh/h	524	51	12	800	151	8
Grp Sat Flow(s),veh/h/ln	1805	1569	1810	1805	1810	1610
Q Serve(g_s), s	3.4	0.7	0.2	4.2	2.4	0.1
Cycle Q Clear(g_c), s	3.4	0.7	0.2	4.2	2.4	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1236	537	29	1846	221	222
V/C Ratio(X)	0.42	0.09	0.42	0.43	0.68	0.04
Avail Cap(c_a), veh/h	6672	2901	687	8596	2260	2036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.6	6.7	14.6	4.6	12.6	11.2
Incr Delay (d2), s/veh	0.2	0.1	3.6	0.2	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.1	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	6.8	18.2	4.8	16.3	11.3
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	575			812	159	
Approach Delay, s/veh	7.7			5.0	16.0	
Approach LOS	A			A	B	

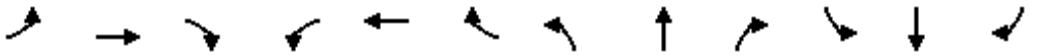
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.2	5.1	16.8		21.9
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		37.5	11.4	55.5		71.5
Max Q Clear Time (g_c+I1), s		4.4	2.2	5.4		6.2
Green Ext Time (p_c), s		0.5	0.0	3.4		5.5

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	782	353	856	825	2	165
Future Volume (vph)	782	353	856	825	2	165
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	29.0	74.0	36.0	36.0	36.0
Total Split (%)	40.9%	26.4%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	40.5	23.9	68.9	29.6	29.6	29.6
Actuated g/C Ratio	0.37	0.22	0.63	0.27	0.27	0.27
v/c Ratio	0.87	0.93	0.39	0.92	0.92	0.31
Control Delay	39.7	52.1	3.9	65.8	66.6	6.6
Queue Delay	0.2	0.0	0.2	56.6	56.3	0.0
Total Delay	39.9	52.1	4.2	122.4	122.9	6.6
LOS	D	D	A	F	F	A
Approach Delay	39.9		18.2		103.4	
Approach LOS	D		B		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 51.0	Intersection LOS: D
Intersection Capacity Utilization 123.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	782	329	353	856	0	0	0	0	825	2	165
Future Volume (veh/h)	0	782	329	353	856	0	0	0	0	825	2	165
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	806	187	364	882	0				852	0	112
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1104	256	392	2299	0				936	0	416
Arrive On Green	0.00	0.38	0.38	0.22	0.64	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	3004	675	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	500	493	364	882	0				852	0	112
Grp Sat Flow(s),veh/h/ln	0	1805	1779	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	26.2	26.2	21.7	12.9	0.0				25.1	0.0	6.1
Cycle Q Clear(g_c), s	0.0	26.2	26.2	21.7	12.9	0.0				25.1	0.0	6.1
Prop In Lane	0.00		0.38	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	685	675	392	2299	0				936	0	416
V/C Ratio(X)	0.00	0.73	0.73	0.93	0.38	0.00				0.91	0.00	0.27
Avail Cap(c_a), veh/h	0	685	675	403	2299	0				1003	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.83	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	29.3	42.3	9.6	0.0				39.5	0.0	32.5
Incr Delay (d2), s/veh	0.0	6.7	6.8	24.2	0.4	0.0				11.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.8	11.6	11.8	4.4	0.0				12.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.0	36.1	66.5	10.0	0.0				51.1	0.0	32.8
LnGrp LOS	A	D	D	E	B	A				D	A	C
Approach Vol, veh/h		993			1246						964	
Approach Delay, s/veh		36.1			26.5						49.0	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.3	47.7		33.9		76.1						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	24.5	39.0		30.5		68.0						
Max Q Clear Time (g_c+I1), s	23.7	28.2		27.1		14.9						
Green Ext Time (p_c), s	0.1	2.8		1.3		3.8						

Intersection Summary			
HCM 6th Ctrl Delay		36.2	
HCM 6th LOS		D	

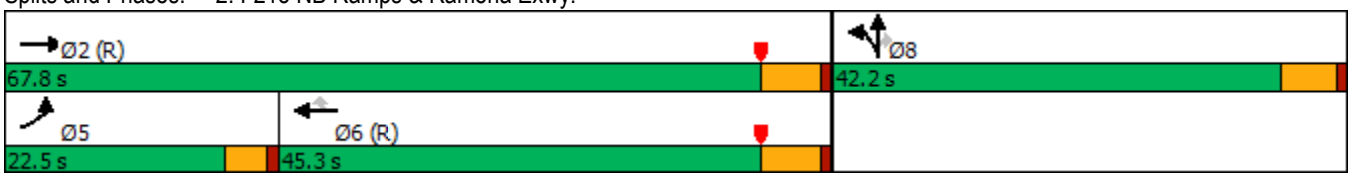
Notes

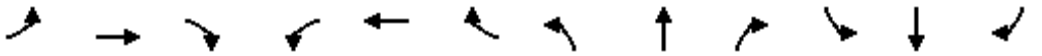
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	163	1444	867	574	342	3	386
Future Volume (vph)	163	1444	867	574	342	3	386
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.5	67.8	45.3	45.3	42.2	42.2	42.2
Total Split (%)	20.5%	61.6%	41.2%	41.2%	38.4%	38.4%	38.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	15.0	69.3	49.8	49.8	29.2	29.2	29.2
Actuated g/C Ratio	0.14	0.63	0.45	0.45	0.27	0.27	0.27
v/c Ratio	0.70	0.67	0.56	0.58	0.40	0.40	0.84
Control Delay	41.0	22.1	25.7	5.4	34.3	34.4	46.4
Queue Delay	0.0	49.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	71.0	25.7	5.4	34.3	34.4	46.4
LOS	D	E	C	A	C	C	D
Approach Delay		68.0	17.6			40.7	
Approach LOS		E	B			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 43.5	Intersection LOS: D
Intersection Capacity Utilization 123.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1444	0	0	867	574	342	3	386	0	0	0
Future Volume (veh/h)	163	1444	0	0	867	574	342	3	386	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	172	1520	0	0	913	519	362	0	304			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	200	2443	0	0	1896	845	791	0	352			
Arrive On Green	0.22	1.00	0.00	0.00	0.53	0.53	0.22	0.00	0.22			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	172	1520	0	0	913	519	362	0	304			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	10.0	0.0	0.0	0.0	17.7	24.9	9.6	0.0	20.0			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	17.7	24.9	9.6	0.0	20.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	200	2443	0	0	1896	845	791	0	352			
V/C Ratio(X)	0.86	0.62	0.00	0.00	0.48	0.61	0.46	0.00	0.86			
Avail Cap(c_a), veh/h	296	2443	0	0	1896	845	1207	0	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.34	0.34	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.0	0.0	0.0	0.0	16.6	18.3	37.3	0.0	41.4			
Incr Delay (d2), s/veh	5.8	0.4	0.0	0.0	0.9	3.3	0.4	0.0	9.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	0.1	0.0	0.0	6.8	9.0	4.1	0.0	8.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.4	0.0	0.0	17.5	21.6	37.7	0.0	50.4			
LnGrp LOS	D	A	A	A	B	C	D	A	D			
Approach Vol, veh/h		1692			1432			666				
Approach Delay, s/veh		5.2			19.0			43.5				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.5			16.7	63.8		29.5				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.8			18.0	39.3		36.7				
Max Q Clear Time (g_c+I1), s		2.0			12.0	26.9		22.0				
Green Ext Time (p_c), s		8.6			0.2	4.0		2.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

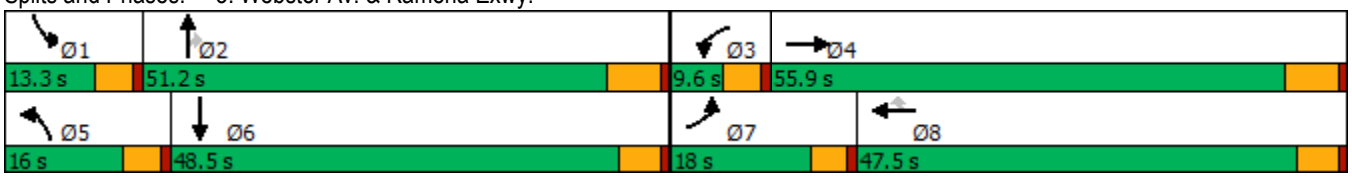
Notes

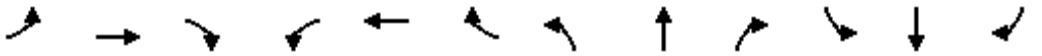
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	161	1325	12	1210	47	135	28	18	75	47
Future Volume (vph)	161	1325	12	1210	47	135	28	18	75	47
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	18.0	55.9	9.6	47.5	47.5	16.0	51.2	51.2	13.3	48.5
Total Split (%)	13.8%	43.0%	7.4%	36.5%	36.5%	12.3%	39.4%	39.4%	10.2%	37.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.2	46.1	5.2	30.6	30.6	11.4	19.2	19.2	12.2	15.0
Actuated g/C Ratio	0.15	0.51	0.06	0.34	0.34	0.13	0.21	0.21	0.14	0.17
v/c Ratio	0.64	0.54	0.13	0.73	0.08	0.63	0.07	0.04	0.33	0.51
Control Delay	52.1	17.9	51.9	29.7	0.2	54.6	31.5	0.2	46.4	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	17.9	51.9	29.7	0.2	54.6	31.5	0.2	46.4	18.4
LOS	D	B	D	C	A	D	C	A	D	B
Approach Delay		21.5		28.8			45.6			26.5
Approach LOS		C		C			D			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 90.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	1325	37	12	1210	47	135	28	18	75	47	139
Future Volume (veh/h)	161	1325	37	12	1210	47	135	28	18	75	47	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	1395	33	13	1274	37	142	29	12	79	49	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	2395	57	29	1866	578	179	334	283	102	119	114
Arrive On Green	0.12	0.46	0.46	0.02	0.36	0.36	0.10	0.18	0.18	0.06	0.13	0.13
Sat Flow, veh/h	1810	5212	123	1810	5187	1608	1810	1900	1610	1810	891	855
Grp Volume(v), veh/h	169	925	503	13	1274	37	142	29	12	79	0	96
Grp Sat Flow(s),veh/h/ln	1810	1729	1878	1810	1729	1608	1810	1900	1610	1810	0	1746
Q Serve(g_s), s	6.7	14.6	14.6	0.5	15.4	1.1	5.7	0.9	0.5	3.2	0.0	3.7
Cycle Q Clear(g_c), s	6.7	14.6	14.6	0.5	15.4	1.1	5.7	0.9	0.5	3.2	0.0	3.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	209	1589	863	29	1866	578	179	334	283	102	0	233
V/C Ratio(X)	0.81	0.58	0.58	0.45	0.68	0.06	0.79	0.09	0.04	0.77	0.00	0.41
Avail Cap(c_a), veh/h	328	2325	1262	122	2975	922	279	1156	980	213	0	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	14.7	14.7	36.1	20.1	15.5	32.6	25.5	25.3	34.4	0.0	29.4
Incr Delay (d2), s/veh	3.8	0.3	0.6	4.1	0.4	0.0	3.6	0.1	0.1	4.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.7	5.2	0.2	5.4	0.4	2.6	0.4	0.2	1.5	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	15.1	15.4	40.2	20.5	15.6	36.2	25.6	25.3	39.0	0.0	30.5
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	A	C
Approach Vol, veh/h		1597			1324			183			175	
Approach Delay, s/veh		17.4			20.6			33.8			34.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	19.2	5.8	40.2	11.9	16.1	13.1	32.8
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	8.7	45.0	5.0	49.7	11.4	* 43	13.4	* 42
Max Q Clear Time (g_c+I1), s	5.2	2.9	2.5	16.6	7.7	5.7	8.7	17.4
Green Ext Time (p_c), s	0.0	0.2	0.0	10.7	0.1	0.5	0.1	9.2

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

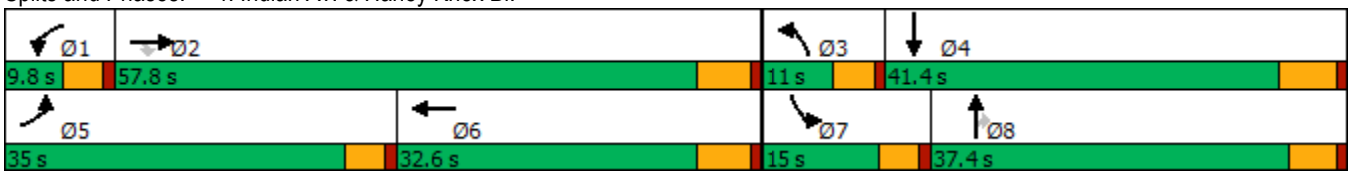
Notes

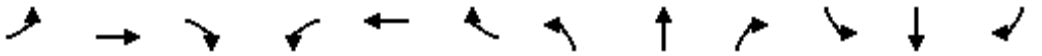
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	271	315	56	12	382	85	222	18	80	246
Future Volume (vph)	271	315	56	12	382	85	222	18	80	246
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	35.0	57.8	57.8	9.8	32.6	11.0	37.4	37.4	15.0	41.4
Total Split (%)	29.2%	48.2%	48.2%	8.2%	27.2%	9.2%	31.2%	31.2%	12.5%	34.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.4	39.3	39.3	5.5	16.0	6.5	20.6	20.6	9.1	22.1
Actuated g/C Ratio	0.25	0.46	0.46	0.06	0.19	0.08	0.24	0.24	0.11	0.26
v/c Ratio	0.76	0.17	0.09	0.13	0.55	0.41	0.32	0.05	0.53	0.75
Control Delay	44.8	16.1	1.2	51.2	35.3	50.2	30.6	0.2	53.9	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	16.1	1.2	51.2	35.3	50.2	30.6	0.2	53.9	22.1
LOS	D	B	A	D	D	D	C	A	D	C
Approach Delay		26.9			35.7		34.0			25.5
Approach LOS		C			D		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	315	56	12	382	36	85	222	18	80	246	413
Future Volume (veh/h)	271	315	56	12	382	36	85	222	18	80	246	413
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	399	63	15	484	28	108	281	13	101	311	352
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	1831	569	32	778	45	213	966	431	130	504	449
Arrive On Green	0.22	0.35	0.35	0.02	0.16	0.16	0.06	0.27	0.27	0.07	0.28	0.28
Sat Flow, veh/h	1810	5187	1610	1810	5018	288	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	343	399	63	15	332	180	108	281	13	101	311	352
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1848	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	13.4	4.0	1.9	0.6	6.6	6.7	2.2	4.5	0.4	4.0	11.0	14.8
Cycle Q Clear(g_c), s	13.4	4.0	1.9	0.6	6.6	6.7	2.2	4.5	0.4	4.0	11.0	14.8
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1831	569	32	536	287	213	966	431	130	504	449
V/C Ratio(X)	0.88	0.22	0.11	0.46	0.62	0.63	0.51	0.29	0.03	0.77	0.62	0.78
Avail Cap(c_a), veh/h	750	3679	1142	128	1264	676	306	1576	703	257	867	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	16.6	16.0	35.6	28.9	29.0	33.4	21.3	19.8	33.4	23.0	24.4
Incr Delay (d2), s/veh	2.5	0.1	0.1	3.8	1.2	2.2	0.7	0.2	0.0	3.7	1.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.4	0.6	0.3	2.6	2.9	0.9	1.7	0.2	1.8	4.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	16.7	16.1	39.4	30.1	31.2	34.1	21.5	19.8	37.1	24.2	27.4
LnGrp LOS	C	B	B	D	C	C	C	C	B	D	C	C
Approach Vol, veh/h		805			527			402			764	
Approach Delay, s/veh		22.5			30.8			24.8			27.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	31.7	9.0	26.7	20.4	17.2	9.9	25.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.2	52.0	6.4	35.2	30.4	26.8	10.4	* 32
Max Q Clear Time (g_c+I1), s	2.6	6.0	4.2	16.8	15.4	8.7	6.0	6.5
Green Ext Time (p_c), s	0.0	2.7	0.0	3.7	0.4	2.7	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

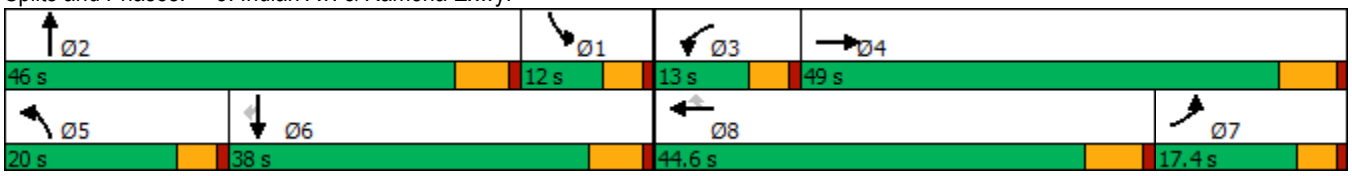
Notes

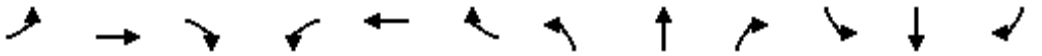
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	84	1287	60	973	45	123	113	43	155	59
Future Volume (vph)	84	1287	60	973	45	123	113	43	155	59
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.4	49.0	13.0	44.6	44.6	20.0	46.0	12.0	38.0	38.0
Total Split (%)	14.5%	40.8%	10.8%	37.2%	37.2%	16.7%	38.3%	10.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.3	35.9	7.4	29.1	29.1	11.3	21.5	8.9	13.8	13.8
Actuated g/C Ratio	0.16	0.41	0.08	0.33	0.33	0.13	0.24	0.10	0.16	0.16
v/c Ratio	0.32	0.74	0.45	0.64	0.08	0.61	0.22	0.27	0.31	0.17
Control Delay	40.9	25.9	54.7	29.0	0.2	52.5	22.4	47.0	37.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	25.9	54.7	29.0	0.2	52.5	22.4	47.0	37.0	0.9
LOS	D	C	D	C	A	D	C	D	D	A
Approach Delay		26.8		29.2			35.1		30.4	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1287	86	60	973	45	123	113	55	43	155	59
Future Volume (veh/h)	84	1287	86	60	973	45	123	113	55	43	155	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	1462	83	68	1106	29	140	128	47	49	176	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	2083	118	94	1645	511	178	365	128	148	503	224
Arrive On Green	0.13	0.42	0.42	0.05	0.32	0.32	0.10	0.14	0.14	0.08	0.14	0.14
Sat Flow, veh/h	1810	5018	285	1810	5187	1610	1810	2617	922	1810	3610	1610
Grp Volume(v), veh/h	95	1008	537	68	1106	29	140	87	88	49	176	39
Grp Sat Flow(s),veh/h/ln	1810	1729	1844	1810	1729	1610	1810	1805	1734	1810	1805	1610
Q Serve(g_s), s	3.5	17.3	17.3	2.7	13.3	0.9	5.4	3.1	3.3	1.8	3.2	1.0
Cycle Q Clear(g_c), s	3.5	17.3	17.3	2.7	13.3	0.9	5.4	3.1	3.3	1.8	3.2	1.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	231	1436	766	94	1645	511	178	251	242	148	503	224
V/C Ratio(X)	0.41	0.70	0.70	0.73	0.67	0.06	0.79	0.34	0.37	0.33	0.35	0.17
Avail Cap(c_a), veh/h	323	2062	1100	212	2775	861	388	1011	971	187	1620	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	17.3	17.3	33.5	21.3	17.0	31.6	27.9	28.0	31.1	27.9	11.8
Incr Delay (d2), s/veh	0.4	0.6	1.2	4.0	0.5	0.0	2.9	0.8	0.9	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.7	6.2	1.2	4.7	0.3	2.4	1.3	1.3	0.8	1.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	18.0	18.5	37.5	21.7	17.1	34.5	28.7	28.9	31.6	28.4	12.2
LnGrp LOS	C	B	B	D	C	B	C	C	C	C	C	B
Approach Vol, veh/h		1640			1203			315			264	
Approach Delay, s/veh		18.8			22.5			31.4			26.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	15.8	8.3	36.0	11.7	15.8	15.3	29.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	7.4	* 40	8.4	42.8	15.4	32.2	12.8	* 38
Max Q Clear Time (g_c+I1), s	3.8	5.3	4.7	19.3	7.4	5.2	5.5	15.3
Green Ext Time (p_c), s	0.0	0.9	0.0	10.5	0.1	1.1	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

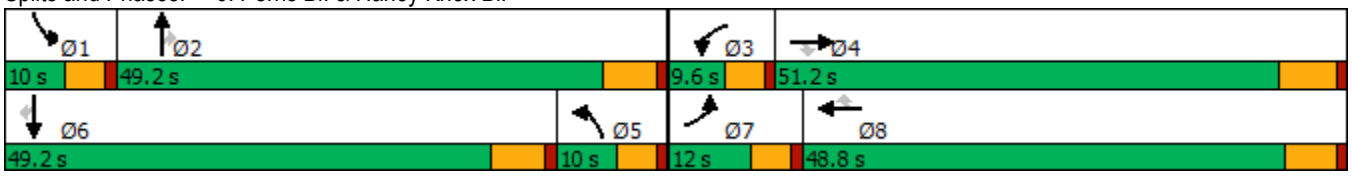
Notes

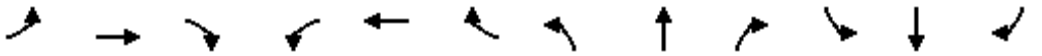
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	159	63	15	93	100	50	694	4	171	942	262
Future Volume (vph)	202	159	63	15	93	100	50	694	4	171	942	262
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	10.0	49.2	49.2	10.0	49.2	49.2
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.3%	41.0%	41.0%	8.3%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.9	26.0	26.0	5.3	14.9	14.9	5.6	25.7	25.7	5.8	28.5	28.5
Actuated g/C Ratio	0.10	0.34	0.34	0.07	0.19	0.19	0.07	0.34	0.34	0.08	0.37	0.37
v/c Ratio	1.29	0.15	0.11	0.07	0.11	0.27	0.23	0.47	0.01	0.78	0.58	0.40
Control Delay	197.8	19.9	0.3	43.3	26.1	3.0	42.7	21.2	0.0	59.1	21.9	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	197.8	19.9	0.3	43.3	26.1	3.0	42.7	21.2	0.0	59.1	21.9	4.3
LOS	F	B	A	D	C	A	D	C	A	E	C	A
Approach Delay		101.7			16.3			22.6			23.2	
Approach LOS		F			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 34.5	Intersection LOS: C
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	159	63	15	93	100	50	694	4	171	942	262
Future Volume (veh/h)	202	159	63	15	93	100	50	694	4	171	942	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	189	52	18	111	70	60	826	4	204	1121	248
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	201	866	386	75	778	242	177	1762	540	284	1828	560
Arrive On Green	0.11	0.24	0.24	0.02	0.15	0.15	0.05	0.34	0.34	0.08	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	240	189	52	18	111	70	60	826	4	204	1121	248
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	7.4	2.8	1.2	0.3	1.2	2.6	1.1	8.3	0.1	3.8	11.9	4.7
Cycle Q Clear(g_c), s	7.4	2.8	1.2	0.3	1.2	2.6	1.1	8.3	0.1	3.8	11.9	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	866	386	75	778	242	177	1762	540	284	1828	560
V/C Ratio(X)	1.19	0.22	0.13	0.24	0.14	0.29	0.34	0.47	0.01	0.72	0.61	0.44
Avail Cap(c_a), veh/h	201	2438	1087	263	3347	1039	284	3378	1035	284	3378	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	20.3	9.7	32.1	24.6	25.2	30.6	17.3	14.6	29.9	17.8	5.7
Incr Delay (d2), s/veh	125.7	0.1	0.2	0.6	0.1	0.7	0.4	0.2	0.0	7.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	1.0	0.6	0.1	0.5	0.9	0.4	2.9	0.0	1.7	4.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.3	20.4	9.8	32.7	24.7	25.8	31.0	17.5	14.6	37.1	18.2	6.3
LnGrp LOS	F	C	A	C	C	C	C	B	B	D	B	A
Approach Vol, veh/h		481			199			890			1573	
Approach Delay, s/veh		86.6			25.8			18.4			18.7	
Approach LOS		F			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	28.4	6.0	22.2	9.2	29.3	12.0	16.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	43.4	5.0	45.0	5.4	* 43	7.4	* 43
Max Q Clear Time (g_c+I1), s	5.8	10.3	2.3	4.8	3.1	13.9	9.4	4.6
Green Ext Time (p_c), s	0.0	5.9	0.0	1.2	0.0	9.6	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

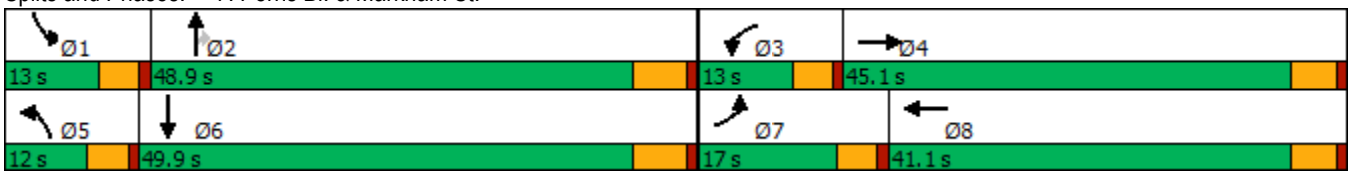
Notes

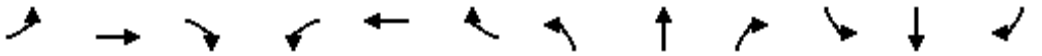
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	58	27	55	25	654	24	26	849
Future Volume (vph)	55	58	27	55	25	654	24	26	849
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	17.0	45.1	13.0	41.1	12.0	48.9	48.9	13.0	49.9
Total Split (%)	14.2%	37.6%	10.8%	34.3%	10.0%	40.8%	40.8%	10.8%	41.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.0	18.2	6.9	15.0	6.7	29.5	29.5	6.8	29.6
Actuated g/C Ratio	0.13	0.30	0.12	0.25	0.11	0.49	0.49	0.11	0.49
v/c Ratio	0.26	0.13	0.15	0.11	0.14	0.42	0.03	0.15	0.40
Control Delay	35.9	11.6	38.0	16.7	38.6	18.5	0.1	38.0	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	11.6	38.0	16.7	38.6	18.5	0.1	38.0	17.0
LOS	D	B	D	B	D	B	A	D	B
Approach Delay		19.2		21.9		18.6			17.6
Approach LOS		B		C		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	58	64	27	55	30	25	654	24	26	849	41
Future Volume (veh/h)	55	58	64	27	55	30	25	654	24	26	849	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	66	32	31	62	22	28	743	22	30	965	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	509	231	63	500	169	58	1190	522	61	1693	70
Arrive On Green	0.06	0.21	0.21	0.03	0.19	0.19	0.03	0.33	0.33	0.03	0.33	0.33
Sat Flow, veh/h	1810	2412	1096	1810	2648	894	1810	3610	1584	1810	5108	211
Grp Volume(v), veh/h	62	48	50	31	41	43	28	743	22	30	653	352
Grp Sat Flow(s),veh/h/ln	1810	1805	1703	1810	1805	1737	1810	1805	1584	1810	1729	1862
Q Serve(g_s), s	1.7	1.1	1.2	0.9	1.0	1.1	0.8	8.9	0.5	0.8	8.0	8.0
Cycle Q Clear(g_c), s	1.7	1.1	1.2	0.9	1.0	1.1	0.8	8.9	0.5	0.8	8.0	8.0
Prop In Lane	1.00		0.64	1.00		0.51	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	103	381	360	63	341	328	58	1190	522	61	1146	617
V/C Ratio(X)	0.60	0.13	0.14	0.49	0.12	0.13	0.48	0.62	0.04	0.49	0.57	0.57
Avail Cap(c_a), veh/h	436	1403	1324	295	1263	1216	260	3024	1327	295	2964	1596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	16.4	16.5	24.4	17.3	17.4	24.5	14.6	11.7	24.4	14.2	14.2
Incr Delay (d2), s/veh	2.1	0.1	0.2	2.2	0.2	0.2	2.3	0.5	0.0	2.2	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	0.4	0.4	0.4	0.4	0.3	2.9	0.1	0.4	2.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	16.6	16.7	26.6	17.5	17.5	26.8	15.1	11.8	26.7	14.6	15.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		160			115			793			1035	
Approach Delay, s/veh		20.2			20.0			15.4			15.1	
Approach LOS		C			B			B			B	

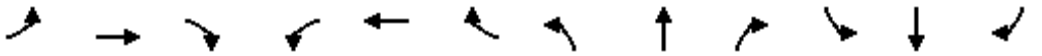
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	22.8	6.4	16.0	6.2	22.8	7.5	14.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	8.4	43.1	8.4	40.0	7.4	44.1	12.4	36.0
Max Q Clear Time (g_c+I1), s	2.8	10.9	2.9	3.2	2.8	10.0	3.7	3.1
Green Ext Time (p_c), s	0.0	5.2	0.0	0.5	0.0	7.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	1	8	4	8	697	3	983
Future Volume (vph)	4	1	8	4	8	697	3	983
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	12.0	33.0	12.0	33.0	12.0	63.0	12.0	63.0
Total Split (%)	10.0%	27.5%	10.0%	27.5%	10.0%	52.5%	10.0%	52.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	13.6	6.0	13.7	6.0	37.6	6.0	37.5
Actuated g/C Ratio	0.12	0.28	0.12	0.28	0.12	0.78	0.12	0.78
v/c Ratio	0.02	0.06	0.04	0.03	0.04	0.21	0.02	0.30
Control Delay	30.2	9.4	30.0	13.3	30.0	7.6	30.7	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	9.4	30.0	13.3	30.0	7.6	30.7	8.3
LOS	C	A	C	B	C	A	C	A
Approach Delay		12.6		20.2		7.8		8.4
Approach LOS		B		C		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 36.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1	22	8	4	7	8	697	3	3	983	11
Future Volume (veh/h)	4	1	22	8	4	7	8	697	3	3	983	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	1	9	10	5	3	10	850	4	4	1199	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	10	94	24	78	47	24	2379	11	10	2322	25
Arrive On Green	0.01	0.06	0.06	0.01	0.07	0.07	0.01	0.45	0.45	0.01	0.44	0.44
Sat Flow, veh/h	1810	163	1470	1810	1112	667	1810	5328	25	1810	5290	57
Grp Volume(v), veh/h	5	0	10	10	0	8	10	552	302	4	784	428
Grp Sat Flow(s),veh/h/ln	1810	0	1633	1810	0	1780	1810	1729	1895	1810	1729	1890
Q Serve(g_s), s	0.1	0.0	0.2	0.2	0.0	0.2	0.2	4.4	4.4	0.1	6.8	6.8
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.2	0.0	0.2	0.2	4.4	4.4	0.1	6.8	6.8
Prop In Lane	1.00		0.90	1.00		0.38	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	12	0	104	24	0	125	24	1544	846	10	1518	829
V/C Ratio(X)	0.41	0.00	0.10	0.42	0.00	0.06	0.42	0.36	0.36	0.41	0.52	0.52
Avail Cap(c_a), veh/h	322	0	1115	322	0	1215	322	4756	2606	322	4756	2599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	18.3	20.4	0.0	18.1	20.4	7.6	7.6	20.6	8.5	8.5
Incr Delay (d2), s/veh	8.0	0.0	0.4	4.4	0.0	0.2	4.4	0.1	0.3	9.7	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1	0.0	0.1	0.1	1.0	1.1	0.1	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	18.7	24.7	0.0	18.3	24.7	7.7	7.8	30.4	8.7	9.0
LnGrp LOS	C	A	B	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		15			18			864			1216	
Approach Delay, s/veh		22.0			21.9			8.0			8.9	
Approach LOS		C			C			A			A	

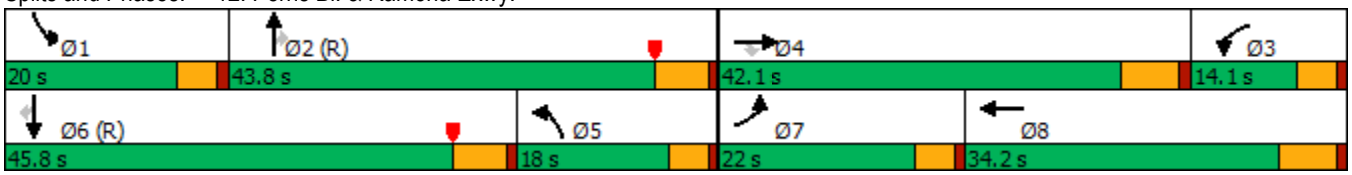
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	24.4	5.1	7.2	5.1	24.1	4.9	7.5
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	57.2	7.4	28.4	7.4	57.2	7.4	28.4
Max Q Clear Time (g_c+I1), s	2.1	6.4	2.2	2.2	2.2	8.8	2.1	2.2
Green Ext Time (p_c), s	0.0	5.8	0.0	0.0	0.0	9.4	0.0	0.0

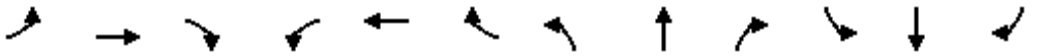
Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	300	993	203	137	713	220	406	94	259	601	180
Future Volume (vph)	300	993	203	137	713	220	406	94	259	601	180
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	22.0	42.1	42.1	14.1	34.2	18.0	43.8	43.8	20.0	45.8	45.8
Total Split (%)	18.3%	35.1%	35.1%	11.8%	28.5%	15.0%	36.5%	36.5%	16.7%	38.2%	38.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.6	31.9	31.9	8.6	26.0	13.4	45.2	45.2	13.1	44.8	44.8
Actuated g/C Ratio	0.12	0.27	0.27	0.07	0.22	0.11	0.38	0.38	0.11	0.37	0.37
v/c Ratio	0.73	0.74	0.36	0.56	0.77	0.58	0.31	0.14	0.70	0.46	0.26
Control Delay	61.0	43.6	6.1	62.6	47.7	57.2	28.7	0.4	61.6	30.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	43.6	6.1	62.6	47.7	57.2	28.7	0.4	61.6	30.8	5.5
LOS	E	D	A	E	D	E	C	A	E	C	A
Approach Delay		42.0			49.8		33.7			34.1	
Approach LOS		D			D		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 40.4	Intersection LOS: D
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	993	203	137	713	117	220	406	94	259	601	180
Future Volume (veh/h)	300	993	203	137	713	117	220	406	94	259	601	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	309	1024	110	141	735	95	227	419	49	267	620	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	1272	394	197	973	125	581	1501	669	327	1203	537
Arrive On Green	0.11	0.25	0.25	0.06	0.21	0.21	0.17	0.42	0.42	0.09	0.33	0.33
Sat Flow, veh/h	3510	5187	1608	3510	4646	595	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	309	1024	110	141	545	285	227	419	49	267	620	128
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1784	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	10.4	22.3	6.7	4.7	17.8	18.0	6.9	9.2	1.6	9.0	16.6	4.9
Cycle Q Clear(g_c), s	10.4	22.3	6.7	4.7	17.8	18.0	6.9	9.2	1.6	9.0	16.6	4.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1272	394	197	724	373	581	1501	669	327	1203	537
V/C Ratio(X)	0.84	0.81	0.28	0.72	0.75	0.76	0.39	0.28	0.07	0.82	0.52	0.24
Avail Cap(c_a), veh/h	509	1552	481	278	807	416	581	1501	669	451	1203	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	42.6	36.7	55.7	44.5	44.6	44.7	23.2	11.3	53.4	32.2	14.7
Incr Delay (d2), s/veh	4.0	1.6	0.2	2.1	3.6	7.3	0.2	0.5	0.2	5.8	1.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	9.3	2.5	2.1	7.7	8.4	3.0	3.9	0.8	4.1	7.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	44.2	36.9	57.8	48.1	51.9	44.8	23.6	11.6	59.2	33.8	15.7
LnGrp LOS	E	D	D	E	D	D	D	C	B	E	C	B
Approach Vol, veh/h		1443			971			695			1015	
Approach Delay, s/veh		46.3			50.7			29.7			38.2	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	55.7	12.9	35.6	25.6	45.8	17.2	31.3
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	15.4	38.0	9.5	* 36	13.4	* 40	17.4	28.0
Max Q Clear Time (g_c+I1), s	11.0	11.2	6.7	24.3	8.9	18.6	12.4	20.0
Green Ext Time (p_c), s	0.2	2.7	0.1	5.1	0.2	4.2	0.3	3.0

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

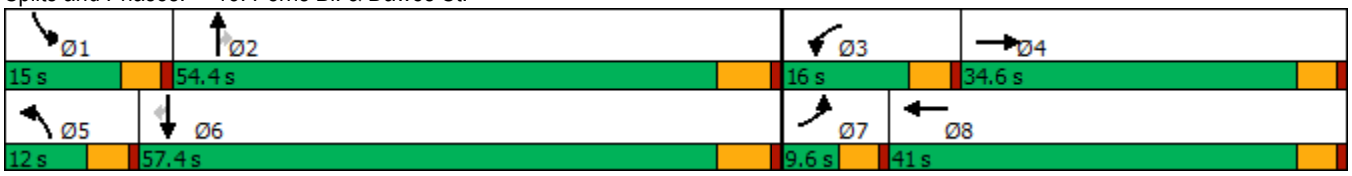
Notes

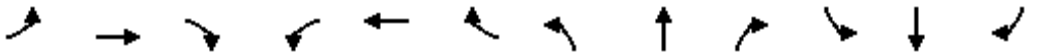
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø7
Lane Configurations									
Traffic Volume (vph)	36	0	2	655	31	22	835		
Future Volume (vph)	36	0	2	655	31	22	835		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA		
Protected Phases	3	8	5	2		1	6	4	7
Permitted Phases					2				
Detector Phase	3	8	5	2	2	1	6		
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	9.6	34.6	9.6	22.8	22.8	9.6	26.8	34.6	9.6
Total Split (s)	16.0	41.0	12.0	54.4	54.4	15.0	57.4	34.6	9.6
Total Split (%)	13.3%	34.2%	10.0%	45.3%	45.3%	12.5%	47.8%	29%	8%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8	4.6	5.8		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	7.6	15.2	6.0	35.3	35.3	6.4	35.5		
Actuated g/C Ratio	0.16	0.33	0.13	0.76	0.76	0.14	0.77		
v/c Ratio	0.12	0.03	0.01	0.24	0.03	0.09	0.21		
Control Delay	25.5	0.1	30.5	9.9	0.0	28.0	8.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	25.5	0.1	30.5	9.9	0.0	28.0	8.6		
LOS	C	A	C	A	A	C	A		
Approach Delay		16.9		9.5			9.1		
Approach LOS		B		A			A		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46.2	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.24	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 36.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	36	0	19	2	655	31	22	835	0
Future Volume (veh/h)	0	0	0	36	0	19	2	655	31	22	835	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	37	0	19	2	668	32	22	852	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	6	6	0	80	0	207	6	1310	583	50	2012	624
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.13	0.00	0.36	0.36	0.03	0.39	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1589	1810	3610	1608	1810	5187	1610
Grp Volume(v), veh/h	0	0	0	37	0	19	2	668	32	22	852	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1589	1810	1805	1608	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.3	0.0	4.5	0.4	0.4	3.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.3	0.0	4.5	0.4	0.4	3.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	6	0	80	0	207	6	1310	583	50	2012	624
V/C Ratio(X)	0.00	0.00	0.00	0.47	0.00	0.09	0.35	0.51	0.05	0.44	0.42	0.00
Avail Cap(c_a), veh/h	289	1820	0	659	0	1846	428	5602	2495	601	8546	2653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.6	0.0	12.0	15.6	7.8	6.5	15.0	7.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.2	12.7	0.3	0.0	2.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.9	0.1	0.1	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.2	0.0	12.2	28.3	8.1	6.5	17.2	7.2	0.0
LnGrp LOS	A	A	A	B	A	B	C	A	A	B	A	A
Approach Vol, veh/h		0			56			702			874	
Approach Delay, s/veh		0.0			14.8			8.1			7.4	
Approach LOS					B			A			A	

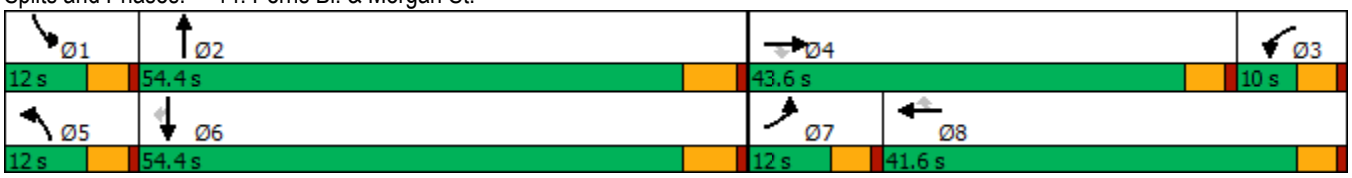
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	17.2	6.0	2.7	4.7	17.9	0.0	8.7
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	10.4	48.6	11.4	30.0	7.4	51.6	5.0	36.4
Max Q Clear Time (g_c+I1), s	2.4	6.5	2.6	0.0	2.0	5.8	0.0	2.3
Green Ext Time (p_c), s	0.0	4.7	0.0	0.0	0.0	6.3	0.0	0.1

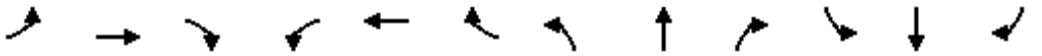
Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	20	31	24	13	31	29	23	621	15	757	17
Future Volume (vph)	20	31	24	13	31	29	23	621	15	757	17
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	43.6	43.6	10.0	41.6	41.6	12.0	54.4	12.0	54.4	54.4
Total Split (%)	10.0%	36.3%	36.3%	8.3%	34.7%	34.7%	10.0%	45.3%	10.0%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.7	20.1	20.1	9.1	19.0	19.0	8.8	34.3	8.6	32.7	32.7
Actuated g/C Ratio	0.17	0.40	0.40	0.18	0.38	0.38	0.17	0.68	0.17	0.65	0.65
v/c Ratio	0.07	0.02	0.04	0.04	0.05	0.05	0.08	0.20	0.06	0.36	0.02
Control Delay	36.5	20.7	0.1	34.1	22.0	0.1	36.2	10.7	36.7	14.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	20.7	0.1	34.1	22.0	0.1	36.2	10.7	36.7	14.5	0.0
LOS	D	C	A	C	C	A	D	B	D	B	A
Approach Delay		18.2			15.4			11.7		14.6	
Approach LOS		B			B			B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	31	24	13	31	29	23	621	13	15	757	17
Future Volume (veh/h)	20	31	24	13	31	29	23	621	13	15	757	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	34	13	14	34	19	26	690	13	17	841	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	609	268	39	311	264	55	1966	37	38	1320	589
Arrive On Green	0.03	0.17	0.17	0.02	0.16	0.16	0.03	0.38	0.38	0.02	0.37	0.37
Sat Flow, veh/h	1810	3610	1589	1810	1900	1610	1810	5240	99	1810	3610	1610
Grp Volume(v), veh/h	22	34	13	14	34	19	26	455	248	17	841	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1900	1610	1810	1729	1881	1810	1805	1610
Q Serve(g_s), s	0.6	0.4	0.2	0.4	0.7	0.5	0.7	4.5	4.5	0.4	9.1	0.3
Cycle Q Clear(g_c), s	0.6	0.4	0.2	0.4	0.7	0.5	0.7	4.5	4.5	0.4	9.1	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	48	609	268	39	311	264	55	1297	705	38	1320	589
V/C Ratio(X)	0.46	0.06	0.05	0.35	0.11	0.07	0.47	0.35	0.35	0.44	0.64	0.03
Avail Cap(c_a), veh/h	282	2969	1307	206	1483	1256	282	3544	1928	282	3700	1650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	16.5	8.8	22.9	16.9	16.8	22.6	10.7	10.7	22.9	12.4	9.6
Incr Delay (d2), s/veh	2.5	0.0	0.1	2.0	0.2	0.1	2.3	0.2	0.3	3.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.2	0.3	0.2	0.3	1.2	1.4	0.2	2.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	16.6	8.9	24.9	17.0	16.9	24.9	10.8	11.0	25.9	13.0	9.7
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		69			67			729			874	
Approach Delay, s/veh		17.9			18.6			11.4			13.1	
Approach LOS		B			B			B			B	

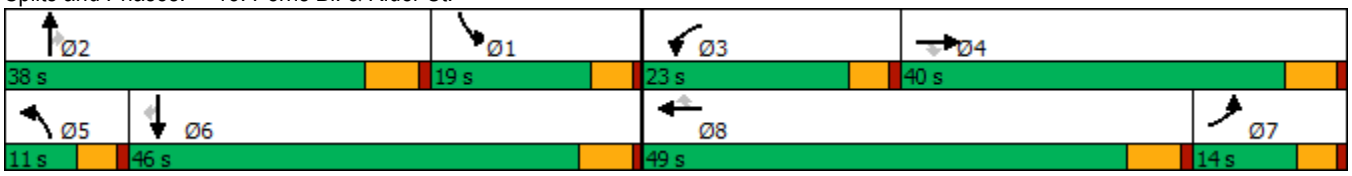
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	23.6	5.6	12.6	6.0	23.1	5.9	12.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	48.6	5.4	39.0	7.4	48.6	7.4	37.0
Max Q Clear Time (g_c+I1), s	2.4	6.5	2.4	2.4	2.7	11.1	2.6	2.7
Green Ext Time (p_c), s	0.0	4.5	0.0	0.2	0.0	6.2	0.0	0.2

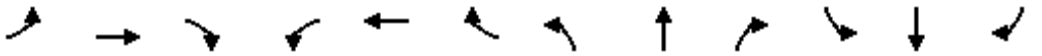
Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	178	66	116	81	97	17	496	151	85	688	15
Future Volume (vph)	43	178	66	116	81	97	17	496	151	85	688	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	14.0	40.0	40.0	23.0	49.0	49.0	11.0	38.0	38.0	19.0	46.0	46.0
Total Split (%)	11.7%	33.3%	33.3%	19.2%	40.8%	40.8%	9.2%	31.7%	31.7%	15.8%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.9	14.4	14.4	10.2	17.7	17.7	6.2	16.4	16.4	8.9	25.4	25.4
Actuated g/C Ratio	0.13	0.22	0.22	0.15	0.27	0.27	0.09	0.25	0.25	0.13	0.38	0.38
v/c Ratio	0.19	0.24	0.15	0.45	0.09	0.19	0.11	0.42	0.31	0.38	0.38	0.02
Control Delay	35.0	26.2	0.7	37.4	23.6	1.1	40.8	25.0	6.4	38.0	17.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	26.2	0.7	37.4	23.6	1.1	40.8	25.0	6.4	38.0	17.3	0.1
LOS	D	C	A	D	C	A	D	C	A	D	B	A
Approach Delay		21.7			21.7			21.2			19.2	
Approach LOS		C			C			C			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	178	66	116	81	97	17	496	151	85	688	15
Future Volume (veh/h)	43	178	66	116	81	97	17	496	151	85	688	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	193	30	126	88	30	18	539	115	92	748	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	721	321	165	727	324	40	1098	340	128	1473	456
Arrive On Green	0.07	0.20	0.20	0.09	0.20	0.20	0.02	0.21	0.21	0.07	0.28	0.28
Sat Flow, veh/h	1810	3610	1608	1810	3610	1608	1810	5187	1608	1810	5187	1607
Grp Volume(v), veh/h	47	193	30	126	88	30	18	539	115	92	748	6
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1608	1810	1729	1608	1810	1729	1607
Q Serve(g_s), s	1.3	2.3	0.8	3.5	1.0	0.8	0.5	4.7	2.0	2.6	6.2	0.1
Cycle Q Clear(g_c), s	1.3	2.3	0.8	3.5	1.0	0.8	0.5	4.7	2.0	2.6	6.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	721	321	165	727	324	40	1098	340	128	1473	456
V/C Ratio(X)	0.39	0.27	0.09	0.77	0.12	0.09	0.45	0.49	0.34	0.72	0.51	0.01
Avail Cap(c_a), veh/h	330	2394	1066	646	3024	1347	225	3239	1004	505	4043	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	17.4	16.8	22.9	16.9	16.8	24.9	17.9	6.8	23.4	15.4	4.7
Incr Delay (d2), s/veh	0.8	0.2	0.1	2.8	0.1	0.1	2.9	0.3	0.6	2.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	0.3	1.4	0.4	0.3	0.2	1.6	1.0	1.0	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	17.6	17.0	25.7	16.9	16.9	27.9	18.2	7.4	26.2	15.7	4.7
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		270			244			672			846	
Approach Delay, s/veh		18.7			21.4			16.6			16.8	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	16.7	9.3	16.1	5.7	20.4	9.2	16.2
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	14.4	* 32	18.4	34.2	6.4	40.2	9.4	* 43
Max Q Clear Time (g_c+I1), s	4.6	6.7	5.5	4.3	2.5	8.2	3.3	3.0
Green Ext Time (p_c), s	0.1	3.8	0.1	1.2	0.0	5.2	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

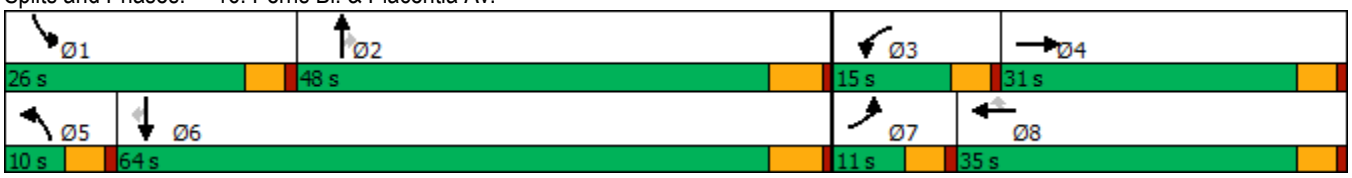
Notes

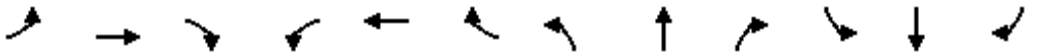
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	22	59	48	26	105	8	699	74	141	994	8
Future Volume (vph)	22	59	48	26	105	8	699	74	141	994	8
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	11.0	31.0	15.0	35.0	35.0	10.0	48.0	48.0	26.0	64.0	64.0
Total Split (%)	9.2%	25.8%	12.5%	29.2%	29.2%	8.3%	40.0%	40.0%	21.7%	53.3%	53.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	14.1	7.7	17.1	17.1	6.2	24.0	24.0	11.9	42.9	42.9
Actuated g/C Ratio	0.10	0.21	0.11	0.25	0.25	0.09	0.35	0.35	0.18	0.63	0.63
v/c Ratio	0.14	0.23	0.25	0.06	0.22	0.05	0.59	0.12	0.48	0.47	0.01
Control Delay	42.4	27.5	40.5	27.2	3.3	43.0	23.4	0.7	37.7	12.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	27.5	40.5	27.2	3.3	43.0	23.4	0.7	37.7	12.9	0.0
LOS	D	C	D	C	A	D	C	A	D	B	A
Approach Delay		30.7		16.8			21.4			15.9	
Approach LOS		C		B			C			B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 67.8		
Natural Cycle: 95		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.59		
Intersection Signal Delay: 18.6	Intersection LOS: B	
Intersection Capacity Utilization 54.0%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	59	23	48	26	105	8	699	74	141	994	8
Future Volume (veh/h)	22	59	23	48	26	105	8	699	74	141	994	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	63	15	52	28	37	9	752	50	152	1069	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	243	58	89	352	298	21	1199	533	197	1550	675
Arrive On Green	0.03	0.16	0.16	0.05	0.19	0.19	0.01	0.33	0.33	0.11	0.43	0.43
Sat Flow, veh/h	1810	1483	353	1810	1900	1608	1810	3610	1603	1810	3610	1571
Grp Volume(v), veh/h	24	0	78	52	28	37	9	752	50	152	1069	4
Grp Sat Flow(s),veh/h/ln	1810	0	1836	1810	1900	1608	1810	1805	1603	1810	1805	1571
Q Serve(g_s), s	0.7	0.0	2.1	1.6	0.7	1.1	0.3	10.0	1.2	4.6	13.6	0.1
Cycle Q Clear(g_c), s	0.7	0.0	2.1	1.6	0.7	1.1	0.3	10.0	1.2	4.6	13.6	0.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	0	301	89	352	298	21	1199	533	197	1550	675
V/C Ratio(X)	0.48	0.00	0.26	0.58	0.08	0.12	0.43	0.63	0.09	0.77	0.69	0.01
Avail Cap(c_a), veh/h	204	0	856	332	1019	863	172	2689	1194	683	3708	1614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	20.7	26.4	19.1	19.2	27.8	16.0	13.0	24.6	13.1	9.2
Incr Delay (d2), s/veh	2.6	0.0	0.5	2.2	0.1	0.2	5.0	0.5	0.1	2.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.9	0.7	0.3	0.4	0.1	3.4	0.4	1.9	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	21.1	28.6	19.2	19.4	32.8	16.5	13.1	27.0	13.7	9.3
LnGrp LOS	C	A	C	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		102			117			811			1225	
Approach Delay, s/veh		23.2			23.4			16.5			15.3	
Approach LOS		C			C			B			B	

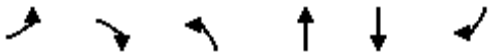
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	24.6	7.4	13.9	5.3	30.1	6.2	15.1
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	21.4	42.2	10.4	26.4	5.4	58.2	6.4	30.4
Max Q Clear Time (g_c+I1), s	6.6	12.0	3.6	4.1	2.3	15.6	2.7	3.1
Green Ext Time (p_c), s	0.1	5.3	0.0	0.3	0.0	8.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	9	52	40	182	357
Future Volume (vph)	9	52	40	182	357
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	29.0	28.0	28.0	91.0	63.0
Total Split (%)	24.2%	23.3%	23.3%	75.8%	52.5%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.2	9.7	6.3	35.0	22.5
Actuated g/C Ratio	0.31	0.25	0.16	0.90	0.58
v/c Ratio	0.02	0.15	0.18	0.08	0.24
Control Delay	10.8	3.3	18.9	3.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	3.3	18.9	3.2	8.9
LOS	B	A	B	A	A
Approach Delay	4.4			6.0	8.9
Approach LOS	A			A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 39	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.24	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 35.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	52	40	182	357	11
Future Volume (veh/h)	9	52	40	182	357	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	8	53	243	476	14
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	94	182	111	1948	1072	31
Arrive On Green	0.05	0.05	0.06	0.54	0.30	0.30
Sat Flow, veh/h	1810	1610	1810	3705	3676	105
Grp Volume(v), veh/h	12	8	53	243	240	250
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1881
Q Serve(g_s), s	0.2	0.1	0.7	0.9	2.8	2.8
Cycle Q Clear(g_c), s	0.2	0.1	0.7	0.9	2.8	2.8
Prop In Lane	1.00	1.00	1.00			0.06
Lane Grp Cap(c), veh/h	94	182	111	1948	540	563
V/C Ratio(X)	0.13	0.04	0.48	0.12	0.44	0.44
Avail Cap(c_a), veh/h	1683	1596	1648	12025	4046	4216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	10.2	11.7	2.9	7.3	7.3
Incr Delay (d2), s/veh	0.6	0.1	1.2	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.0	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	10.3	12.8	2.9	7.8	7.8
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	20			296	490	
Approach Delay, s/veh	11.4			4.7	7.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		19.3		6.4	6.2	13.1
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		85.6		23.9	23.4	57.6
Max Q Clear Time (g_c+I1), s		2.9		2.2	2.7	4.8
Green Ext Time (p_c), s		1.6		0.0	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	15	5	195	409	7
Future Vol, veh/h	4	15	5	195	409	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	20	7	260	545	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	694	277	554	0	-	0
Stage 1	550	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	381	726	1026	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	378	726	1026	-	-	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1026	-	458	726	-	-
HCM Lane V/C Ratio	0.006	-	0.012	0.028	-	-
HCM Control Delay (s)	8.5	-	13	10.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	19	1352	60	82	879	147	34	33	312	88	24
Future Volume (vph)	19	1352	60	82	879	147	34	33	312	88	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.1	38.8	38.8	11.1	39.8	39.8	11.2	43.5	26.6	58.9	58.9
Total Split (%)	8.4%	32.3%	32.3%	9.3%	33.2%	33.2%	9.3%	36.3%	22.2%	49.1%	49.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	33.0	33.0	6.6	40.4	40.4	6.0	14.7	22.3	35.1	35.1
Actuated g/C Ratio	0.05	0.34	0.34	0.07	0.41	0.41	0.06	0.15	0.23	0.36	0.36
v/c Ratio	0.20	0.82	0.10	0.72	0.44	0.21	0.32	0.33	0.81	0.14	0.04
Control Delay	52.7	35.4	0.3	78.2	23.6	5.4	54.8	16.6	53.2	22.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	35.4	0.3	78.2	23.6	5.4	54.8	16.6	53.2	22.6	0.1
LOS	D	D	A	E	C	A	D	B	D	C	A
Approach Delay		34.1			25.2			26.3		43.8	
Approach LOS		C			C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1352	60	82	879	147	34	33	67	312	88	24
Future Volume (veh/h)	19	1352	60	82	879	147	34	33	67	312	88	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1438	41	87	935	109	36	35	33	332	94	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	1811	549	112	2016	618	62	108	102	372	574	486
Arrive On Green	0.02	0.35	0.35	0.06	0.39	0.39	0.03	0.12	0.12	0.21	0.30	0.30
Sat Flow, veh/h	1810	5187	1574	1810	5187	1590	1810	899	848	1810	1900	1610
Grp Volume(v), veh/h	20	1438	41	87	935	109	36	0	68	332	94	13
Grp Sat Flow(s),veh/h/ln	1810	1729	1574	1810	1729	1590	1810	0	1747	1810	1900	1610
Q Serve(g_s), s	0.9	20.5	1.4	3.9	11.1	1.6	1.6	0.0	2.9	14.7	3.0	0.5
Cycle Q Clear(g_c), s	0.9	20.5	1.4	3.9	11.1	1.6	1.6	0.0	2.9	14.7	3.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	40	1811	549	112	2016	618	62	0	211	372	574	486
V/C Ratio(X)	0.50	0.79	0.07	0.78	0.46	0.18	0.58	0.00	0.32	0.89	0.16	0.03
Avail Cap(c_a), veh/h	121	2056	624	143	2119	650	145	0	810	484	1236	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	24.1	17.9	38.0	18.7	3.1	39.1	0.0	33.1	31.8	21.1	20.2
Incr Delay (d2), s/veh	3.5	2.0	0.1	13.7	0.2	0.1	3.2	0.0	0.9	13.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.7	0.5	2.0	3.9	1.1	0.7	0.0	1.2	7.4	1.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	26.1	17.9	51.7	18.9	3.2	42.4	0.0	34.0	45.0	21.2	20.2
LnGrp LOS	D	C	B	D	B	A	D	A	C	D	C	C
Approach Vol, veh/h		1499			1131			104			439	
Approach Delay, s/veh		26.1			19.9			36.9			39.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	15.3	9.7	34.9	7.4	30.2	6.4	38.2
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	22.0	* 38	6.5	32.6	6.6	53.5	5.5	33.6
Max Q Clear Time (g_c+I1), s	16.7	4.9	5.9	22.5	3.6	5.0	2.9	13.1
Green Ext Time (p_c), s	0.3	0.3	0.0	6.2	0.0	0.5	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

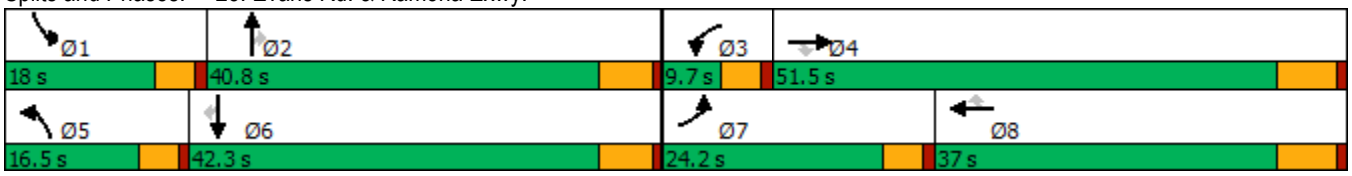
Notes

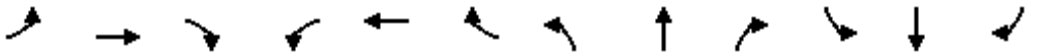
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	993	176	22	580	123	204	256	14	237	436	330
Future Volume (vph)	374	993	176	22	580	123	204	256	14	237	436	330
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.2	51.5	51.5	9.7	37.0	37.0	16.5	40.8	40.8	18.0	42.3	42.3
Total Split (%)	20.2%	42.9%	42.9%	8.1%	30.8%	30.8%	13.8%	34.0%	34.0%	15.0%	35.3%	35.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	39.7	39.7	5.9	23.8	23.8	10.4	20.3	20.3	11.3	21.2	21.2
Actuated g/C Ratio	0.17	0.46	0.46	0.07	0.27	0.27	0.12	0.23	0.23	0.13	0.24	0.24
v/c Ratio	0.64	0.43	0.22	0.19	0.61	0.23	0.50	0.31	0.03	0.54	0.51	0.53
Control Delay	41.4	18.5	4.0	50.5	32.0	4.4	44.1	29.8	0.1	43.6	31.5	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	18.5	4.0	50.5	32.0	4.4	44.1	29.8	0.1	43.6	31.5	7.1
LOS	D	B	A	D	C	A	D	C	A	D	C	A
Approach Delay		22.4			27.9			35.1			26.3	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.1	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	993	176	22	580	123	204	256	14	237	436	330
Future Volume (veh/h)	374	993	176	22	580	123	204	256	14	237	436	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	386	1024	0	23	598	63	210	264	6	244	449	214
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	537	2005		64	971	433	346	795	354	384	834	372
Arrive On Green	0.15	0.39	0.00	0.04	0.27	0.27	0.10	0.22	0.22	0.11	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	386	1024	0	23	598	63	210	264	6	244	449	214
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.7	9.7	0.0	0.8	9.3	1.9	3.7	4.0	0.2	4.3	7.0	7.6
Cycle Q Clear(g_c), s	6.7	9.7	0.0	0.8	9.3	1.9	3.7	4.0	0.2	4.3	7.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	537	2005		64	971	433	346	795	354	384	834	372
V/C Ratio(X)	0.72	0.51		0.36	0.62	0.15	0.61	0.33	0.02	0.63	0.54	0.58
Avail Cap(c_a), veh/h	1101	3826		160	1850	825	681	2063	920	763	2147	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	15.1	0.0	30.3	20.6	17.9	27.8	21.1	19.7	27.4	21.7	22.0
Incr Delay (d2), s/veh	0.7	0.2	0.0	1.2	0.6	0.2	0.6	0.2	0.0	0.7	0.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.0	0.0	0.3	3.3	0.6	1.4	1.5	0.1	1.7	2.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	15.3	0.0	31.6	21.3	18.1	28.5	21.4	19.7	28.1	22.3	23.4
LnGrp LOS	C	B		C	C	B	C	C	B	C	C	C
Approach Vol, veh/h		1410			684			480			907	
Approach Delay, s/veh		18.4			21.3			24.5			24.1	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	18.2	6.3	28.9	10.3	18.9	13.9	21.3
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	13.4	35.0	5.1	45.0	11.9	36.5	19.6	30.5
Max Q Clear Time (g_c+I1), s	6.3	6.0	2.8	11.7	5.7	9.6	8.7	11.3
Green Ext Time (p_c), s	0.2	1.6	0.0	7.1	0.2	3.5	0.5	3.5

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

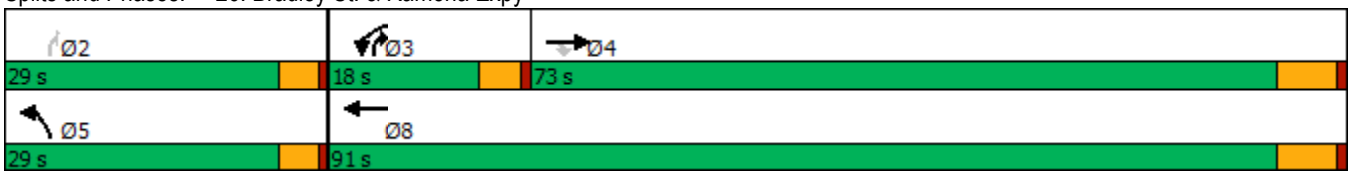
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	833	173	26	540	89	19	
Future Volume (vph)	833	173	26	540	89	19	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	18.0	91.0	29.0	18.0	29.0
Total Split (%)	60.8%	60.8%	15.0%	75.8%	24.2%	15.0%	24%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	28.0	28.0	7.0	32.8	10.3	13.7	
Actuated g/C Ratio	0.66	0.66	0.17	0.77	0.24	0.32	
v/c Ratio	0.38	0.17	0.09	0.21	0.22	0.04	
Control Delay	9.5	2.4	25.2	3.9	21.1	6.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.5	2.4	25.2	3.9	21.1	6.8	
LOS	A	A	C	A	C	A	
Approach Delay	8.3			4.9	18.7		
Approach LOS	A			A	B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 42.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	833	173	26	540	89	19
Future Volume (veh/h)	833	173	26	540	89	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	896	180	28	581	96	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1590	694	61	2175	164	201
Arrive On Green	0.44	0.44	0.03	0.60	0.09	0.09
Sat Flow, veh/h	3705	1577	1810	3705	1810	1610
Grp Volume(v), veh/h	896	180	28	581	96	10
Grp Sat Flow(s),veh/h/ln	1805	1577	1810	1805	1810	1610
Q Serve(g_s), s	6.6	2.6	0.5	2.7	1.8	0.2
Cycle Q Clear(g_c), s	6.6	2.6	0.5	2.7	1.8	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1590	694	61	2175	164	201
V/C Ratio(X)	0.56	0.26	0.46	0.27	0.58	0.05
Avail Cap(c_a), veh/h	6691	2922	676	8502	1236	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.5	6.3	17.0	3.4	15.7	13.8
Incr Delay (d2), s/veh	0.3	0.2	2.0	0.1	3.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.2	0.0	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	6.5	19.0	3.4	18.9	13.9
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	1076			609	106	
Approach Delay, s/veh	7.6			4.2	18.4	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		7.8	5.8	22.3		28.1
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		24.5	13.4	66.5		84.5
Max Q Clear Time (g_c+I1), s		3.8	2.5	8.6		4.7
Green Ext Time (p_c), s		0.2	0.0	7.2		3.7

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

APPENDIX 3.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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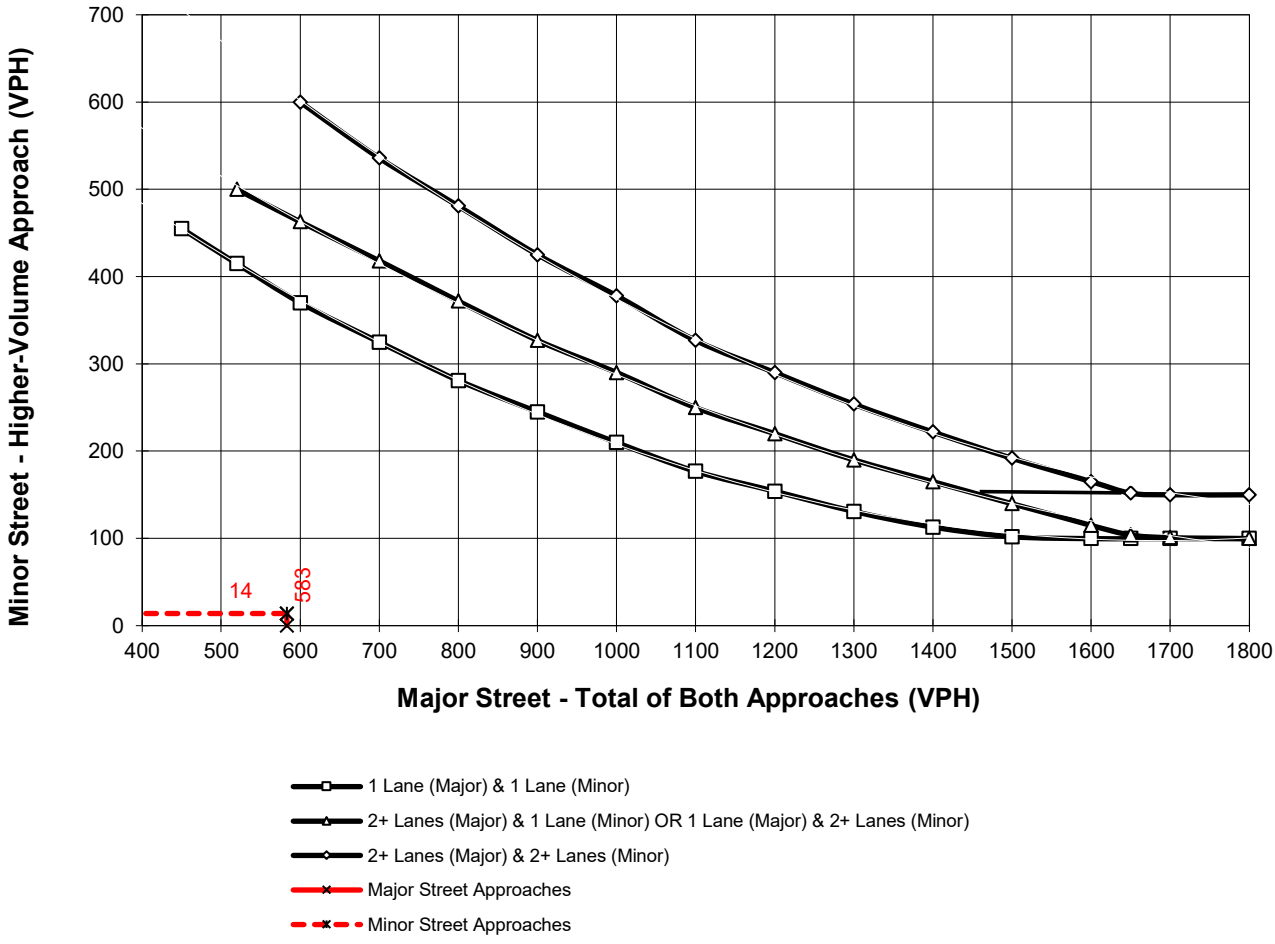
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2022) Conditions - Weekday PM Peak Hour**

Major Street Name = **Redlands Av.**
Total of Both Approaches (VPH) = **583**
Number of Approach Lanes on Major Street = **3**

Minor Street Name = **Perry St.**
High Volume Approach (VPH) = **14**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4: EXISTING (2022) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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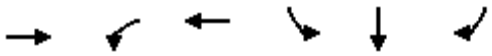


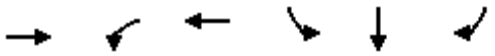
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1019	151	837	327	328	194
v/c Ratio	0.68	0.66	0.39	0.63	0.63	0.32
Control Delay	26.5	39.3	5.1	39.2	39.3	7.7
Queue Delay	0.0	0.0	0.3	17.3	17.8	0.0
Total Delay	26.5	39.3	5.3	56.5	57.0	7.7
Queue Length 50th (ft)	276	36	36	208	209	12
Queue Length 95th (ft)	371	60	22	311	312	65
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1504	287	2133	522	522	610
Starvation Cap Reductn	0	0	626	0	0	0
Spillback Cap Reductn	9	0	0	182	182	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.53	0.56	0.96	0.96	0.32

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	182	1170	693	665	156	155	468
v/c Ratio	0.74	0.54	0.46	0.63	0.30	0.30	0.87
Control Delay	54.5	19.2	26.0	5.2	30.0	29.9	48.1
Queue Delay	0.0	5.3	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	24.5	26.0	5.2	30.0	29.9	48.1
Queue Length 50th (ft)	134	403	192	0	86	86	262
Queue Length 95th (ft)	m195	511	266	87	137	136	381
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	287	2152	1509	1052	600	602	613
Starvation Cap Reductn	0	906	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.94	0.46	0.63	0.26	0.26	0.76

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1145	364	882	425	428	170
v/c Ratio	0.87	0.93	0.39	0.92	0.92	0.31
Control Delay	39.7	52.1	3.9	65.8	66.6	6.6
Queue Delay	0.2	0.0	0.2	56.6	56.3	0.0
Total Delay	39.9	52.1	4.2	122.4	122.9	6.6
Queue Length 50th (ft)	381	251	52	304	306	2
Queue Length 95th (ft)	#514	#395	22	#494	#500	53
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1311	402	2259	475	476	568
Starvation Cap Reductn	0	0	612	0	0	0
Spillback Cap Reductn	10	0	0	267	268	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.91	0.54	2.04	2.06	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	172	1520	913	604	180	183	406
v/c Ratio	0.70	0.67	0.56	0.58	0.40	0.40	0.84
Control Delay	41.0	22.1	25.7	5.4	34.3	34.4	46.4
Queue Delay	0.0	49.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	71.0	25.7	5.4	34.3	34.4	46.4
Queue Length 50th (ft)	123	594	251	12	108	109	222
Queue Length 95th (ft)	m135	m654	363	105	161	164	319
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	295	2274	1633	1035	572	573	588
Starvation Cap Reductn	0	1059	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	1.25	0.56	0.58	0.31	0.32	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 4.1: POST PROCESSING WORKSHEETS

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: I-215 SB Ramps & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	469	437	-32	-7%	732	803	71	10%
	Through	0	0	0	#DIV/0!	2	2	0	0%
	Right	135	114	-21	-16%	122	91	-31	-25%
	SB Total	604	551	-53	-9%	856	896	40	5%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	563	623	60	11%	719	817	98	14%
	Right	292	428	136	47%	322	414	92	29%
	EB Total	855	1,051	196	23%	1,041	1,231	190	18%
WEST BOUND	Left	128	312	184	144%	334	744	410	123%
	Through	739	1,226	487	66%	805	1,079	274	34%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	867	1,538	671	77%	1,139	1,823	684	60%
TOTAL ENTERING VOLUME		2,326	3,140	814	35%	3,036	3,950	914	30%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	551	896			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**551**	**896**	**5%**	**8%**	**10,968**
South Leg	Inbound	0	0			
South Leg	Outbound	740	1,160			
South Leg	**TOTAL**	**740**	**1,160**	**5%**	**7%**	**16,197**
East Leg	Inbound	1,538	1,823			
East Leg	Outbound	1,060	1,620			
East Leg	**TOTAL**	**2,598**	**3,443**	**6%**	**7%**	**46,495**
West Leg	Inbound	1,051	1,231			
West Leg	Outbound	1,340	1,170			
West Leg	**TOTAL**	**2,391**	**2,401**	**8%**	**8%**	**30,762**
OVERALL TOTAL		***6,280***	***7,900***	**6%**	***8%***	***104,422***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: I-215 NB Ramps & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	263	577	314	119%	324	507	183	56%
	Through	6	9	3	50%	2	2	0	0%
	Right	422	664	242	57%	360	390	30	8%
	NB Total	691	1,250	559	81%	686	899	213	31%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	125	120	-5	-4%	136	139	3	2%
	Through	907	939	32	4%	1,315	1,490	175	13%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	1,032	1,059	27	3%	1,451	1,629	178	12%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	604	996	392	65%	815	1,293	478	59%
	Right	526	576	50	10%	505	499	-6	-1%
	WB Total	1,130	1,572	442	39%	1,320	1,792	472	36%
TOTAL ENTERING VOLUME		2,853	3,881	1028	36%	3,457	4,320	863	25%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	705	640			
North Leg	**TOTAL**	**705**	**640**	**6%**	**6%**	**11,314**
South Leg	Inbound	1,250	899			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**1,250**	**899**	**10%**	**7%**	**12,880**
East Leg	Inbound	1,572	1,792			
East Leg	Outbound	1,603	1,880			
East Leg	**TOTAL**	**3,175**	**3,672**	**6%**	**6%**	**57,535**
West Leg	Inbound	1,059	1,629			
West Leg	Outbound	1,573	1,800			
West Leg	**TOTAL**	**2,632**	**3,429**	**6%**	**7%**	**46,495**
OVERALL TOTAL		***7,762***	***8,640***	**6%**	***7%***	***128,224***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Webster Av. & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	51	17	-34	-67%	125	109	-16	-13%
	Through	43	89	46	107%	27	53	26	96%
	Right	12	4	-8	-67%	14	7	-7	-50%
	NB Total	106	110	4	4%	166	169	3	2%
SOUTH BOUND	Left	33	323	290	879%	73	349	276	378%
	Through	22	89	67	305%	45	91	46	102%
	Right	68	606	538	791%	133	1,052	919	691%
	SB Total	123	1,018	895	728%	251	1,492	1,241	494%
EAST BOUND	Left	188	745	557	296%	154	505	351	228%
	Through	938	640	-298	-32%	1,204	1,059	-145	-12%
	Right	71	20	-51	-72%	33	12	-21	-64%
	EB Total	1,197	1,405	208	17%	1,391	1,576	185	13%
WEST BOUND	Left	19	9	-10	-53%	11	3	-8	-73%
	Through	1,033	1,044	11	1%	1,106	1,009	-97	-9%
	Right	44	284	240	545%	44	90	46	105%
	WB Total	1,096	1,337	241	22%	1,161	1,102	-59	-5%
TOTAL ENTERING VOLUME		2,522	3,870	1348	53%	2,969	4,339	1370	46%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,018	1,492			
North Leg	Outbound	1,118	648			
North Leg	**TOTAL**	**2,136**	**2,140**	**8%**	**8%**	**27,789**
South Leg	Inbound	110	169			
South Leg	Outbound	118	106			
South Leg	**TOTAL**	**228**	**275**	**4%**	**5%**	**5,211**
East Leg	Inbound	1,337	1,102			
East Leg	Outbound	967	1,415			
East Leg	**TOTAL**	**2,304**	**2,517**	**7%**	**8%**	**32,132**
West Leg	Inbound	1,405	1,576			
West Leg	Outbound	1,667	2,170			
West Leg	**TOTAL**	**3,072**	**3,746**	**5%**	**7%**	**56,816**
OVERALL TOTAL		***7,740***	***8,678***	**6%**	***7%***	***121,948***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Indian Av. & Harley Knox Bl.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	57	7	-50	-88%	53	7	-46	-87%
	Through	177	182	5	3%	183	119	-64	-35%
	Right	12	10	-2	-17%	14	8	-6	-43%
	NB Total	246	199	-47	-19%	250	134	-116	-46%
SOUTH BOUND	Left	18	138	120	667%	78	511	433	555%
	Through	66	53	-13	-20%	224	114	-110	-49%
	Right	101	119	18	18%	329	515	186	57%
	SB Total	185	310	125	68%	631	1,140	509	81%
EAST BOUND	Left	247	155	-92	-37%	206	300	94	46%
	Through	201	103	-98	-49%	278	341	63	23%
	Right	42	2	-40	-95%	28	3	-25	-89%
	EB Total	490	260	-230	-47%	512	644	132	26%
WEST BOUND	Left	13	11	-2	-15%	12	3	-9	-75%
	Through	543	650	107	20%	336	288	-48	-14%
	Right	59	560	501	849%	33	141	108	327%
	WB Total	615	1,221	606	99%	381	432	51	13%
TOTAL ENTERING VOLUME		1,536	1,990	454	30%	1,774	2,350	576	32%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	310	1,140			
North Leg	Outbound	897	560			
North Leg	**TOTAL**	**1,207**	**1,700**	**7%**	**10%**	**16,735**
South Leg	Inbound	199	134			
South Leg	Outbound	66	120			
South Leg	**TOTAL**	**265**	**254**	**9%**	**9%**	**2,959**
East Leg	Inbound	1,221	432			
East Leg	Outbound	251	860			
East Leg	**TOTAL**	**1,472**	**1,292**	**14%**	**12%**	**10,704**
West Leg	Inbound	260	644			
West Leg	Outbound	776	810			
West Leg	**TOTAL**	**1,036**	**1,454**	**13%**	**18%**	**7,979**
OVERALL TOTAL		***3,980***	***4,700***	**10%**	***12%***	***38,377***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Indian Av. & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	50	76	26	52%	96	58	-38	-40%
	Through	49	88	39	80%	83	40	-43	-52%
	Right	15	31	16	107%	55	85	30	55%
	NB Total	114	195	81	71%	234	183	-51	-22%
SOUTH BOUND	Left	6	5	-1	-17%	42	20	-22	-52%
	Through	50	31	-19	-38%	123	78	-45	-37%
	Right	33	19	-14	-42%	47	9	-38	-81%
	SB Total	89	55	-34	-38%	212	107	-105	-50%
EAST BOUND	Left	79	68	-11	-14%	64	20	-44	-69%
	Through	724	705	-19	-3%	1,239	1,225	-14	-1%
	Right	55	42	-13	-24%	58	76	18	31%
	EB Total	858	815	-43	-5%	1,361	1,321	-40	-3%
WEST BOUND	Left	31	37	6	19%	53	166	113	213%
	Through	1,105	1,255	150	14%	921	853	-68	-7%
	Right	40	54	14	35%	42	31	-11	-26%
	WB Total	1,176	1,346	170	14%	1,016	1,050	34	3%
TOTAL ENTERING VOLUME		2,237	2,411	174	8%	2,823	2,661	-162	-6%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	55	107			
North Leg	Outbound	210	91			
North Leg	**TOTAL**	**265**	**198**	**12%**	**9%**	**2,285**
South Leg	Inbound	195	183			
South Leg	Outbound	110	320			
South Leg	**TOTAL**	**305**	**503**	**7%**	**11%**	**4,680**
East Leg	Inbound	1,346	1,050			
East Leg	Outbound	741	1,330			
East Leg	**TOTAL**	**2,087**	**2,380**	**6%**	**7%**	**33,476**
West Leg	Inbound	815	1,321			
West Leg	Outbound	1,350	920			
West Leg	**TOTAL**	**2,165**	**2,241**	**7%**	**8%**	**29,542**
OVERALL TOTAL		***4,822***	***5,322***	***7%***	***8%***	***69,983***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Perris Bl. & Harley Knox Bl.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	121	216	95	79%	39	78	39	100%
	Through	783	798	15	2%	669	926	257	38%
	Right	11	22	11	100%	4	24	20	500%
	NB Total	915	1,036	121	13%	712	1,028	316	44%
SOUTH BOUND	Left	62	75	13	21%	168	358	190	113%
	Through	468	615	147	31%	896	948	52	6%
	Right	206	227	21	10%	236	168	-68	-29%
	SB Total	736	917	181	25%	1,300	1,474	174	13%
EAST BOUND	Left	148	112	-36	-24%	185	185	0	0%
	Through	42	61	19	45%	139	598	459	330%
	Right	23	37	14	61%	56	120	64	114%
	EB Total	213	210	-3	-1%	380	903	523	138%
WEST BOUND	Left	3	10	7	233%	11	22	11	100%
	Through	299	850	551	184%	77	104	27	35%
	Right	177	287	110	62%	95	89	-6	-6%
	WB Total	479	1,147	668	139%	183	215	32	17%
TOTAL ENTERING VOLUME		2,343	3,310	967	41%	2,575	3,620	1045	41%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	917	1,474			
North Leg	Outbound	1,197	1,200			
North Leg	**TOTAL**	**2,114**	**2,674**	**4%**	**5%**	**53,963**
South Leg	Inbound	1,036	1,028			
South Leg	Outbound	662	1,090			
South Leg	**TOTAL**	**1,698**	**2,118**	**3%**	**4%**	**54,218**
East Leg	Inbound	1,147	215			
East Leg	Outbound	158	980			
East Leg	**TOTAL**	**1,305**	**1,195**	**19%**	**17%**	**6,860**
West Leg	Inbound	210	903			
West Leg	Outbound	1,293	350			
West Leg	**TOTAL**	**1,503**	**1,253**	**14%**	**12%**	**10,591**
OVERALL TOTAL		***6,620***	***7,240***	**5%**	***6%***	***125,632***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Perris Bl. & Markham St.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	42	112	70	167%	24	28	4	17%
	Through	1,012	1,141	129	13%	625	882	257	41%
	Right	56	78	22	39%	19	37	18	95%
	NB Total	1,110	1,331	221	20%	668	947	279	42%
SOUTH BOUND	Left	34	38	4	12%	17	30	13	76%
	Through	542	697	155	29%	827	932	105	13%
	Right	51	109	58	114%	33	36	3	9%
	SB Total	627	844	217	35%	877	998	121	14%
EAST BOUND	Left	15	14	-1	-7%	53	70	17	32%
	Through	21	24	3	14%	46	83	37	80%
	Right	26	34	8	31%	61	70	9	15%
	EB Total	62	72	10	16%	160	223	63	39%
WEST BOUND	Left	9	8	-1	-11%	17	28	11	65%
	Through	46	69	23	50%	42	66	24	57%
	Right	8	5	-3	-38%	25	48	23	92%
	WB Total	63	82	19	30%	84	142	58	69%
TOTAL ENTERING VOLUME		1,862	2,329	467	25%	1,789	2,310	521	29%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	844	998			
North Leg	Outbound	1,160	1,000			
North Leg	**TOTAL**	**2,004**	**1,998**	**4%**	**4%**	**54,218**
South Leg	Inbound	1,331	947			
South Leg	Outbound	739	1,030			
South Leg	**TOTAL**	**2,070**	**1,977**	**4%**	**4%**	**53,678**
East Leg	Inbound	82	142			
East Leg	Outbound	140	150			
East Leg	**TOTAL**	**222**	**292**	**17%**	**23%**	**1,283**
West Leg	Inbound	72	223			
West Leg	Outbound	290	130			
West Leg	**TOTAL**	**362**	**353**	**26%**	**25%**	**1,415**
OVERALL TOTAL		***4,658***	***4,620***	***4%***	***4%***	***110,594***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Perris Bl. & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	216	247	31	14%	193	190	-3	-2%
	Through	845	1,079	234	28%	403	646	243	60%
	Right	66	84	18	27%	93	124	31	33%
	NB Total	1,127	1,410	283	25%	689	960	271	39%
SOUTH BOUND	Left	98	124	26	27%	258	314	56	22%
	Through	327	430	103	31%	596	701	105	18%
	Right	119	136	17	14%	163	146	-17	-10%
	SB Total	544	690	146	27%	1,017	1,161	144	14%
EAST BOUND	Left	288	272	-16	-6%	272	298	26	10%
	Through	544	512	-32	-6%	965	882	-83	-9%
	Right	88	86	-2	-2%	182	161	-21	-12%
	EB Total	920	870	-50	-5%	1,419	1,341	-78	-5%
WEST BOUND	Left	109	133	24	22%	134	168	34	25%
	Through	864	916	52	6%	686	655	-31	-5%
	Right	170	201	31	18%	113	176	63	56%
	WB Total	1,143	1,250	107	9%	933	999	66	7%
TOTAL ENTERING VOLUME		3,734	4,220	486	13%	4,058	4,461	403	10%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	690	1,161			
North Leg	Outbound	1,552	1,120			
North Leg	**TOTAL**	**2,242**	**2,281**	**4%**	**4%**	**53,494**
South Leg	Inbound	1,410	960			
South Leg	Outbound	649	1,030			
South Leg	**TOTAL**	**2,059**	**1,990**	**5%**	**5%**	**37,622**
East Leg	Inbound	1,250	999			
East Leg	Outbound	720	1,320			
East Leg	**TOTAL**	**1,970**	**2,319**	**6%**	**7%**	**33,705**
West Leg	Inbound	870	1,341			
West Leg	Outbound	1,299	991			
West Leg	**TOTAL**	**2,169**	**2,332**	**6%**	**7%**	**33,441**
OVERALL TOTAL		***8,440***	***8,922***	**5%**	***6%***	***158,262***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Perris Bl. & Dawes St.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	2	0	-2	-100%	2	0	-2	-100%
	Through	826	1,011	185	22%	629	899	270	43%
	Right	9	8	-1	-11%	30	48	18	60%
	NB Total	837	1,019	182	22%	661	947	286	43%
SOUTH BOUND	Left	11	13	2	18%	22	22	0	0%
	Through	395	479	84	21%	819	940	121	15%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	406	492	86	21%	841	962	121	14%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	1	0	-1	-100%	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	1	0	-1	-100%	0	0	0	#DIV/0!
WEST BOUND	Left	23	71	48	209%	36	50	14	39%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	22	89	67	305%	19	21	2	11%
	WB Total	45	160	115	256%	55	71	16	29%
TOTAL ENTERING VOLUME		1,289	1,671	382	30%	1,557	1,980	423	27%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	492	962			
North Leg	Outbound	1,100	920			
North Leg	**TOTAL**	**1,592**	**1,882**	**4%**	**5%**	**37,622**
South Leg	Inbound	1,019	947			
South Leg	Outbound	550	990			
South Leg	**TOTAL**	**1,569**	**1,937**	**4%**	**5%**	**36,932**
East Leg	Inbound	160	71			
East Leg	Outbound	21	70			
East Leg	**TOTAL**	**181**	**141**	**10%**	**8%**	**1,805**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***3,342***	***3,960***	**4%**	***5%***	***76,359***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Perris Bl. & Morgan St.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	43	71	28	65%	22	26	4	18%
	Through	891	1,092	201	23%	605	875	270	45%
	Right	9	2	-7	-78%	13	4	-9	-69%
	NB Total	943	1,165	222	24%	640	905	265	41%
SOUTH BOUND	Left	16	4	-12	-75%	14	6	-8	-57%
	Through	462	554	92	20%	737	820	83	11%
	Right	44	96	52	118%	11	17	6	55%
	SB Total	522	654	132	25%	762	843	81	11%
EAST BOUND	Left	21	33	12	57%	18	54	36	200%
	Through	19	4	-15	-79%	28	19	-9	-32%
	Right	21	24	3	14%	21	36	15	71%
	EB Total	61	61	0	0%	67	109	42	63%
WEST BOUND	Left	7	2	-5	-71%	12	3	-9	-75%
	Through	44	23	-21	-48%	18	7	-11	-61%
	Right	15	6	-9	-60%	23	10	-13	-57%
	WB Total	66	31	-35	-53%	53	20	-33	-62%
TOTAL ENTERING VOLUME		1,592	1,911	319	20%	1,522	1,877	355	23%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	654	843			
North Leg	Outbound	1,131	939			
North Leg	**TOTAL**	**1,785**	**1,782**	**5%**	**5%**	**36,932**
South Leg	Inbound	1,165	905			
South Leg	Outbound	580	859			
South Leg	**TOTAL**	**1,745**	**1,764**	**5%**	**5%**	**36,274**
East Leg	Inbound	31	20			
East Leg	Outbound	10	29			
East Leg	**TOTAL**	**41**	**49**	**117%**	**140%**	**35**
West Leg	Inbound	61	109			
West Leg	Outbound	190	50			
West Leg	**TOTAL**	**251**	**159**	**27%**	**17%**	**930**
OVERALL TOTAL		***3,822***	***3,754***	**5%**	***5%***	***74,171***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Perris Bl. & Rider St.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	24	80	56	233%	17	47	30	176%
	Through	634	856	222	35%	488	738	250	51%
	Right	48	49	1	2%	150	153	3	2%
	NB Total	706	985	279	40%	655	938	283	43%
SOUTH BOUND	Left	27	16	-11	-41%	73	30	-43	-59%
	Through	239	289	50	21%	682	824	142	21%
	Right	20	38	18	90%	15	17	2	13%
	SB Total	286	343	57	20%	770	871	101	13%
EAST BOUND	Left	12	17	5	42%	41	67	26	63%
	Through	27	29	2	7%	167	184	17	10%
	Right	20	45	25	125%	65	209	144	222%
	EB Total	59	91	32	54%	273	460	187	68%
WEST BOUND	Left	93	101	8	9%	116	130	14	12%
	Through	70	120	50	71%	77	79	2	3%
	Right	130	90	-40	-31%	91	52	-39	-43%
	WB Total	293	311	18	6%	284	261	-23	-8%
TOTAL ENTERING VOLUME		1,344	1,730	386	29%	1,982	2,530	548	28%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	343	871			
North Leg	Outbound	963	857			
North Leg	**TOTAL**	**1,306**	**1,728**	**4%**	**5%**	**35,975**
South Leg	Inbound	985	938			
South Leg	Outbound	435	1,163			
South Leg	**TOTAL**	**1,420**	**2,101**	**4%**	**6%**	**36,181**
East Leg	Inbound	311	261			
East Leg	Outbound	94	367			
East Leg	**TOTAL**	**405**	**628**	**5%**	**7%**	**8,914**
West Leg	Inbound	91	460			
West Leg	Outbound	238	143			
West Leg	**TOTAL**	**329**	**603**	**4%**	**7%**	**9,191**
OVERALL TOTAL		***3,460***	***5,060***	**4%**	***6%***	***90,261***

Z:\Shared\UcJobs_14100-14500_14400\14428\02_LOS\Post Processing\[15_Perris & Rider.xls]Output (3)

Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Perris Bl. & Placentia Av.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	35	64	29	81%	8	54	46	549%
	Through	773	1,106	333	43%	695	1,064	369	53%
	Right	27	15	-12	-45%	73	93	20	28%
	NB Total	835	1,185	350	42%	776	1,211	435	56%
SOUTH BOUND	Left	31	15	-16	-52%	140	127	-13	-10%
	Through	505	641	136	27%	979	1,363	384	39%
	Right	30	46	16	52%	8	38	30	357%
	SB Total	566	702	136	24%	1,128	1,528	400	35%
EAST BOUND	Left	14	49	35	262%	22	46	24	111%
	Through	62	89	27	43%	59	103	44	74%
	Right	11	43	32	276%	23	61	38	167%
	EB Total	87	181	94	107%	104	210	106	102%
WEST BOUND	Left	32	37	5	15%	48	44	-4	-8%
	Through	117	160	43	37%	26	80	54	208%
	Right	124	135	11	9%	104	75	-29	-28%
	WB Total	273	332	59	22%	178	199	21	12%
TOTAL ENTERING VOLUME		1,761	2,400	638.6028	36%	2,186	3,148	962	44%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	702	1,528			
North Leg	Outbound	1,290	1,185			
North Leg	**TOTAL**	**1,992**	**2,713**	**5%**	**7%**	**37,523**
South Leg	Inbound	1,185	1,211			
South Leg	Outbound	721	1,468			
South Leg	**TOTAL**	**1,906**	**2,679**	**5%**	**7%**	**38,405**
East Leg	Inbound	332	199			
East Leg	Outbound	119	323			
East Leg	**TOTAL**	**451**	**522**	**51%**	**59%**	**889**
West Leg	Inbound	181	210			
West Leg	Outbound	270	172			
West Leg	**TOTAL**	**451**	**382**	**13%**	**11%**	**3,541**
OVERALL TOTAL		***4,800***	***6,296***	***6%***	***8%***	***80,358***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Redlands Av. & Markham St,
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	61	115	54	89%	37	45	8	22%
	Through	549	1,252	703	128%	169	205	36	21%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	610	1,367	757	124%	206	250	44	21%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	84	127	43	51%	337	1,033	696	207%
	Right	6	6	0	0%	8	15	7	88%
	SB Total	90	133	43	48%	345	1,048	703	204%
EAST BOUND	Left	5	6	1	20%	5	8	3	60%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	22	34	12	55%	51	133	82	161%
	EB Total	27	40	13	48%	56	141	85	152%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		727	1,540	813	112%	607	1,439	832	137%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	133	1,048			
North Leg	Outbound	1,258	213			
North Leg	**TOTAL**	**1,391**	**1,261**	**17%**	**16%**	**8,113**
South Leg	Inbound	1,367	250			
South Leg	Outbound	161	1,166			
South Leg	**TOTAL**	**1,528**	**1,416**	**17%**	**15%**	**9,177**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	40	141			
West Leg	Outbound	121	60			
West Leg	**TOTAL**	**161**	**201**	**14%**	**18%**	**1,140**
OVERALL TOTAL		***3,080***	***2,878***	**17%**	***16%***	***18,430***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Redlands Av. & Perry St.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	13	19	6	46%	3	4	1	33%
	Through	541	1,289	748	138%	180	231	51	28%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	554	1,308	754	136%	183	235	52	28%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	100	189	89	89%	396	1,179	783	198%
	Right	5	1	-4	-80%	4	6	2	50%
	SB Total	105	190	85	81%	400	1,185	785	196%
EAST BOUND	Left	3	1	-2	-67%	2	1	-1	-50%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	9	11	2	22%	12	9	-3	-25%
	EB Total	12	12	0	0%	14	10	-4	-29%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		671	1,510	839	125%	597	1,430	833	140%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	190	1,185			
North Leg	Outbound	1,290	232			
North Leg	**TOTAL**	**1,480**	**1,417**	**16%**	**15%**	**9,177**
South Leg	Inbound	1,308	235			
South Leg	Outbound	200	1,188			
South Leg	**TOTAL**	**1,508**	**1,423**	**16%**	**15%**	**9,663**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**1,331**
West Leg	Inbound	12	10			
West Leg	Outbound	20	10			
West Leg	**TOTAL**	**32**	**20**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***3,020***	***2,860***	**15%**	***14%***	***20,171***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Redlands Av. & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	25	29	4	16%	33	43	10	30%
	Through	146	86	-60	-41%	33	23	-10	-30%
	Right	80	137	57	71%	67	85	18	27%
	NB Total	251	252	1	0%	133	151	18	14%
SOUTH BOUND	Left	73	91	18	25%	306	337	31	10%
	Through	27	14	-13	-48%	82	56	-26	-32%
	Right	9	8	-1	-11%	20	23	3	15%
	SB Total	109	113	4	4%	408	416	8	2%
EAST BOUND	Left	16	14	-2	-13%	17	19	2	12%
	Through	581	1,483	902	155%	1,326	2,658	1,332	100%
	Right	29	31	2	7%	59	74	15	25%
	EB Total	626	1,528	902	144%	1,402	2,751	1,349	96%
WEST BOUND	Left	55	86	31	56%	77	90	13	17%
	Through	1,014	2,596	1,582	156%	857	1,654	797	93%
	Right	392	503	111	28%	133	138	5	4%
	WB Total	1,461	3,185	1,724	118%	1,067	1,882	815	76%
TOTAL ENTERING VOLUME		2,447	5,078	2631	108%	3,010	5,200	2190	73%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	113	416			
North Leg	Outbound	603	180			
North Leg	**TOTAL**	**716**	**596**	**7%**	**6%**	**9,663**
South Leg	Inbound	252	151			
South Leg	Outbound	131	220			
South Leg	**TOTAL**	**383**	**371**	**2%**	**2%**	**20,269**
East Leg	Inbound	3,185	1,882			
East Leg	Outbound	1,711	3,080			
East Leg	**TOTAL**	**4,896**	**4,962**	**10%**	**10%**	**50,171**
West Leg	Inbound	1,528	2,751			
West Leg	Outbound	2,633	1,720			
West Leg	**TOTAL**	**4,161**	**4,471**	**12%**	**13%**	**34,460**
OVERALL TOTAL		***10,156***	***10,400***	***9%***	***9%***	***114,563***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Evans Rd. & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	301	331	30	10%	202	264	62	31%
	Through	382	457	75	20%	255	210	-45	-18%
	Right	18	14	-4	-22%	14	9	-5	-36%
	NB Total	701	802	101	14%	471	483	12	3%
SOUTH BOUND	Left	128	143	15	12%	236	273	37	16%
	Through	153	156	3	2%	432	418	-14	-3%
	Right	300	462	162	54%	325	790	465	143%
	SB Total	581	761	180	31%	993	1,481	488	49%
EAST BOUND	Left	315	544	229	73%	368	672	304	83%
	Through	332	383	51	15%	972	1,338	366	38%
	Right	46	49	3	7%	174	200	26	15%
	EB Total	693	976	283	41%	1,514	2,210	696	46%
WEST BOUND	Left	6	5	-1	-17%	21	12	-9	-43%
	Through	843	1,076	233	28%	553	767	214	39%
	Right	202	280	78	39%	123	108	-15	-12%
	WB Total	1,051	1,361	310	29%	697	887	190	27%
TOTAL ENTERING VOLUME		3,026	3,900	874	29%	3,675	5,061	1386	38%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	761	1,481			
North Leg	Outbound	1,281	990			
North Leg	**TOTAL**	**2,042**	**2,471**	**6%**	**8%**	**31,699**
South Leg	Inbound	802	483			
South Leg	Outbound	210	630			
South Leg	**TOTAL**	**1,012**	**1,113**	**6%**	**6%**	**17,942**
East Leg	Inbound	1,361	887			
East Leg	Outbound	540	1,620			
East Leg	**TOTAL**	**1,901**	**2,507**	**5%**	**7%**	**37,554**
West Leg	Inbound	976	2,210			
West Leg	Outbound	1,869	1,821			
West Leg	**TOTAL**	**2,845**	**4,031**	**6%**	**8%**	**50,171**
OVERALL TOTAL		***7,800***	***10,122***	**6%**	***7%***	***137,366***

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Project:	OLC3 TA	Job #:	14428
Scenario:	Horizon Year (2040) Without Project	Analyst:	CP
		Date:	10/11/22

LOCATION: Bradley Rd. & Ramona Exwy.
FORECAST YEAR: 2045

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	137	89	-48	-35%	87	64	-23	-26%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	17	4	-13	-76%	19	8	-11	-58%
	NB Total	154	93	-61	-40%	106	72	-34	-32%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	447	745	298	67%	810	843	33	4%
	Right	48	123	75	156%	169	112	-57	-34%
	EB Total	495	868	373	75%	979	955	-24	-2%
WEST BOUND	Left	11	12	1	9%	26	11	-15	-58%
	Through	718	1,296	578	81%	514	552	38	7%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	729	1,308	579	79%	540	563	23	4%
TOTAL ENTERING VOLUME		1,378	2,269	891	65%	1,625	1,590	-35	-2%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	93	72			
South Leg	Outbound	135	123			
South Leg	**TOTAL**	**228**	**195**	**10%**	**8%**	**2,382**
East Leg	Inbound	1,308	563			
East Leg	Outbound	749	851			
East Leg	**TOTAL**	**2,057**	**1,414**	**7%**	**5%**	**29,134**
West Leg	Inbound	868	955			
West Leg	Outbound	1,385	616			
West Leg	**TOTAL**	**2,253**	**1,571**	**7%**	**5%**	**30,409**
OVERALL TOTAL		***4,538***	***3,180***	***7%***	***5%***	***61,925***

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APPENDIX 5.1: E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	694	205	832	732	0	188
Future Volume (vph)	694	205	832	732	0	188
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	49.0	22.0	71.0	39.0	39.0	39.0
Total Split (%)	44.5%	20.0%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	48.3	16.3	69.1	29.4	29.4	29.4
Actuated g/C Ratio	0.44	0.15	0.63	0.27	0.27	0.27
v/c Ratio	0.68	0.79	0.38	0.82	0.82	0.35
Control Delay	26.4	48.0	2.5	52.7	52.9	8.9
Queue Delay	0.0	0.0	0.2	59.6	59.5	0.0
Total Delay	26.4	48.0	2.7	112.3	112.4	8.9
LOS	C	D	A	F	F	A
Approach Delay	26.4		11.7		91.2	
Approach LOS	C		B		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	694	325	205	832	0	0	0	0	732	0	188
Future Volume (veh/h)	0	694	325	205	832	0	0	0	0	732	0	188
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	715	260	211	858	0				755	0	145
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1245	453	242	2364	0				871	0	388
Arrive On Green	0.00	0.48	0.48	0.13	0.65	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	2688	943	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	498	477	211	858	0				755	0	145
Grp Sat Flow(s),veh/h/ln	0	1805	1730	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	21.8	21.8	12.6	11.8	0.0				22.0	0.0	8.3
Cycle Q Clear(g_c), s	0.0	21.8	21.8	12.6	11.8	0.0				22.0	0.0	8.3
Prop In Lane	0.00		0.54	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	867	831	242	2364	0				871	0	388
V/C Ratio(X)	0.00	0.57	0.57	0.87	0.36	0.00				0.87	0.00	0.37
Avail Cap(c_a), veh/h	0	867	831	288	2364	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.5	20.5	46.7	8.6	0.0				40.1	0.0	34.8
Incr Delay (d2), s/veh	0.0	2.8	2.9	18.9	0.4	0.0				6.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	8.6	6.7	3.9	0.0				10.1	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	23.4	65.6	9.0	0.0				46.2	0.0	35.4
LnGrp LOS	A	C	C	E	A	A				D	A	D
Approach Vol, veh/h		975			1069						900	
Approach Delay, s/veh		23.3			20.1						44.5	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.2	58.8		32.0		78.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	17.5	43.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	14.6	23.8		24.0		13.8						
Green Ext Time (p_c), s	0.2	3.4		2.5		3.6						

Intersection Summary			
HCM 6th Ctrl Delay		28.6	
HCM 6th LOS		C	

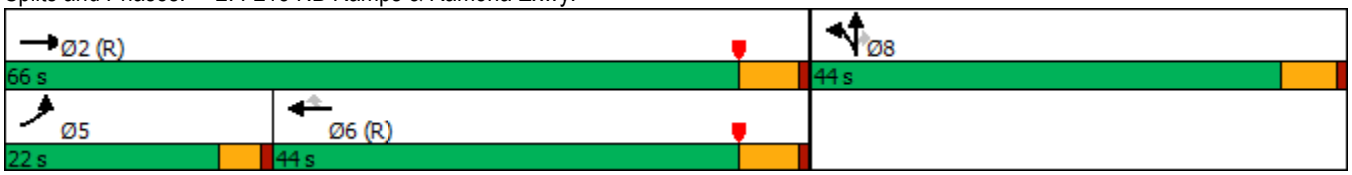
Notes

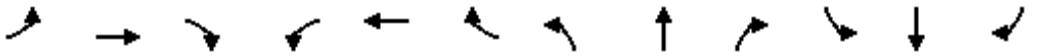
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	175	1252	743	698	293	6	543
Future Volume (vph)	175	1252	743	698	293	6	543
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	66.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	20.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	15.1	61.4	41.8	41.8	37.1	37.1	37.1
Actuated g/C Ratio	0.14	0.56	0.38	0.38	0.34	0.34	0.34
v/c Ratio	0.74	0.65	0.56	0.69	0.27	0.27	0.95
Control Delay	56.9	22.1	29.9	5.9	27.5	27.5	58.4
Queue Delay	0.0	49.4	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	71.5	29.9	5.9	27.5	27.5	58.4
LOS	E	E	C	A	C	C	E
Approach Delay		69.8	18.3			47.4	
Approach LOS		E	B			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1252	0	0	743	698	293	6	543	0	0	0
Future Volume (veh/h)	175	1252	0	0	743	698	293	6	543	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	182	1304	0	0	774	644	309	0	432			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	210	2173	0	0	1606	716	1062	0	473			
Arrive On Green	0.23	1.00	0.00	0.00	0.44	0.44	0.29	0.00	0.29			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	182	1304	0	0	774	644	309	0	432			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	10.6	0.0	0.0	0.0	16.7	40.7	7.3	0.0	28.5			
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	16.7	40.7	7.3	0.0	28.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	210	2173	0	0	1606	716	1062	0	473			
V/C Ratio(X)	0.87	0.60	0.00	0.00	0.48	0.90	0.29	0.00	0.91			
Avail Cap(c_a), veh/h	288	2173	0	0	1606	716	1267	0	564			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.63	0.63	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.4	0.0	0.0	0.0	21.6	28.3	30.0	0.0	37.5			
Incr Delay (d2), s/veh	12.3	0.8	0.0	0.0	1.0	16.5	0.2	0.0	17.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	0.2	0.0	0.0	6.7	17.4	3.1	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.8	0.0	0.0	22.6	44.8	30.2	0.0	55.2			
LnGrp LOS	D	A	A	A	C	D	C	A	E			
Approach Vol, veh/h		1486			1418			741				
Approach Delay, s/veh		7.3			32.7			44.7				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.2			17.3	54.9		37.8				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.0			17.5	38.0		38.5				
Max Q Clear Time (g_c+I1), s		2.0			12.6	42.7		30.5				
Green Ext Time (p_c), s		6.6			0.2	0.0		1.8				

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

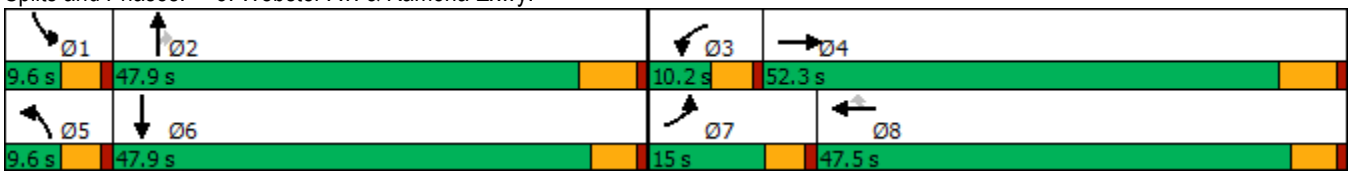
Notes

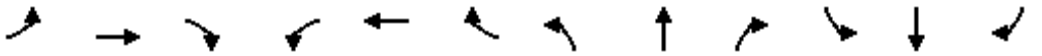
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	198	1362	20	1315	46	60	46	15	41	22
Future Volume (vph)	198	1362	20	1315	46	60	46	15	41	22
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	15.0	52.3	10.2	47.5	47.5	9.6	47.9	47.9	9.6	47.9
Total Split (%)	12.5%	43.6%	8.5%	39.6%	39.6%	8.0%	39.9%	39.9%	8.0%	39.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	41.3	5.6	30.0	30.0	7.2	16.7	16.7	5.3	15.4
Actuated g/C Ratio	0.14	0.52	0.07	0.38	0.38	0.09	0.21	0.21	0.07	0.19
v/c Ratio	0.83	0.56	0.17	0.70	0.07	0.39	0.12	0.03	0.36	0.26
Control Delay	65.4	17.2	46.7	24.6	0.2	50.7	28.6	0.1	52.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	17.2	46.7	24.6	0.2	50.7	28.6	0.1	52.1	12.1
LOS	E	B	D	C	A	D	C	A	D	B
Approach Delay		23.0		24.1			35.9			24.2
Approach LOS		C		C			D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1362	78	20	1315	46	60	46	15	41	22	73
Future Volume (veh/h)	198	1362	78	20	1315	46	60	46	15	41	22	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	1419	63	21	1370	34	62	48	7	43	23	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2540	113	43	2002	622	89	262	222	72	161	70
Arrive On Green	0.14	0.50	0.50	0.02	0.39	0.39	0.05	0.14	0.14	0.04	0.13	0.13
Sat Flow, veh/h	1810	5091	226	1810	5187	1610	1810	1900	1610	1810	1250	543
Grp Volume(v), veh/h	206	964	518	21	1370	34	62	48	7	43	0	33
Grp Sat Flow(s),veh/h/ln	1810	1729	1859	1810	1729	1610	1810	1900	1610	1810	0	1793
Q Serve(g_s), s	8.0	14.0	14.0	0.8	15.9	1.0	2.4	1.6	0.3	1.7	0.0	1.2
Cycle Q Clear(g_c), s	8.0	14.0	14.0	0.8	15.9	1.0	2.4	1.6	0.3	1.7	0.0	1.2
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	247	1725	927	43	2002	622	89	262	222	72	0	231
V/C Ratio(X)	0.83	0.56	0.56	0.49	0.68	0.05	0.69	0.18	0.03	0.59	0.00	0.14
Avail Cap(c_a), veh/h	261	2210	1188	140	3049	947	125	1098	931	125	0	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	12.6	12.6	34.8	18.5	13.9	33.8	27.5	26.9	34.0	0.0	27.9
Incr Delay (d2), s/veh	18.0	0.3	0.5	3.1	0.4	0.0	3.6	0.3	0.1	2.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.2	4.6	0.4	5.4	0.3	1.1	0.7	0.1	0.8	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	12.8	13.1	37.9	18.9	13.9	37.3	27.8	27.0	36.9	0.0	28.2
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	A	C
Approach Vol, veh/h		1688			1425			117			76	
Approach Delay, s/veh		17.3			19.1			32.8			33.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	16.1	6.3	42.2	8.2	15.5	14.5	34.0
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	41.7	5.6	46.1	5.0	* 43	10.4	* 42
Max Q Clear Time (g_c+I1), s	3.7	3.6	2.8	16.0	4.4	3.2	10.0	17.9
Green Ext Time (p_c), s	0.0	0.2	0.0	11.0	0.0	0.1	0.0	9.9

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

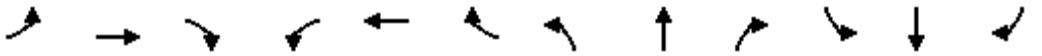
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	330	311	75	22	622	93	210	14	29	93
Future Volume (vph)	330	311	75	22	622	93	210	14	29	93
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	36.0	58.5	58.5	10.3	32.8	11.0	41.1	41.1	10.1	40.2
Total Split (%)	30.0%	48.8%	48.8%	8.6%	27.3%	9.2%	34.3%	34.3%	8.4%	33.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.6	40.9	40.9	5.7	18.7	6.4	17.9	17.9	5.7	14.1
Actuated g/C Ratio	0.26	0.51	0.51	0.07	0.23	0.08	0.22	0.22	0.07	0.18
v/c Ratio	0.75	0.12	0.09	0.18	0.61	0.35	0.28	0.03	0.24	0.38
Control Delay	40.9	12.6	1.7	47.5	31.0	45.5	29.1	0.1	48.8	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	12.6	1.7	47.5	31.0	45.5	29.1	0.1	48.8	14.0
LOS	D	B	A	D	C	D	C	A	D	B
Approach Delay		24.5			31.5		32.6			17.5
Approach LOS		C			C		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.3	Intersection LOS: C
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	311	75	22	622	73	93	210	14	29	93	163
Future Volume (veh/h)	330	311	75	22	622	73	93	210	14	29	93	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	351	331	66	23	662	56	99	223	5	31	99	139
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	2154	660	48	1058	89	229	686	306	60	285	255
Arrive On Green	0.22	0.42	0.42	0.03	0.22	0.22	0.07	0.19	0.19	0.03	0.16	0.16
Sat Flow, veh/h	1810	5187	1590	1810	4875	409	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	351	331	66	23	468	250	99	223	5	31	99	139
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1826	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.8	2.5	1.6	0.8	7.8	7.8	1.7	3.4	0.2	1.1	3.1	5.0
Cycle Q Clear(g_c), s	11.8	2.5	1.6	0.8	7.8	7.8	1.7	3.4	0.2	1.1	3.1	5.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	406	2154	660	48	751	397	229	686	306	60	285	255
V/C Ratio(X)	0.86	0.15	0.10	0.48	0.62	0.63	0.43	0.33	0.02	0.52	0.35	0.55
Avail Cap(c_a), veh/h	898	4321	1325	163	1476	780	355	2037	909	157	970	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	11.5	11.3	30.4	22.4	22.5	28.4	22.1	20.8	30.1	23.7	24.5
Incr Delay (d2), s/veh	2.2	0.0	0.1	2.8	0.9	1.7	0.5	0.3	0.0	2.5	0.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.8	0.5	0.4	2.8	3.1	0.7	1.3	0.1	0.5	1.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	11.6	11.3	33.2	23.3	24.1	28.9	22.4	20.8	32.6	24.4	26.4
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		748			741			327			269	
Approach Delay, s/veh		18.2			23.9			24.3			26.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	32.1	8.7	16.2	18.8	19.5	6.7	18.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.7	52.7	6.4	34.0	31.4	27.0	5.5	* 36
Max Q Clear Time (g_c+I1), s	2.8	4.5	3.7	7.0	13.8	9.8	3.1	5.4
Green Ext Time (p_c), s	0.0	2.3	0.0	1.3	0.4	3.9	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

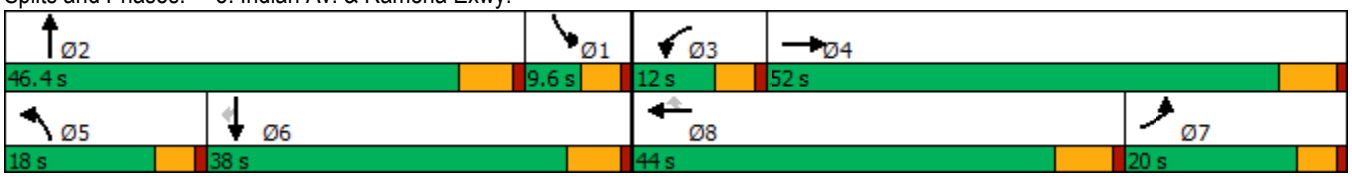
Notes

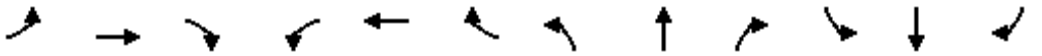
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	111	1046	58	1315	62	96	72	37	84	70
Future Volume (vph)	111	1046	58	1315	62	96	72	37	84	70
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	20.0	52.0	12.0	44.0	44.0	18.0	46.4	9.6	38.0	38.0
Total Split (%)	16.7%	43.3%	10.0%	36.7%	36.7%	15.0%	38.7%	8.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.3	38.6	6.9	32.3	32.3	9.4	17.5	7.3	13.5	13.5
Actuated g/C Ratio	0.12	0.46	0.08	0.38	0.38	0.11	0.21	0.09	0.16	0.16
v/c Ratio	0.53	0.52	0.41	0.70	0.09	0.51	0.18	0.25	0.15	0.19
Control Delay	49.3	19.7	52.9	26.4	0.2	50.2	20.0	48.0	34.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	19.7	52.9	26.4	0.2	50.2	20.0	48.0	34.9	1.0
LOS	D	B	D	C	A	D	C	D	C	A
Approach Delay		22.3		26.3			33.2		25.0	
Approach LOS		C		C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1046	103	58	1315	62	96	72	51	37	84	70
Future Volume (veh/h)	111	1046	103	58	1315	62	96	72	51	37	84	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	1101	99	61	1384	41	101	76	42	39	88	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	2125	191	89	1982	615	131	325	167	100	508	226
Arrive On Green	0.08	0.44	0.44	0.05	0.38	0.38	0.07	0.14	0.14	0.06	0.14	0.14
Sat Flow, veh/h	1810	4844	435	1810	5187	1610	1810	2304	1187	1810	3610	1610
Grp Volume(v), veh/h	117	786	414	61	1384	41	101	58	60	39	88	58
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1810	1729	1610	1810	1805	1686	1810	1805	1610
Q Serve(g_s), s	4.5	11.7	11.7	2.4	15.9	1.1	3.9	2.0	2.2	1.5	1.5	1.6
Cycle Q Clear(g_c), s	4.5	11.7	11.7	2.4	15.9	1.1	3.9	2.0	2.2	1.5	1.5	1.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	151	1517	799	89	1982	615	131	254	238	100	508	226
V/C Ratio(X)	0.78	0.52	0.52	0.68	0.70	0.07	0.77	0.23	0.25	0.39	0.17	0.26
Avail Cap(c_a), veh/h	393	2233	1177	189	2765	858	342	1033	965	128	1639	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	14.5	14.5	33.2	18.5	13.9	32.3	27.0	27.1	32.3	26.8	13.5
Incr Delay (d2), s/veh	3.2	0.3	0.5	3.4	0.5	0.0	3.6	0.5	0.5	0.9	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.8	4.0	1.0	5.4	0.4	1.7	0.9	0.9	0.6	0.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	14.7	15.0	36.6	18.9	13.9	35.9	27.5	27.7	33.3	27.0	14.1
LnGrp LOS	D	B	B	D	B	B	D	C	C	C	C	B
Approach Vol, veh/h		1317			1486			219			185	
Approach Delay, s/veh		16.6			19.5			31.4			24.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	15.8	8.1	37.3	9.7	15.8	12.1	33.3
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	5.0	* 41	7.4	45.8	13.4	32.2	15.4	* 38
Max Q Clear Time (g_c+I1), s	3.5	4.2	4.4	13.7	5.9	3.6	6.5	17.9
Green Ext Time (p_c), s	0.0	0.6	0.0	8.4	0.1	0.6	0.1	9.1

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

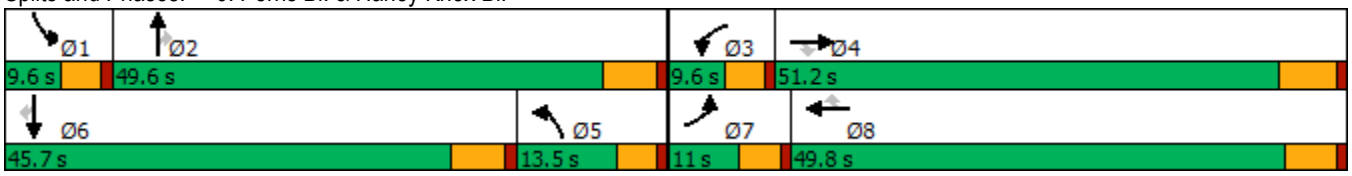
Notes

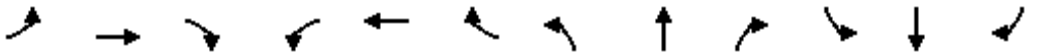
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	78	59	7	338	197	150	854	14	73	531	243
Future Volume (vph)	185	78	59	7	338	197	150	854	14	73	531	243
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	51.2	51.2	9.6	49.8	49.8	13.5	49.6	49.6	9.6	45.7	45.7
Total Split (%)	9.2%	42.7%	42.7%	8.0%	41.5%	41.5%	11.3%	41.3%	41.3%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	25.6	25.6	5.4	15.2	15.2	8.9	22.6	22.6	5.4	16.6	16.6
Actuated g/C Ratio	0.10	0.36	0.36	0.08	0.22	0.22	0.13	0.32	0.32	0.08	0.24	0.24
v/c Ratio	1.07	0.06	0.09	0.03	0.31	0.43	0.35	0.53	0.02	0.28	0.45	0.44
Control Delay	123.7	17.4	0.3	41.1	23.6	9.9	35.3	21.7	0.1	40.2	24.3	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.7	17.4	0.3	41.1	23.6	9.9	35.3	21.7	0.1	40.2	24.3	6.2
LOS	F	B	A	D	C	A	D	C	A	D	C	A
Approach Delay		75.4			18.8			23.4			20.4	
Approach LOS		E			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	78	59	7	338	197	150	854	14	73	531	243
Future Volume (veh/h)	185	78	59	7	338	197	150	854	14	73	531	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	80	48	7	348	142	155	880	11	75	547	203
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	989	436	32	896	278	443	1505	461	212	1056	328
Arrive On Green	0.11	0.27	0.27	0.01	0.17	0.17	0.13	0.29	0.29	0.06	0.20	0.20
Sat Flow, veh/h	1810	3610	1590	3510	5187	1610	3510	5187	1588	3510	5187	1610
Grp Volume(v), veh/h	191	80	48	7	348	142	155	880	11	75	547	203
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1755	1729	1610	1755	1729	1588	1755	1729	1610
Q Serve(g_s), s	6.1	1.0	0.7	0.1	3.4	4.6	2.3	8.4	0.3	1.2	5.4	4.2
Cycle Q Clear(g_c), s	6.1	1.0	0.7	0.1	3.4	4.6	2.3	8.4	0.3	1.2	5.4	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	989	436	32	896	278	443	1505	461	212	1056	328
V/C Ratio(X)	0.95	0.08	0.11	0.22	0.39	0.51	0.35	0.58	0.02	0.35	0.52	0.62
Avail Cap(c_a), veh/h	200	2806	1235	303	3942	1224	540	3924	1201	303	3574	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	15.6	4.6	28.5	21.2	21.7	23.1	17.6	14.7	26.1	20.5	8.5
Incr Delay (d2), s/veh	50.3	0.0	0.1	1.2	0.3	1.5	0.2	0.4	0.0	0.4	0.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.3	0.4	0.0	1.2	1.6	0.9	2.8	0.1	0.5	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	15.6	4.7	29.7	21.5	23.2	23.3	17.9	14.7	26.5	20.9	10.4
LnGrp LOS	E	B	A	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		319			497			1046			825	
Approach Delay, s/veh		50.1			22.1			18.7			18.8	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	22.6	5.1	22.1	13.1	17.6	11.0	16.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	8.9	* 40	6.4	* 44
Max Q Clear Time (g_c+I1), s	3.2	10.4	2.1	3.0	4.3	7.4	8.1	6.6
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	4.4	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

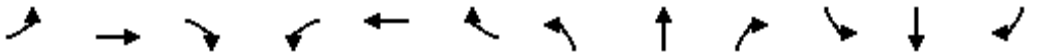
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	26	9	53	42	1097	65	36	634
Future Volume (vph)	17	26	9	53	42	1097	65	36	634
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	10.1	41.6	9.6	41.1	13.2	57.3	57.3	11.5	55.6
Total Split (%)	8.4%	34.7%	8.0%	34.3%	11.0%	47.8%	47.8%	9.6%	46.3%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	6.3	16.9	6.1	15.1	7.4	40.4	40.4	7.0	40.0
Actuated g/C Ratio	0.09	0.25	0.09	0.22	0.11	0.59	0.59	0.10	0.58
v/c Ratio	0.12	0.08	0.06	0.10	0.24	0.58	0.07	0.22	0.26
Control Delay	45.3	14.7	45.4	23.5	42.7	17.2	1.9	43.8	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	14.7	45.4	23.5	42.7	17.2	1.9	43.8	12.9
LOS	D	B	D	C	D	B	A	D	B
Approach Delay		21.5		26.1		17.3			14.4
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	26	33	9	53	13	42	1097	65	36	634	61
Future Volume (veh/h)	17	26	33	9	53	13	42	1097	65	36	634	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	29	19	10	60	12	47	1233	66	40	712	66
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	340	202	23	441	86	81	1703	750	72	2257	208
Arrive On Green	0.02	0.16	0.16	0.01	0.15	0.15	0.04	0.47	0.47	0.04	0.47	0.47
Sat Flow, veh/h	1810	2177	1295	1810	3013	585	1810	3610	1589	1810	4833	445
Grp Volume(v), veh/h	19	24	24	10	35	37	47	1233	66	40	508	270
Grp Sat Flow(s),veh/h/ln	1810	1805	1667	1810	1805	1793	1810	1805	1589	1810	1729	1820
Q Serve(g_s), s	0.7	0.7	0.8	0.3	1.1	1.1	1.6	17.2	1.4	1.4	5.8	5.8
Cycle Q Clear(g_c), s	0.7	0.7	0.8	0.3	1.1	1.1	1.6	17.2	1.4	1.4	5.8	5.8
Prop In Lane	1.00		0.78	1.00		0.33	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	41	282	260	23	264	263	81	1703	750	72	1615	850
V/C Ratio(X)	0.47	0.08	0.09	0.43	0.13	0.14	0.58	0.72	0.09	0.55	0.31	0.32
Avail Cap(c_a), veh/h	158	1047	967	144	1033	1026	247	2956	1301	198	2738	1441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	22.7	22.7	30.8	23.4	23.4	29.5	13.3	9.2	29.6	10.5	10.5
Incr Delay (d2), s/veh	3.1	0.1	0.2	4.7	0.2	0.2	2.5	0.6	0.1	2.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.2	0.4	0.5	0.7	5.4	0.4	0.6	1.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	22.8	22.9	35.5	23.6	23.6	32.0	13.9	9.2	32.1	10.6	10.7
LnGrp LOS	C	C	C	D	C	C	C	B	A	C	B	B
Approach Vol, veh/h		67			82			1346			818	
Approach Delay, s/veh		25.9			25.1			14.3			11.7	
Approach LOS		C			C			B			B	

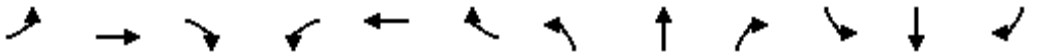
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	35.5	5.4	14.9	7.4	35.2	6.0	14.3
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	6.9	51.5	5.0	36.5	8.6	49.8	5.5	36.0
Max Q Clear Time (g_c+I1), s	3.4	19.2	2.3	2.8	3.6	7.8	2.7	3.1
Green Ext Time (p_c), s	0.0	10.4	0.0	0.2	0.0	5.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	4	9	2	236	1065	12	534
Future Volume (vph)	1	4	9	2	236	1065	12	534
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	13.0	32.6	13.0	32.6	13.0	61.4	13.0	61.4
Total Split (%)	10.8%	27.2%	10.8%	27.2%	10.8%	51.2%	10.8%	51.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.2	14.1	6.4	14.2	10.5	37.9	6.4	16.0
Actuated g/C Ratio	0.14	0.33	0.15	0.33	0.24	0.88	0.15	0.37
v/c Ratio	0.00	0.03	0.03	0.01	0.56	0.26	0.05	0.30
Control Delay	29.0	11.2	26.8	11.6	28.1	6.6	26.4	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	11.2	26.8	11.6	28.1	6.6	26.4	11.6
LOS	C	B	C	B	C	A	C	B
Approach Delay		12.4		19.6		10.3		11.9
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 43.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	4	10	9	2	6	236	1065	73	12	534	9
Future Volume (veh/h)	1	4	10	9	2	6	236	1065	73	12	534	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	4	5	9	2	2	246	1109	76	12	556	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	34	42	22	47	47	307	2181	149	28	1502	24
Arrive On Green	0.00	0.04	0.04	0.01	0.05	0.05	0.17	0.44	0.44	0.02	0.29	0.29
Sat Flow, veh/h	1810	768	960	1810	872	872	1810	4957	339	1810	5258	85
Grp Volume(v), veh/h	1	0	9	9	0	4	246	773	412	12	365	200
Grp Sat Flow(s),veh/h/ln	1810	0	1727	1810	0	1743	1810	1729	1839	1810	1729	1885
Q Serve(g_s), s	0.0	0.0	0.2	0.2	0.0	0.1	5.2	6.5	6.5	0.3	3.4	3.4
Cycle Q Clear(g_c), s	0.0	0.0	0.2	0.2	0.0	0.1	5.2	6.5	6.5	0.3	3.4	3.4
Prop In Lane	1.00		0.56	1.00		0.50	1.00		0.18	1.00		0.05
Lane Grp Cap(c), veh/h	5	0	75	22	0	94	307	1522	809	28	988	538
V/C Ratio(X)	0.22	0.00	0.12	0.42	0.00	0.04	0.80	0.51	0.51	0.43	0.37	0.37
Avail Cap(c_a), veh/h	379	0	1206	379	0	1217	379	4795	2550	379	4795	2613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	18.4	19.7	0.0	18.0	16.0	8.1	8.1	19.6	11.4	11.4
Incr Delay (d2), s/veh	8.9	0.0	0.7	4.7	0.0	0.2	7.7	0.3	0.5	3.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	2.3	1.4	1.5	0.1	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	19.1	24.4	0.0	18.2	23.6	8.4	8.6	23.3	11.7	11.9
LnGrp LOS	C	A	B	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		10			13			1431			577	
Approach Delay, s/veh		20.1			22.5			11.1			12.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	23.4	5.1	6.4	11.4	17.3	4.7	6.8
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	55.6	8.4	28.0	8.4	55.6	8.4	28.0
Max Q Clear Time (g_c+I1), s	2.3	8.5	2.2	2.2	7.2	5.4	2.0	2.1
Green Ext Time (p_c), s	0.0	9.2	0.0	0.0	0.0	3.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	136	1239	127	0	778
Future Vol, veh/h	0	136	1239	127	0	778
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	148	1347	138	0	846

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	743	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*635	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*635	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	635	-
HCM Lane V/C Ratio	-	-	0.233	-
HCM Control Delay (s)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	117	1248	193	0	778
Future Vol, veh/h	0	117	1248	193	0	778
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	127	1357	210	0	846

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	784	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*635	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*635	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	635	-
HCM Lane V/C Ratio	-	-	0.2	-
HCM Control Delay (s)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	51	1391	57	0	778
Future Vol, veh/h	0	51	1391	57	0	778
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	55	1512	62	0	846

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	787	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*613	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*613	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

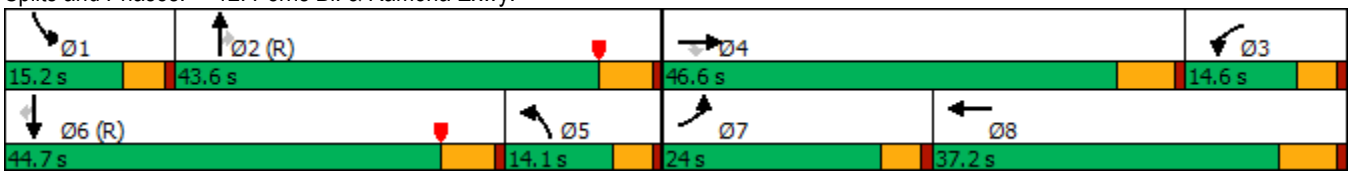
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	613	-
HCM Lane V/C Ratio	-	-	0.09	-
HCM Control Delay (s)	-	-	11.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

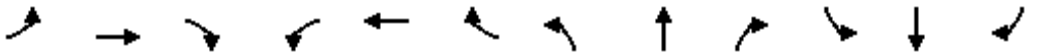
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	492	700	103	149	964	234	957	68	262	371	245
Future Volume (vph)	492	700	103	149	964	234	957	68	262	371	245
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	46.6	46.6	14.6	37.2	14.1	43.6	43.6	15.2	44.7	44.7
Total Split (%)	20.0%	38.8%	38.8%	12.2%	31.0%	11.8%	36.3%	36.3%	12.7%	37.3%	37.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	19.1	24.3	24.3	26.1	31.3	9.5	37.8	37.8	10.6	38.9	38.9
Actuated g/C Ratio	0.16	0.20	0.20	0.22	0.26	0.08	0.32	0.32	0.09	0.32	0.32
v/c Ratio	0.93	0.70	0.23	0.21	0.96	0.89	0.89	0.12	0.89	0.33	0.37
Control Delay	74.0	47.9	1.5	31.0	50.0	86.7	49.7	0.4	84.4	31.7	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	47.9	1.5	31.0	50.0	86.7	49.7	0.4	84.4	31.7	5.2
LOS	E	D	A	C	D	F	D	A	F	C	A
Approach Delay		54.2			47.9		53.9			40.0	
Approach LOS		D			D		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 49.7	Intersection LOS: D
Intersection Capacity Utilization 93.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	492	700	103	149	964	268	234	957	68	262	371	245
Future Volume (veh/h)	492	700	103	149	964	268	234	957	68	262	371	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	518	737	46	157	1015	203	246	1007	26	276	391	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	568	985	306	749	1105	221	839	1751	779	310	1170	521
Arrive On Green	0.16	0.19	0.19	0.14	0.17	0.17	0.24	0.48	0.48	0.09	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	3510	4336	866	3510	3610	1607	3510	3610	1609
Grp Volume(v), veh/h	518	737	46	157	809	409	246	1007	26	276	391	184
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1744	1755	1805	1607	1755	1805	1609
Q Serve(g_s), s	17.4	16.1	2.9	4.7	27.6	27.7	6.9	23.9	0.7	9.3	9.9	9.2
Cycle Q Clear(g_c), s	17.4	16.1	2.9	4.7	27.6	27.7	6.9	23.9	0.7	9.3	9.9	9.2
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	568	985	306	749	881	444	839	1751	779	310	1170	521
V/C Ratio(X)	0.91	0.75	0.15	0.21	0.92	0.92	0.29	0.58	0.03	0.89	0.33	0.35
Avail Cap(c_a), veh/h	568	1746	542	749	893	451	839	1751	779	310	1170	521
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	45.9	40.5	42.5	48.5	48.6	37.4	22.1	8.3	54.1	30.7	23.9
Incr Delay (d2), s/veh	16.6	1.0	0.2	0.1	14.1	23.9	0.1	1.3	0.1	24.9	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	6.7	1.1	2.0	13.8	15.1	2.9	9.8	0.4	5.1	4.3	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	46.9	40.7	42.5	62.6	72.5	37.4	23.4	8.3	79.1	31.5	25.8
LnGrp LOS	E	D	D	D	E	E	D	C	A	E	C	C
Approach Vol, veh/h		1301			1375			1279			851	
Approach Delay, s/veh		54.3			63.3			25.8			45.7	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	64.2	31.8	29.0	34.7	44.7	24.0	36.8
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	10.6	37.8	10.0	* 40	9.5	* 39	19.4	31.0
Max Q Clear Time (g_c+I1), s	11.3	25.9	6.7	18.1	8.9	11.9	19.4	29.7
Green Ext Time (p_c), s	0.0	5.1	0.1	4.7	0.0	3.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

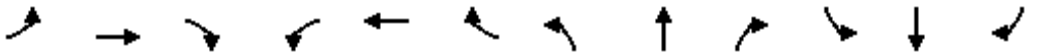
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø7
Lane Configurations									
Traffic Volume (vph)	1	23	0	3	930	9	35	468	
Future Volume (vph)	1	23	0	3	930	9	35	468	
Turn Type	NA	Prot	NA	Prot	NA	Perm	Prot	NA	
Protected Phases	4	3	8	5	2		1	6	7
Permitted Phases						2			
Detector Phase	4	3	8	5	2	2	1	6	
Switch Phase									
Minimum Initial (s)	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	34.6	9.6	34.6	9.6	22.8	22.8	9.6	26.8	9.6
Total Split (s)	34.6	13.0	38.0	11.0	60.4	60.4	12.0	61.4	9.6
Total Split (%)	28.8%	10.8%	31.7%	9.2%	50.3%	50.3%	10.0%	51.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.2	6.6	15.4	6.1	37.5	37.5	6.8	39.9	
Actuated g/C Ratio	0.26	0.12	0.28	0.11	0.68	0.68	0.12	0.72	
v/c Ratio	0.00	0.11	0.09	0.02	0.40	0.01	0.16	0.13	
Control Delay	24.0	34.8	0.3	37.3	12.2	0.0	34.6	8.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.0	34.8	0.3	37.3	12.2	0.0	34.6	8.0	
LOS	C	C	A	D	B	A	C	A	
Approach Delay	24.0		11.0		12.2			9.8	
Approach LOS	C		B		B			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 55.3	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 46.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	23	0	51	3	930	9	35	468	0
Future Volume (veh/h)	0	1	0	23	0	51	3	930	9	35	468	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	24	0	35	3	969	9	36	488	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	152	0	52	0	338	7	1524	662	73	2376	738
Arrive On Green	0.00	0.08	0.00	0.03	0.00	0.21	0.00	0.42	0.42	0.04	0.46	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3610	1569	1810	5187	1610
Grp Volume(v), veh/h	0	1	0	24	0	35	3	969	9	36	488	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1569	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.8	0.1	9.7	0.2	0.9	2.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.8	0.1	9.7	0.2	0.9	2.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	152	0	52	0	338	7	1524	662	73	2376	738
V/C Ratio(X)	0.00	0.01	0.00	0.46	0.00	0.10	0.41	0.64	0.01	0.50	0.21	0.00
Avail Cap(c_a), veh/h	198	1247	0	333	0	1176	253	4312	1874	293	6309	1958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	19.3	0.0	21.9	0.0	14.6	22.7	10.4	7.7	21.5	7.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.4	0.0	0.1	12.7	0.4	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.3	0.1	2.6	0.0	0.4	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.4	0.0	24.2	0.0	14.7	35.4	10.9	7.7	23.4	7.4	0.0
LnGrp LOS	A	B	A	C	A	B	D	B	A	C	A	A
Approach Vol, veh/h		1			59			981			524	
Approach Delay, s/veh		19.4			18.6			10.9			8.5	
Approach LOS		B			B			B			A	

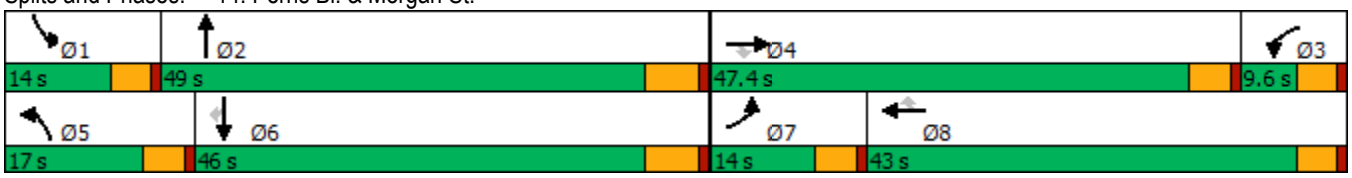
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	25.1	5.9	8.3	4.8	26.7	0.0	14.2
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	54.6	8.4	30.0	6.4	55.6	5.0	33.4
Max Q Clear Time (g_c+I1), s	2.9	11.7	2.6	2.0	2.1	4.6	0.0	2.8
Green Ext Time (p_c), s	0.0	7.6	0.0	0.0	0.0	3.3	0.0	0.2

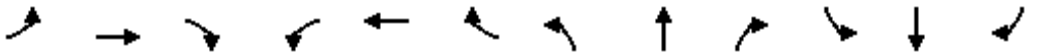
Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	22	25	22	9	56	28	45	982	21	535	44
Future Volume (vph)	22	25	22	9	56	28	45	982	21	535	44
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	14.0	47.4	47.4	9.6	43.0	43.0	17.0	49.0	14.0	46.0	46.0
Total Split (%)	11.7%	39.5%	39.5%	8.0%	35.8%	35.8%	14.2%	40.8%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	19.8	19.8	8.9	18.6	18.6	9.1	33.1	8.5	28.6	28.6
Actuated g/C Ratio	0.17	0.40	0.40	0.18	0.38	0.38	0.18	0.67	0.17	0.58	0.58
v/c Ratio	0.07	0.02	0.03	0.03	0.08	0.04	0.14	0.30	0.07	0.27	0.05
Control Delay	34.5	19.7	0.1	32.3	19.9	0.1	31.9	12.1	34.7	16.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	19.7	0.1	32.3	19.9	0.1	31.9	12.1	34.7	16.5	0.1
LOS	C	B	A	C	B	A	C	B	C	B	A
Approach Delay		18.2			15.1			12.9		16.0	
Approach LOS		B			B			B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.3	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	25	22	9	56	28	45	982	9	21	535	44
Future Volume (veh/h)	22	25	22	9	56	28	45	982	9	21	535	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	26	3	9	58	21	47	1023	7	22	557	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	636	284	36	320	271	89	1874	13	48	1192	531
Arrive On Green	0.03	0.18	0.18	0.02	0.17	0.17	0.05	0.35	0.35	0.03	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5315	36	1810	3610	1610
Grp Volume(v), veh/h	23	26	3	9	58	21	47	665	365	22	557	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1893	1810	1805	1610
Q Serve(g_s), s	0.6	0.3	0.0	0.2	1.2	0.5	1.2	7.1	7.1	0.6	5.6	0.7
Cycle Q Clear(g_c), s	0.6	0.3	0.0	0.2	1.2	0.5	1.2	7.1	7.1	0.6	5.6	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	50	636	284	36	320	271	89	1219	667	48	1192	531
V/C Ratio(X)	0.46	0.04	0.01	0.25	0.18	0.08	0.53	0.55	0.55	0.46	0.47	0.07
Avail Cap(c_a), veh/h	369	3349	1494	196	1581	1340	486	3238	1773	369	3146	1403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	15.8	7.6	22.3	16.5	16.2	21.4	12.0	12.0	22.1	12.2	10.6
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.4	0.3	0.1	1.8	0.4	0.7	2.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.0	0.1	0.5	0.2	0.5	2.0	2.3	0.2	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	15.8	7.7	23.6	16.7	16.3	23.2	12.4	12.7	24.6	12.5	10.6
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		52			88			1077			615	
Approach Delay, s/veh		19.2			17.3			12.9			12.8	
Approach LOS		B			B			B			B	

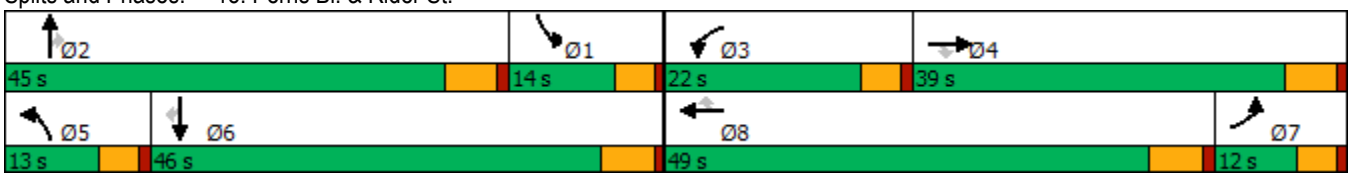
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	22.1	5.5	12.7	6.9	21.0	5.9	12.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	9.4	43.2	5.0	42.8	12.4	40.2	9.4	38.4
Max Q Clear Time (g_c+I1), s	2.6	9.1	2.2	2.3	3.2	7.6	2.6	3.2
Green Ext Time (p_c), s	0.0	7.1	0.0	0.1	0.0	3.8	0.0	0.4

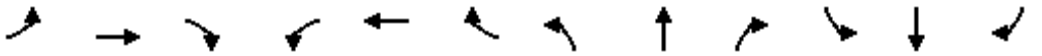
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	32	21	94	73	177	24	688	51	59	273	24
Future Volume (vph)	17	32	21	94	73	177	24	688	51	59	273	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	12.0	39.0	39.0	22.0	49.0	49.0	13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	10.0%	32.5%	32.5%	18.3%	40.8%	40.8%	10.8%	37.5%	37.5%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	14.8	14.8	10.7	20.2	20.2	6.7	17.4	17.4	7.6	20.1	20.1
Actuated g/C Ratio	0.11	0.25	0.25	0.18	0.34	0.34	0.11	0.29	0.29	0.13	0.34	0.34
v/c Ratio	0.09	0.04	0.04	0.30	0.06	0.28	0.12	0.47	0.09	0.26	0.16	0.04
Control Delay	36.5	24.0	0.1	32.9	16.8	4.8	37.7	21.5	0.3	36.4	17.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	24.0	0.1	32.9	16.8	4.8	37.7	21.5	0.3	36.4	17.6	0.1
LOS	D	C	A	C	B	A	D	C	A	D	B	A
Approach Delay		19.9			15.0			20.6			19.6	
Approach LOS		B			B			C			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 59.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	32	21	94	73	177	24	688	51	59	273	24
Future Volume (veh/h)	17	32	21	94	73	177	24	688	51	59	273	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	33	4	98	76	87	25	717	43	61	284	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	679	303	132	701	312	53	1337	414	102	1598	496
Arrive On Green	0.04	0.19	0.19	0.07	0.19	0.19	0.03	0.26	0.26	0.06	0.31	0.31
Sat Flow, veh/h	1810	3610	1610	1810	3610	1608	1810	5187	1608	1810	5187	1610
Grp Volume(v), veh/h	18	33	4	98	76	87	25	717	43	61	284	17
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1608	1810	1729	1608	1810	1729	1610
Q Serve(g_s), s	0.5	0.4	0.1	2.7	0.9	2.4	0.7	6.2	0.7	1.7	2.1	0.2
Cycle Q Clear(g_c), s	0.5	0.4	0.1	2.7	0.9	2.4	0.7	6.2	0.7	1.7	2.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	679	303	132	701	312	53	1337	414	102	1598	496
V/C Ratio(X)	0.23	0.05	0.01	0.74	0.11	0.28	0.47	0.54	0.10	0.60	0.18	0.03
Avail Cap(c_a), veh/h	259	2315	1032	608	3012	1341	294	3927	1218	329	4027	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	17.2	17.1	23.5	17.2	17.8	24.7	16.6	5.8	23.9	13.1	4.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	3.1	0.1	0.5	2.4	0.3	0.1	2.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	1.1	0.3	0.8	0.3	2.0	0.3	0.7	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	17.3	17.1	26.6	17.2	18.2	27.2	16.9	5.9	25.9	13.2	4.7
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		55			261			785			362	
Approach Delay, s/veh		19.6			21.1			16.6			14.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	19.1	8.4	15.5	6.1	21.8	8.1	15.9
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	9.4	* 39	17.4	33.2	8.4	40.2	7.4	* 43
Max Q Clear Time (g_c+I1), s	3.7	8.2	4.7	2.4	2.7	4.1	2.5	4.4
Green Ext Time (p_c), s	0.0	5.1	0.1	0.1	0.0	1.8	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

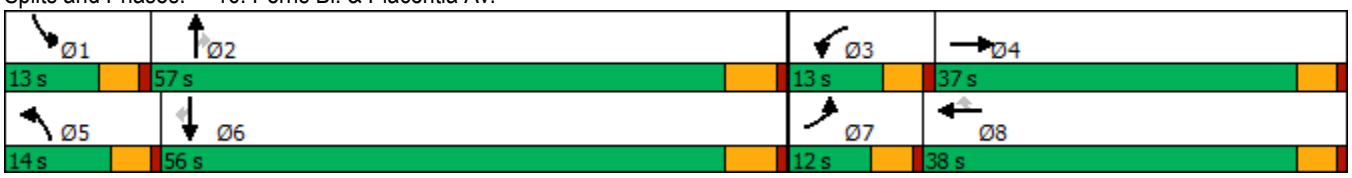
Notes

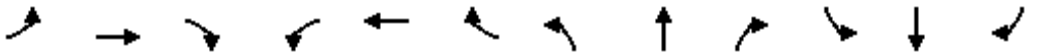
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	17	62	33	117	137	37	811	29	39	524	33
Future Volume (vph)	17	62	33	117	137	37	811	29	39	524	33
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	37.0	13.0	38.0	38.0	14.0	57.0	57.0	13.0	56.0	56.0
Total Split (%)	10.0%	30.8%	10.8%	31.7%	31.7%	11.7%	47.5%	47.5%	10.8%	46.7%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	14.3	7.0	18.4	18.4	7.2	24.4	24.4	7.1	24.3	24.3
Actuated g/C Ratio	0.10	0.23	0.11	0.29	0.29	0.12	0.39	0.39	0.11	0.39	0.39
v/c Ratio	0.10	0.20	0.18	0.23	0.26	0.20	0.64	0.05	0.21	0.41	0.05
Control Delay	39.1	24.9	38.3	22.5	6.1	37.8	20.1	0.1	38.3	17.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	24.9	38.3	22.5	6.1	37.8	20.1	0.1	38.3	17.3	0.2
LOS	D	C	D	C	A	D	C	A	D	B	A
Approach Delay		27.5		16.6			20.2			17.7	
Approach LOS		C		B			C			B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 62.4		
Natural Cycle: 95		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.64		
Intersection Signal Delay: 19.2	Intersection LOS: B	
Intersection Capacity Utilization 47.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	62	14	33	117	137	37	811	29	39	524	33
Future Volume (veh/h)	17	62	14	33	117	137	37	811	29	39	524	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	69	12	37	130	35	41	901	23	43	582	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	286	50	71	376	319	77	1344	599	80	1349	602
Arrive On Green	0.02	0.18	0.18	0.04	0.20	0.20	0.04	0.37	0.37	0.04	0.37	0.37
Sat Flow, veh/h	1810	1576	274	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	19	0	81	37	130	35	41	901	23	43	582	31
Grp Sat Flow(s),veh/h/ln	1810	0	1851	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.6	0.0	2.0	1.1	3.2	1.0	1.2	11.3	0.5	1.3	6.5	0.7
Cycle Q Clear(g_c), s	0.6	0.0	2.0	1.1	3.2	1.0	1.2	11.3	0.5	1.3	6.5	0.7
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	0	336	71	376	319	77	1344	599	80	1349	602
V/C Ratio(X)	0.46	0.00	0.24	0.52	0.35	0.11	0.53	0.67	0.04	0.54	0.43	0.05
Avail Cap(c_a), veh/h	248	0	1110	281	1174	995	315	3421	1526	281	3354	1496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	18.9	25.4	18.7	17.8	25.3	14.2	10.8	25.3	12.6	10.8
Incr Delay (d2), s/veh	2.9	0.0	0.4	2.2	0.5	0.2	2.1	0.6	0.0	2.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.8	0.5	1.4	0.3	0.5	3.6	0.2	0.5	2.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	19.3	27.6	19.2	17.9	27.5	14.8	10.8	27.4	12.9	10.8
LnGrp LOS	C	A	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		100			202			965			656	
Approach Delay, s/veh		21.1			20.5			15.2			13.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	25.9	6.7	14.4	6.9	26.0	5.8	15.3
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	51.2	8.4	32.4	9.4	50.2	7.4	33.4
Max Q Clear Time (g_c+I1), s	3.3	13.3	3.1	4.0	3.2	8.5	2.6	5.2
Green Ext Time (p_c), s	0.0	6.8	0.0	0.4	0.0	4.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	15	6	17	0	2
Future Vol, veh/h	74	15	6	17	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	16	7	18	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	96	0	-	88
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1510	-	0	976
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	-	976
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	976	-	-	1510	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	10	23	0	10
Future Vol, veh/h	75	0	10	23	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	82	0	11	25	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	82	0	-	82
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1528	-	0	983
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	-	983
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	983	-	-	1528	-
HCM Lane V/C Ratio	0.011	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	10	33	0	10
Future Vol, veh/h	85	0	10	33	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	0	11	36	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	-	92
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1515	-	0	971
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1515	-	-	971
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	971	-	-	1515	-
HCM Lane V/C Ratio	0.011	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	887	1117	183	0	153
Future Vol, veh/h	0	887	1117	183	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	964	1214	199	0	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	707
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*678
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*678
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12
HCM LOS			B

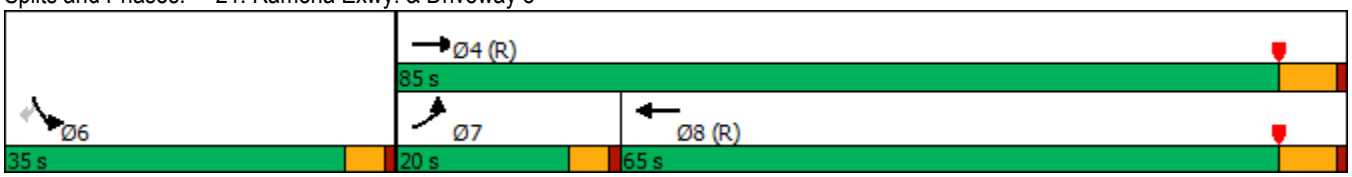
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	678
HCM Lane V/C Ratio	-	-	-	0.245
HCM Control Delay (s)	-	-	-	12
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

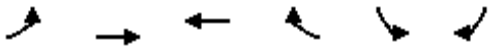
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	82	805	1184	138	116
Future Volume (vph)	82	805	1184	138	116
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	23.2	31.6	31.6
Total Split (s)	20.0	85.0	65.0	35.0	35.0
Total Split (%)	16.7%	70.8%	54.2%	29.2%	29.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	11.2	92.6	76.8	16.6	16.6
Actuated g/C Ratio	0.09	0.77	0.64	0.14	0.14
v/c Ratio	0.53	0.22	0.49	0.60	0.38
Control Delay	58.4	0.7	12.6	57.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	0.7	12.6	57.6	10.3
LOS	E	A	B	E	B
Approach Delay		6.0	12.6	36.0	
Approach LOS		A	B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113.8 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Ramona Exwy. & Driveway 8





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	805	1184	268	138	116
Future Volume (veh/h)	82	805	1184	268	138	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	875	1287	291	150	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	112	4180	2985	674	189	168
Arrive On Green	0.12	1.00	0.71	0.71	0.10	0.10
Sat Flow, veh/h	1810	5358	4401	956	1810	1610
Grp Volume(v), veh/h	89	875	1052	526	150	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1728	1810	1610
Q Serve(g_s), s	5.7	0.0	15.4	15.5	9.7	9.1
Cycle Q Clear(g_c), s	5.7	0.0	15.4	15.5	9.7	9.1
Prop In Lane	1.00			0.55	1.00	1.00
Lane Grp Cap(c), veh/h	112	4180	2440	1219	189	168
V/C Ratio(X)	0.79	0.21	0.43	0.43	0.80	0.75
Avail Cap(c_a), veh/h	232	4180	2440	1219	458	408
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	51.8	0.0	7.5	7.5	52.5	52.2
Incr Delay (d2), s/veh	11.9	0.1	0.4	0.8	7.4	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	4.7	4.9	4.8	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.8	0.1	7.9	8.3	59.9	58.8
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		964	1578		276	
Approach Delay, s/veh		6.0	8.0		59.4	
Approach LOS		A	A		E	

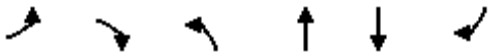
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	102.9	17.1	12.0	90.9
Change Period (Y+Rc), s	6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s	78.8	30.4	15.4	58.8
Max Q Clear Time (g_c+I1), s	2.0	11.7	7.7	17.5
Green Ext Time (p_c), s	6.4	0.8	0.1	13.6

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	6	42	73	587	147
Future Volume (vph)	6	42	73	587	147
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	30.0	38.0	38.0	90.0	52.0
Total Split (%)	25.0%	31.7%	31.7%	75.0%	43.3%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.4	9.8	6.6	33.7	20.6
Actuated g/C Ratio	0.33	0.26	0.18	0.90	0.55
v/c Ratio	0.01	0.10	0.24	0.19	0.08
Control Delay	10.2	3.1	18.1	3.2	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	3.1	18.1	3.2	9.3
LOS	B	A	B	A	A
Approach Delay	4.0			4.9	9.3
Approach LOS	A			A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 37.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.24	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 33.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	42	73	587	147	10
Future Volume (veh/h)	6	42	73	587	147	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	18	77	618	155	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	112	235	152	1776	732	47
Arrive On Green	0.06	0.06	0.08	0.49	0.21	0.21
Sat Flow, veh/h	1810	1610	1810	3705	3540	221
Grp Volume(v), veh/h	6	18	77	618	81	84
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1860
Q Serve(g_s), s	0.1	0.2	1.0	2.5	0.9	0.9
Cycle Q Clear(g_c), s	0.1	0.2	1.0	2.5	0.9	0.9
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	112	235	152	1776	384	395
V/C Ratio(X)	0.05	0.08	0.51	0.35	0.21	0.21
Avail Cap(c_a), veh/h	1915	1839	2569	12980	3575	3684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	8.7	10.3	3.7	7.6	7.6
Incr Delay (d2), s/veh	0.2	0.1	1.0	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	8.8	11.3	3.8	7.9	7.9
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	24			695	165	
Approach Delay, s/veh	9.3			4.6	7.9	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		17.0		6.6	6.6	10.4
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		84.6		24.9	33.4	46.6
Max Q Clear Time (g_c+I1), s		4.5		2.2	3.0	2.9
Green Ext Time (p_c), s		4.5		0.0	0.1	0.9

Intersection Summary		
HCM 6th Ctrl Delay	5.4	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	34	29	565	150	24
Future Vol, veh/h	42	34	29	565	150	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	37	32	621	165	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	553	96	191	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	468	948	1395	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	457	948	1395	-	-	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	671	-	-	-	-	-

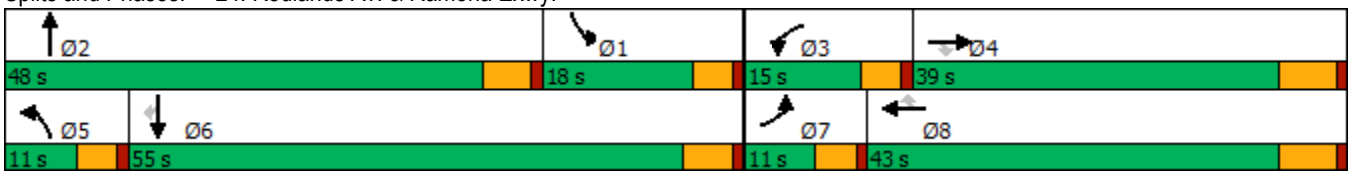
Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.4	0
HCM LOS	B		

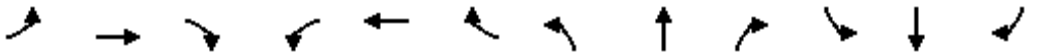
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1395	-	540	948	-	-
HCM Lane V/C Ratio	0.023	-	0.085	0.039	-	-
HCM Control Delay (s)	7.6	-	12.3	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	221	684	39	57	1153	408	57	163	90	53	42
Future Volume (vph)	221	684	39	57	1153	408	57	163	90	53	42
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	11.0	39.0	39.0	15.0	43.0	43.0	11.0	48.0	18.0	55.0	55.0
Total Split (%)	9.2%	32.5%	32.5%	12.5%	35.8%	35.8%	9.2%	40.0%	15.0%	45.8%	45.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	33.4	33.4	7.5	31.1	31.1	6.4	19.0	9.1	21.6	21.6
Actuated g/C Ratio	0.08	0.39	0.39	0.09	0.37	0.37	0.08	0.22	0.11	0.25	0.25
v/c Ratio	1.60	0.35	0.06	0.37	0.63	0.50	0.44	0.61	0.48	0.11	0.09
Control Delay	327.7	22.9	0.2	49.6	25.9	4.9	55.6	34.7	50.0	25.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	327.7	22.9	0.2	49.6	25.9	4.9	55.6	34.7	50.0	25.4	0.4
LOS	F	C	A	D	C	A	E	C	D	C	A
Approach Delay		93.2			21.4			38.6		31.7	
Approach LOS		F			C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.60	
Intersection Signal Delay: 46.0	Intersection LOS: D
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	684	39	57	1153	408	57	163	83	90	53	42
Future Volume (veh/h)	221	684	39	57	1153	408	57	163	83	90	53	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	230	712	26	59	1201	278	59	170	41	94	55	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	2096	636	90	1860	570	90	232	56	122	355	295
Arrive On Green	0.10	0.40	0.40	0.05	0.36	0.36	0.05	0.16	0.16	0.07	0.19	0.19
Sat Flow, veh/h	1810	5187	1573	1810	5187	1590	1810	1475	356	1810	1900	1581
Grp Volume(v), veh/h	230	712	26	59	1201	278	59	0	211	94	55	42
Grp Sat Flow(s),veh/h/ln	1810	1729	1573	1810	1729	1590	1810	0	1830	1810	1900	1581
Q Serve(g_s), s	6.4	6.4	0.7	2.2	13.0	5.7	2.2	0.0	7.4	3.4	1.6	1.5
Cycle Q Clear(g_c), s	6.4	6.4	0.7	2.2	13.0	5.7	2.2	0.0	7.4	3.4	1.6	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	172	2096	636	90	1860	570	90	0	287	122	355	295
V/C Ratio(X)	1.33	0.34	0.04	0.66	0.65	0.49	0.66	0.00	0.73	0.77	0.15	0.14
Avail Cap(c_a), veh/h	172	2533	768	280	2842	871	172	0	1161	361	1403	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	13.8	12.1	31.3	18.0	6.6	31.3	0.0	27.0	30.8	22.9	22.8
Incr Delay (d2), s/veh	184.2	0.1	0.0	3.0	0.4	0.6	3.0	0.0	3.6	3.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	2.0	0.2	0.9	4.3	2.6	1.0	0.0	3.2	1.5	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	214.6	13.9	12.1	34.4	18.4	7.2	34.4	0.0	30.6	34.6	23.1	23.0
LnGrp LOS	F	B	B	C	B	A	C	A	C	C	C	C
Approach Vol, veh/h		968			1538			270			191	
Approach Delay, s/veh		61.5			17.0			31.4			28.7	
Approach LOS		E			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	15.9	7.9	33.3	7.9	17.9	11.0	30.3
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 43	10.4	32.8	6.4	49.6	6.4	36.8
Max Q Clear Time (g_c+I1), s	5.4	9.4	4.2	8.4	4.2	3.6	8.4	15.0
Green Ext Time (p_c), s	0.1	1.2	0.0	4.6	0.0	0.4	0.0	9.1

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

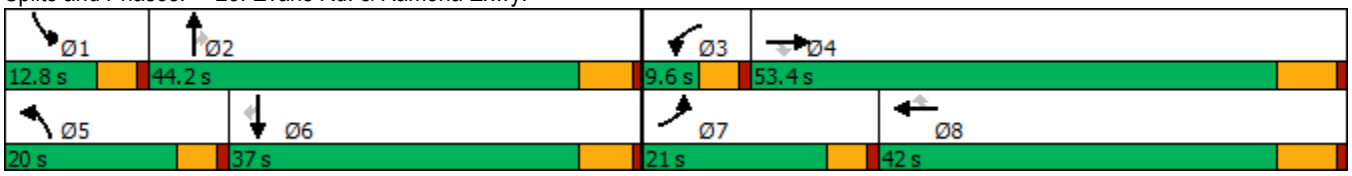
Notes

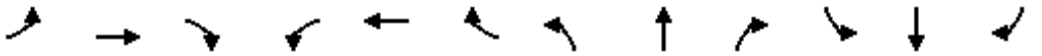
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	405	68	6	927	206	336	385	18	128	154	337
Future Volume (vph)	345	405	68	6	927	206	336	385	18	128	154	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	53.4	53.4	9.6	42.0	42.0	20.0	44.2	44.2	12.8	37.0	37.0
Total Split (%)	17.5%	44.5%	44.5%	8.0%	35.0%	35.0%	16.7%	36.8%	36.8%	10.7%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.4	50.9	50.9	5.8	34.0	34.0	14.0	23.3	23.3	8.2	17.5	17.5
Actuated g/C Ratio	0.15	0.53	0.53	0.06	0.35	0.35	0.15	0.24	0.24	0.09	0.18	0.18
v/c Ratio	0.68	0.15	0.08	0.06	0.75	0.31	0.68	0.45	0.04	0.45	0.24	0.71
Control Delay	48.0	13.5	0.2	51.8	33.2	6.4	48.7	33.2	0.2	50.9	35.7	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	13.5	0.2	51.8	33.2	6.4	48.7	33.2	0.2	50.9	35.7	21.4
LOS	D	B	A	D	C	A	D	C	A	D	D	C
Approach Delay		26.9			28.5			39.4			31.0	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.3	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	405	68	6	927	206	336	385	18	128	154	337
Future Volume (veh/h)	345	405	68	6	927	206	336	385	18	128	154	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	356	418	0	6	956	117	346	397	5	132	159	212
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	470	2444		27	1272	567	459	917	403	231	682	304
Arrive On Green	0.13	0.47	0.00	0.02	0.35	0.35	0.13	0.25	0.25	0.07	0.19	0.19
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1588	3510	3610	1610
Grp Volume(v), veh/h	356	418	0	6	956	117	346	397	5	132	159	212
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1588	1755	1805	1610
Q Serve(g_s), s	8.1	3.8	0.0	0.3	19.2	4.2	7.8	7.6	0.2	3.0	3.1	10.1
Cycle Q Clear(g_c), s	8.1	3.8	0.0	0.3	19.2	4.2	7.8	7.6	0.2	3.0	3.1	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	2444		27	1272	567	459	917	403	231	682	304
V/C Ratio(X)	0.76	0.17		0.22	0.75	0.21	0.75	0.43	0.01	0.57	0.23	0.70
Avail Cap(c_a), veh/h	724	3110		123	1665	743	682	1761	774	375	1446	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	12.5	0.0	40.1	23.5	18.6	34.5	25.8	23.0	37.4	28.4	31.2
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.5	1.4	0.2	1.1	0.3	0.0	0.8	0.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.2	0.0	0.1	7.3	1.4	3.2	3.1	0.1	1.2	1.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	12.6	0.0	41.6	24.9	18.8	35.7	26.1	23.0	38.2	28.5	34.1
LnGrp LOS	D	B		D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		774			1079			748			503	
Approach Delay, s/veh		23.1			24.3			30.5			33.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	24.9	5.2	42.8	14.8	19.6	15.0	33.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.2	38.4	5.0	46.9	15.4	31.2	16.4	35.5
Max Q Clear Time (g_c+I1), s	5.0	9.6	2.3	5.8	9.8	12.1	10.1	21.2
Green Ext Time (p_c), s	0.1	2.4	0.0	2.6	0.3	1.5	0.4	5.3

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

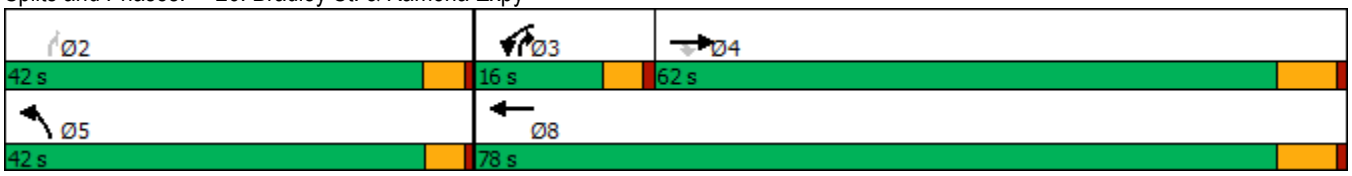
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	507	69	11	775	171	17	
Future Volume (vph)	507	69	11	775	171	17	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	62.0	62.0	16.0	78.0	42.0	16.0	42.0
Total Split (%)	51.7%	51.7%	13.3%	65.0%	35.0%	13.3%	35%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	17.2	17.2	5.5	20.4	12.0	22.4	
Actuated g/C Ratio	0.39	0.39	0.12	0.46	0.27	0.51	
v/c Ratio	0.39	0.11	0.05	0.50	0.38	0.02	
Control Delay	11.2	3.8	24.4	8.7	19.1	6.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.2	3.8	24.4	8.7	19.1	6.1	
LOS	B	A	C	A	B	A	
Approach Delay	10.3			9.0	17.9		
Approach LOS	B			A	B		

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 44.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	507	69	11	775	171	17
Future Volume (veh/h)	507	69	11	775	171	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	545	72	12	833	184	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1203	523	29	1799	263	259
Arrive On Green	0.33	0.33	0.02	0.50	0.15	0.15
Sat Flow, veh/h	3705	1569	1810	3705	1810	1610
Grp Volume(v), veh/h	545	72	12	833	184	8
Grp Sat Flow(s),veh/h/ln	1805	1569	1810	1805	1810	1610
Q Serve(g_s), s	3.7	1.0	0.2	4.6	3.0	0.1
Cycle Q Clear(g_c), s	3.7	1.0	0.2	4.6	3.0	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1203	523	29	1799	263	259
V/C Ratio(X)	0.45	0.14	0.42	0.46	0.70	0.03
Avail Cap(c_a), veh/h	6493	2822	668	8365	2199	1982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	7.2	15.0	5.0	12.5	10.9
Incr Delay (d2), s/veh	0.3	0.1	3.6	0.2	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.1	0.2	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	7.3	18.6	5.2	15.9	11.0
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	617			845	192	
Approach Delay, s/veh	8.2			5.4	15.7	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.0	5.1	16.8		21.9
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		37.5	11.4	55.5		71.5
Max Q Clear Time (g_c+I1), s		5.0	2.2	5.7		6.6
Green Ext Time (p_c), s		0.6	0.0	3.6		5.8

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	15	9	38	5	2
Future Vol, veh/h	80	15	9	38	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	87	16	10	41	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	103	0	156	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1502	-	840	967
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1502	-	834	967
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	960	-

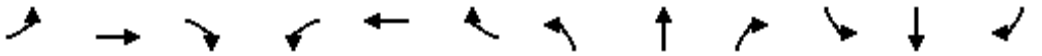
Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	851	-	-	1502	-
HCM Lane V/C Ratio	0.009	-	-	0.007	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	799	408	874	878	2	165
Future Volume (vph)	799	408	874	878	2	165
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	29.0	74.0	36.0	36.0	36.0
Total Split (%)	40.9%	26.4%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	39.0	24.6	68.1	30.4	30.4	30.4
Actuated g/C Ratio	0.35	0.22	0.62	0.28	0.28	0.28
v/c Ratio	0.92	1.04	0.40	0.96	0.96	0.30
Control Delay	44.9	78.2	3.6	71.7	72.5	7.3
Queue Delay	0.5	0.0	0.3	55.8	55.2	0.0
Total Delay	45.3	78.2	3.9	127.5	127.7	7.3
LOS	D	E	A	F	F	A
Approach Delay	45.3		27.6		108.6	
Approach LOS	D		C		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 57.9	Intersection LOS: E
Intersection Capacity Utilization 131.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	799	329	408	874	0	0	0	0	878	2	165
Future Volume (veh/h)	0	799	329	408	874	0	0	0	0	878	2	165
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	824	187	421	901	0				906	0	112
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1060	240	403	2261	0				974	0	433
Arrive On Green	0.00	0.36	0.36	0.22	0.63	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	3017	663	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	509	502	421	901	0				906	0	112
Grp Sat Flow(s),veh/h/ln	0	1805	1781	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	27.5	27.5	24.5	13.7	0.0				26.8	0.0	6.0
Cycle Q Clear(g_c), s	0.0	27.5	27.5	24.5	13.7	0.0				26.8	0.0	6.0
Prop In Lane	0.00		0.37	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	655	646	403	2261	0				974	0	433
V/C Ratio(X)	0.00	0.78	0.78	1.04	0.40	0.00				0.93	0.00	0.26
Avail Cap(c_a), veh/h	0	655	646	403	2261	0				1003	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.77	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.1	31.1	42.8	10.2	0.0				39.2	0.0	31.6
Incr Delay (d2), s/veh	0.0	8.8	8.9	51.5	0.4	0.0				14.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.7	12.6	16.1	4.7	0.0				13.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.9	40.1	94.2	10.6	0.0				53.5	0.0	31.9
LnGrp LOS	A	D	D	F	B	A				D	A	C
Approach Vol, veh/h		1011			1322						1018	
Approach Delay, s/veh		40.0			37.3						51.1	
Approach LOS		D			D						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	45.9		35.1		74.9
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	24.5	39.0		30.5		68.0
Max Q Clear Time (g_c+I1), s	26.5	29.5		28.8		15.7
Green Ext Time (p_c), s	0.0	2.7		0.8		3.9

Intersection Summary		
HCM 6th Ctrl Delay		42.3
HCM 6th LOS		D

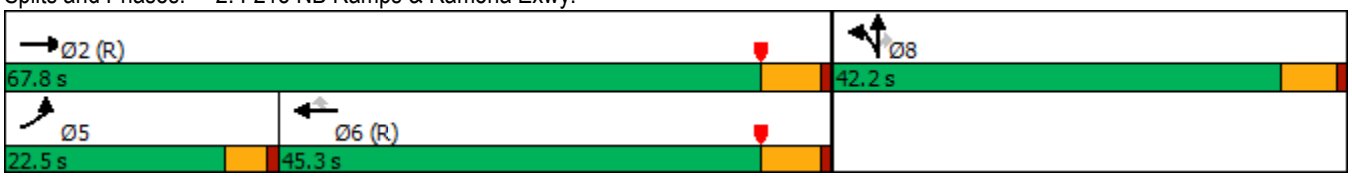
Notes

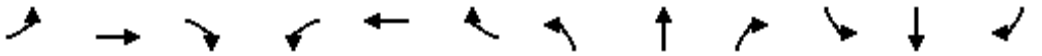
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	163	1514	940	633	342	3	437
Future Volume (vph)	163	1514	940	633	342	3	437
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.5	67.8	45.3	45.3	42.2	42.2	42.2
Total Split (%)	20.5%	61.6%	41.2%	41.2%	38.4%	38.4%	38.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	15.0	66.5	47.0	47.0	32.0	32.0	32.0
Actuated g/C Ratio	0.14	0.60	0.43	0.43	0.29	0.29	0.29
v/c Ratio	0.70	0.73	0.64	0.66	0.36	0.37	0.88
Control Delay	41.4	25.4	29.0	7.6	32.0	32.1	49.7
Queue Delay	0.0	49.1	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	74.5	29.0	7.6	32.0	32.1	49.7
LOS	D	E	C	A	C	C	D
Approach Delay		71.3	20.4			41.9	
Approach LOS		E	C			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 45.7	Intersection LOS: D
Intersection Capacity Utilization 131.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1514	0	0	940	633	342	3	437	0	0	0
Future Volume (veh/h)	163	1514	0	0	940	633	342	3	437	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	172	1594	0	0	989	581	362	0	358			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	200	2327	0	0	1780	793	908	0	404			
Arrive On Green	0.22	1.00	0.00	0.00	0.49	0.49	0.25	0.00	0.25			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	172	1594	0	0	989	581	362	0	358			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	10.0	0.0	0.0	0.0	21.0	31.5	9.2	0.0	23.6			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	21.0	31.5	9.2	0.0	23.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	200	2327	0	0	1780	793	908	0	404			
V/C Ratio(X)	0.86	0.68	0.00	0.00	0.56	0.73	0.40	0.00	0.89			
Avail Cap(c_a), veh/h	296	2327	0	0	1780	793	1207	0	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.25	0.25	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.0	0.0	0.0	0.0	19.5	22.1	34.3	0.0	39.7			
Incr Delay (d2), s/veh	4.4	0.4	0.0	0.0	1.3	5.9	0.3	0.0	13.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.1	0.0	0.0	8.3	12.0	3.9	0.0	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.4	0.0	0.0	20.7	28.0	34.6	0.0	52.9			
LnGrp LOS	D	A	A	A	C	C	C	A	D			
Approach Vol, veh/h		1766			1570			720				
Approach Delay, s/veh		4.9			23.4			43.7				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		76.9			16.7	60.2		33.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.8			18.0	39.3		36.7				
Max Q Clear Time (g_c+I1), s		2.0			12.0	33.5		25.6				
Green Ext Time (p_c), s		9.4			0.2	2.8		2.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

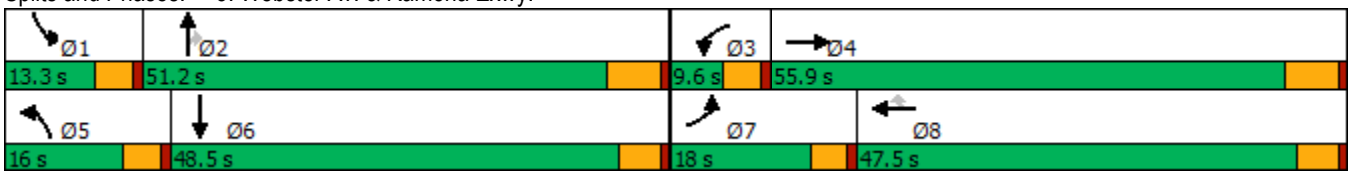
Notes

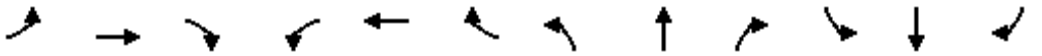
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	161	1446	12	1342	47	135	28	18	75	47
Future Volume (vph)	161	1446	12	1342	47	135	28	18	75	47
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	18.0	55.9	9.6	47.5	47.5	16.0	51.2	51.2	13.3	48.5
Total Split (%)	13.8%	43.0%	7.4%	36.5%	36.5%	12.3%	39.4%	39.4%	10.2%	37.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.2	49.5	5.2	34.1	34.1	11.3	19.3	19.3	12.1	15.1
Actuated g/C Ratio	0.14	0.53	0.06	0.36	0.36	0.12	0.21	0.21	0.13	0.16
v/c Ratio	0.67	0.57	0.13	0.75	0.07	0.65	0.07	0.04	0.34	0.52
Control Delay	55.3	18.1	53.1	29.9	0.2	57.9	32.7	0.2	48.2	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	18.1	53.1	29.9	0.2	57.9	32.7	0.2	48.2	19.2
LOS	E	B	D	C	A	E	C	A	D	B
Approach Delay		21.7		29.2			48.3			27.6
Approach LOS		C		C			D			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 93.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	1446	37	12	1342	47	135	28	18	75	47	139
Future Volume (veh/h)	161	1446	37	12	1342	47	135	28	18	75	47	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	1522	33	13	1413	37	142	29	12	79	49	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	2521	55	28	1989	617	178	320	272	102	113	108
Arrive On Green	0.11	0.48	0.48	0.02	0.38	0.38	0.10	0.17	0.17	0.06	0.13	0.13
Sat Flow, veh/h	1810	5224	113	1810	5187	1608	1810	1900	1610	1810	891	855
Grp Volume(v), veh/h	169	1007	548	13	1413	37	142	29	12	79	0	96
Grp Sat Flow(s),veh/h/ln	1810	1729	1880	1810	1729	1608	1810	1900	1610	1810	0	1746
Q Serve(g_s), s	7.1	16.6	16.6	0.6	18.0	1.1	6.0	1.0	0.5	3.4	0.0	4.0
Cycle Q Clear(g_c), s	7.1	16.6	16.6	0.6	18.0	1.1	6.0	1.0	0.5	3.4	0.0	4.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	208	1669	907	28	1989	617	178	320	272	102	0	221
V/C Ratio(X)	0.81	0.60	0.60	0.46	0.71	0.06	0.80	0.09	0.04	0.77	0.00	0.43
Avail Cap(c_a), veh/h	310	2200	1196	116	2816	873	264	1095	928	202	0	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	14.8	14.8	38.1	20.4	15.2	34.5	27.4	27.2	36.3	0.0	31.5
Incr Delay (d2), s/veh	5.7	0.4	0.7	4.2	0.5	0.0	5.6	0.1	0.1	4.6	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	5.4	5.9	0.3	6.3	0.4	2.8	0.5	0.2	1.6	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	15.1	15.4	42.3	20.9	15.2	40.1	27.5	27.3	40.9	0.0	32.8
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	A	C
Approach Vol, veh/h		1724			1463			183			175	
Approach Delay, s/veh		17.6			20.9			37.2			36.5	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	19.4	5.8	43.9	12.3	16.1	13.6	36.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	8.7	45.0	5.0	49.7	11.4	* 43	13.4	* 42
Max Q Clear Time (g_c+I1), s	5.4	3.0	2.6	18.6	8.0	6.0	9.1	20.0
Green Ext Time (p_c), s	0.0	0.2	0.0	11.9	0.1	0.5	0.1	9.9

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

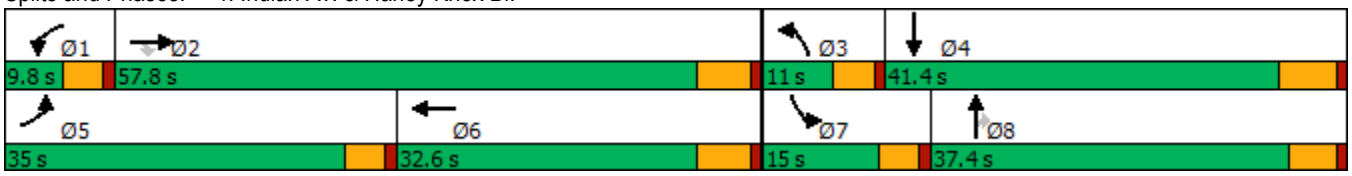
Notes

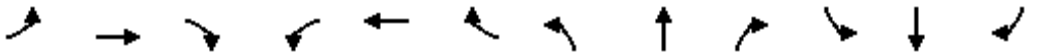
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	271	345	56	12	416	85	222	18	86	246
Future Volume (vph)	271	345	56	12	416	85	222	18	86	246
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	35.0	57.8	57.8	9.8	32.6	11.0	37.4	37.4	15.0	41.4
Total Split (%)	29.2%	48.2%	48.2%	8.2%	27.2%	9.2%	31.2%	31.2%	12.5%	34.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.5	40.0	40.0	5.4	16.9	6.4	19.3	19.3	9.3	24.3
Actuated g/C Ratio	0.24	0.45	0.45	0.06	0.19	0.07	0.22	0.22	0.10	0.27
v/c Ratio	0.78	0.19	0.09	0.14	0.59	0.43	0.36	0.05	0.57	0.72
Control Delay	47.1	16.4	1.2	52.0	36.1	51.3	32.0	0.2	56.3	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	16.4	1.2	52.0	36.1	51.3	32.0	0.2	56.3	21.4
LOS	D	B	A	D	D	D	C	A	E	C
Approach Delay		27.5			36.5		35.2			25.5
Approach LOS		C			D		D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	345	56	12	416	42	85	222	18	86	246	413
Future Volume (veh/h)	271	345	56	12	416	42	85	222	18	86	246	413
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	437	63	15	527	35	108	281	13	109	311	352
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	390	1884	585	32	824	54	209	937	418	140	501	447
Arrive On Green	0.22	0.36	0.36	0.02	0.17	0.17	0.06	0.26	0.26	0.08	0.28	0.28
Sat Flow, veh/h	1810	5187	1610	1810	4972	327	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	343	437	63	15	365	197	108	281	13	109	311	352
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1841	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	13.8	4.4	1.9	0.6	7.4	7.5	2.2	4.7	0.5	4.4	11.3	15.2
Cycle Q Clear(g_c), s	13.8	4.4	1.9	0.6	7.4	7.5	2.2	4.7	0.5	4.4	11.3	15.2
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	1884	585	32	573	305	209	937	418	140	501	447
V/C Ratio(X)	0.88	0.23	0.11	0.46	0.64	0.64	0.52	0.30	0.03	0.78	0.62	0.79
Avail Cap(c_a), veh/h	732	3589	1114	125	1233	656	299	1537	686	250	845	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	16.6	15.9	36.5	29.2	29.3	34.3	22.3	20.8	34.0	23.7	25.1
Incr Delay (d2), s/veh	2.6	0.1	0.1	3.8	1.2	2.3	0.7	0.2	0.0	3.5	1.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.5	0.7	0.3	2.9	3.2	0.9	1.8	0.2	2.0	4.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	16.7	15.9	40.3	30.4	31.6	35.0	22.5	20.8	37.5	25.0	28.3
LnGrp LOS	C	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		843			577			402			772	
Approach Delay, s/veh		22.5			31.1			25.8			28.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	33.1	9.1	27.0	20.8	18.3	10.4	25.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.2	52.0	6.4	35.2	30.4	26.8	10.4	* 32
Max Q Clear Time (g_c+I1), s	2.6	6.4	4.2	17.2	15.8	9.5	6.4	6.7
Green Ext Time (p_c), s	0.0	3.0	0.0	3.7	0.4	3.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

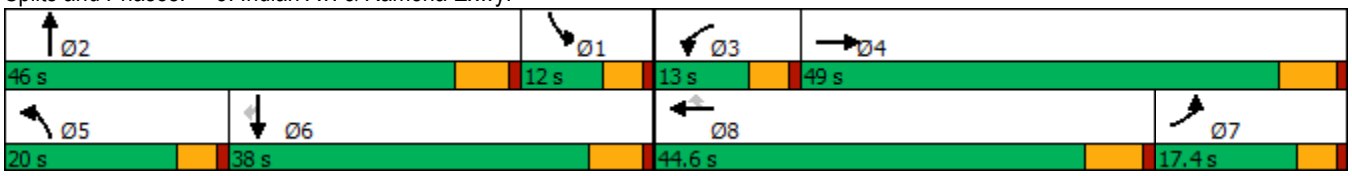
Notes

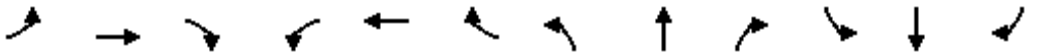
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	84	1408	78	1105	59	123	113	59	155	59
Future Volume (vph)	84	1408	78	1105	59	123	113	59	155	59
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.4	49.0	13.0	44.6	44.6	20.0	46.0	12.0	38.0	38.0
Total Split (%)	14.5%	40.8%	10.8%	37.2%	37.2%	16.7%	38.3%	10.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.0	39.8	7.9	35.2	35.2	11.3	17.7	9.7	13.6	13.6
Actuated g/C Ratio	0.16	0.42	0.08	0.37	0.37	0.12	0.19	0.10	0.14	0.14
v/c Ratio	0.33	0.78	0.59	0.65	0.09	0.65	0.30	0.36	0.34	0.18
Control Delay	42.1	27.7	62.1	28.9	0.3	56.4	22.2	49.6	38.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	27.7	62.1	28.9	0.3	56.4	22.2	49.6	38.8	1.0
LOS	D	C	E	C	A	E	C	D	D	A
Approach Delay		28.5		29.6			35.9		33.0	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1408	86	78	1105	59	123	113	72	59	155	59
Future Volume (veh/h)	84	1408	86	78	1105	59	123	113	72	59	155	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	1600	83	89	1256	45	140	128	67	67	176	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	2179	113	115	1784	554	177	305	151	149	471	210
Arrive On Green	0.13	0.43	0.43	0.06	0.34	0.34	0.10	0.13	0.13	0.08	0.13	0.13
Sat Flow, veh/h	1810	5045	262	1810	5187	1610	1810	2339	1158	1810	3610	1610
Grp Volume(v), veh/h	95	1096	587	89	1256	45	140	97	98	67	176	39
Grp Sat Flow(s),veh/h/ln	1810	1729	1849	1810	1729	1610	1810	1805	1692	1810	1805	1610
Q Serve(g_s), s	3.7	20.2	20.2	3.7	16.1	1.4	5.8	3.8	4.1	2.7	3.4	1.1
Cycle Q Clear(g_c), s	3.7	20.2	20.2	3.7	16.1	1.4	5.8	3.8	4.1	2.7	3.4	1.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	237	1494	799	115	1784	554	177	235	221	149	471	210
V/C Ratio(X)	0.40	0.73	0.73	0.77	0.70	0.08	0.79	0.41	0.44	0.45	0.37	0.19
Avail Cap(c_a), veh/h	302	1929	1032	198	2597	806	363	946	887	175	1515	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	18.1	18.1	35.4	21.8	17.0	33.8	30.7	30.8	33.6	30.5	13.3
Incr Delay (d2), s/veh	0.4	1.1	2.0	4.1	0.5	0.1	3.0	1.2	1.4	0.8	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.9	7.6	1.6	5.7	0.5	2.6	1.6	1.7	1.2	1.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	19.2	20.1	39.5	22.3	17.0	36.8	31.8	32.2	34.4	31.0	13.8
LnGrp LOS	C	B	C	D	C	B	D	C	C	C	C	B
Approach Vol, veh/h		1778			1390			335			282	
Approach Delay, s/veh		20.1			23.2			34.0			29.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	15.8	9.5	39.3	12.1	15.8	16.2	32.6
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	7.4	* 40	8.4	42.8	15.4	32.2	12.8	* 38
Max Q Clear Time (g_c+I1), s	4.7	6.1	5.7	22.2	7.8	5.4	5.7	18.1
Green Ext Time (p_c), s	0.0	1.1	0.0	10.9	0.1	1.1	0.0	8.3

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

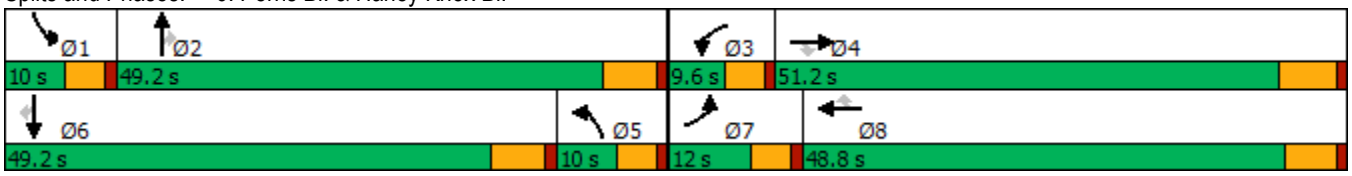
Notes

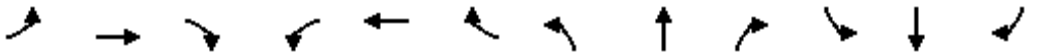
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	178	80	15	114	100	68	712	4	171	959	262
Future Volume (vph)	202	178	80	15	114	100	68	712	4	171	959	262
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	10.0	49.2	49.2	10.0	49.2	49.2
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.3%	41.0%	41.0%	8.3%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.9	26.0	26.0	5.3	14.9	14.9	5.7	26.3	26.3	5.8	29.0	29.0
Actuated g/C Ratio	0.10	0.34	0.34	0.07	0.19	0.19	0.07	0.34	0.34	0.08	0.38	0.38
v/c Ratio	1.30	0.17	0.15	0.07	0.14	0.27	0.32	0.48	0.01	0.78	0.59	0.39
Control Delay	201.8	20.1	0.5	43.3	26.3	3.0	43.8	21.2	0.0	59.9	21.9	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	201.8	20.1	0.5	43.3	26.3	3.0	43.8	21.2	0.0	59.9	21.9	4.3
LOS	F	C	A	D	C	A	D	C	A	E	C	A
Approach Delay		96.4			17.3			23.1			23.3	
Approach LOS		F			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 34.5	Intersection LOS: C
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	178	80	15	114	100	68	712	4	171	959	262
Future Volume (veh/h)	202	178	80	15	114	100	68	712	4	171	959	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	212	72	18	136	70	81	848	4	204	1142	248
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	850	379	74	765	237	203	1821	558	280	1843	565
Arrive On Green	0.11	0.24	0.24	0.02	0.15	0.15	0.06	0.35	0.35	0.08	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	240	212	72	18	136	70	81	848	4	204	1142	248
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	7.4	3.2	1.7	0.3	1.6	2.6	1.5	8.6	0.1	3.9	12.3	4.8
Cycle Q Clear(g_c), s	7.4	3.2	1.7	0.3	1.6	2.6	1.5	8.6	0.1	3.9	12.3	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	850	379	74	765	237	203	1821	558	280	1843	565
V/C Ratio(X)	1.22	0.25	0.19	0.24	0.18	0.29	0.40	0.47	0.01	0.73	0.62	0.44
Avail Cap(c_a), veh/h	197	2396	1069	259	3290	1021	280	3320	1018	280	3320	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	21.1	10.0	32.6	25.3	25.8	30.8	17.1	14.3	30.5	18.1	5.9
Incr Delay (d2), s/veh	134.0	0.2	0.2	0.6	0.1	0.7	0.5	0.2	0.0	8.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	1.2	0.8	0.1	0.6	1.0	0.6	2.9	0.0	1.8	4.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.3	21.2	10.2	33.3	25.4	26.4	31.3	17.3	14.3	38.7	18.4	6.4
LnGrp LOS	F	C	B	C	C	C	C	B	B	D	B	A
Approach Vol, veh/h		524			224			933			1594	
Approach Delay, s/veh		85.2			26.4			18.5			19.1	
Approach LOS		F			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	29.6	6.0	22.2	9.7	29.9	12.0	16.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	43.4	5.0	45.0	5.4	* 43	7.4	* 43
Max Q Clear Time (g_c+I1), s	5.9	10.6	2.3	5.2	3.5	14.3	9.4	4.6
Green Ext Time (p_c), s	0.0	6.1	0.0	1.4	0.0	9.8	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

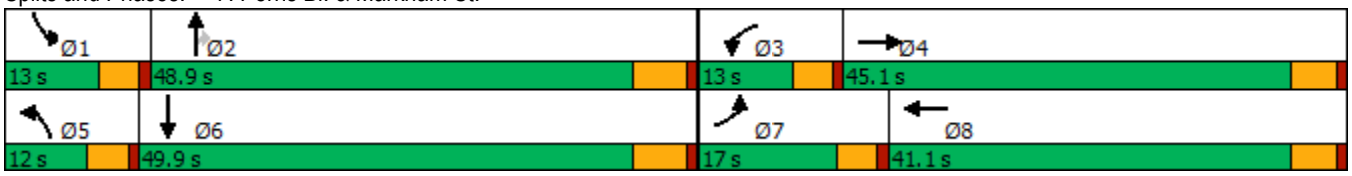
Notes

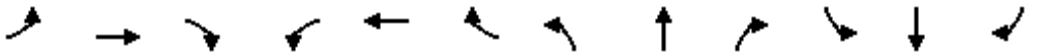
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	58	27	55	25	691	24	26	883
Future Volume (vph)	55	58	27	55	25	691	24	26	883
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	17.0	45.1	13.0	41.1	12.0	48.9	48.9	13.0	49.9
Total Split (%)	14.2%	37.6%	10.8%	34.3%	10.0%	40.8%	40.8%	10.8%	41.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	7.9	18.0	6.7	14.5	6.5	25.4	25.4	6.6	25.5
Actuated g/C Ratio	0.13	0.29	0.11	0.23	0.10	0.40	0.40	0.10	0.40
v/c Ratio	0.28	0.14	0.16	0.12	0.15	0.54	0.04	0.16	0.50
Control Delay	36.9	11.9	38.9	17.2	39.5	19.8	0.1	38.9	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	11.9	38.9	17.2	39.5	19.8	0.1	38.9	18.1
LOS	D	B	D	B	D	B	A	D	B
Approach Delay		19.7		22.5		19.8			18.7
Approach LOS		B		C		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	58	64	27	55	30	25	691	24	26	883	41
Future Volume (veh/h)	55	58	64	27	55	30	25	691	24	26	883	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	66	32	31	62	22	28	785	22	30	1003	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	503	229	63	494	167	58	1221	536	61	1740	69
Arrive On Green	0.06	0.21	0.21	0.03	0.19	0.19	0.03	0.34	0.34	0.03	0.34	0.34
Sat Flow, veh/h	1810	2412	1096	1810	2648	894	1810	3610	1584	1810	5117	204
Grp Volume(v), veh/h	62	48	50	31	41	43	28	785	22	30	677	366
Grp Sat Flow(s),veh/h/ln	1810	1805	1703	1810	1805	1737	1810	1805	1584	1810	1729	1863
Q Serve(g_s), s	1.7	1.1	1.2	0.9	1.0	1.1	0.8	9.6	0.5	0.9	8.4	8.4
Cycle Q Clear(g_c), s	1.7	1.1	1.2	0.9	1.0	1.1	0.8	9.6	0.5	0.9	8.4	8.4
Prop In Lane	1.00		0.64	1.00		0.51	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	103	376	355	63	337	324	58	1221	536	61	1176	634
V/C Ratio(X)	0.60	0.13	0.14	0.49	0.12	0.13	0.48	0.64	0.04	0.49	0.58	0.58
Avail Cap(c_a), veh/h	429	1382	1304	291	1244	1197	256	2978	1307	291	2919	1573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	16.8	16.9	24.8	17.7	17.7	24.9	14.6	11.6	24.8	14.1	14.2
Incr Delay (d2), s/veh	2.1	0.2	0.2	2.2	0.2	0.2	2.3	0.6	0.0	2.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	0.4	0.4	0.4	0.4	0.3	3.1	0.1	0.4	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	17.0	17.0	27.0	17.9	17.9	27.2	15.2	11.6	27.1	14.6	15.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		160			115			835			1073	
Approach Delay, s/veh		20.6			20.3			15.5			15.1	
Approach LOS		C			C			B			B	

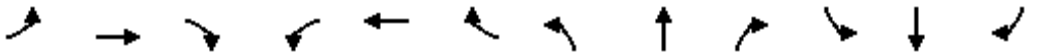
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	23.5	6.4	16.0	6.3	23.6	7.6	14.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	8.4	43.1	8.4	40.0	7.4	44.1	12.4	36.0
Max Q Clear Time (g_c+I1), s	2.9	11.6	2.9	3.2	2.8	10.4	3.7	3.1
Green Ext Time (p_c), s	0.0	5.6	0.0	0.5	0.0	7.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	3	28	4	241	734	6	1014
Future Volume (vph)	4	3	28	4	241	734	6	1014
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	12.0	33.0	12.0	33.0	12.0	63.0	12.0	63.0
Total Split (%)	10.0%	27.5%	10.0%	27.5%	10.0%	52.5%	10.0%	52.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.2	14.3	6.9	16.2	9.1	44.5	6.3	25.3
Actuated g/C Ratio	0.11	0.25	0.12	0.29	0.16	0.79	0.11	0.45
v/c Ratio	0.03	0.07	0.15	0.03	1.01	0.23	0.03	0.54
Control Delay	37.8	12.9	35.6	15.2	89.5	8.2	37.3	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	12.9	35.6	15.2	89.5	8.2	37.3	14.7
LOS	D	B	D	B	F	A	D	B
Approach Delay		16.3		29.6		27.5		14.8
Approach LOS		B		C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	22	28	4	7	241	734	42	6	1014	11
Future Volume (veh/h)	4	3	22	28	4	7	241	734	42	6	1014	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	4	9	34	5	3	294	895	51	7	1237	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	40	89	67	118	71	243	2619	149	17	2103	22
Arrive On Green	0.01	0.08	0.08	0.04	0.11	0.11	0.13	0.52	0.52	0.01	0.40	0.40
Sat Flow, veh/h	1810	519	1168	1810	1112	667	1810	5014	285	1810	5292	56
Grp Volume(v), veh/h	5	0	13	34	0	8	294	616	330	7	808	442
Grp Sat Flow(s),veh/h/ln	1810	0	1687	1810	0	1780	1810	1729	1841	1810	1729	1890
Q Serve(g_s), s	0.2	0.0	0.4	1.0	0.0	0.2	7.4	5.7	5.7	0.2	10.1	10.1
Cycle Q Clear(g_c), s	0.2	0.0	0.4	1.0	0.0	0.2	7.4	5.7	5.7	0.2	10.1	10.1
Prop In Lane	1.00		0.69	1.00		0.38	1.00		0.15	1.00		0.03
Lane Grp Cap(c), veh/h	12	0	129	67	0	189	243	1806	962	17	1374	751
V/C Ratio(X)	0.41	0.00	0.10	0.51	0.00	0.04	1.21	0.34	0.34	0.42	0.59	0.59
Avail Cap(c_a), veh/h	243	0	869	243	0	917	243	3586	1910	243	3586	1960
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	23.7	26.1	0.0	22.1	23.9	7.7	7.7	27.2	13.1	13.1
Incr Delay (d2), s/veh	8.2	0.0	0.3	2.2	0.0	0.1	126.8	0.1	0.2	6.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.5	0.0	0.1	11.3	1.4	1.6	0.1	3.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	24.1	28.3	0.0	22.2	150.6	7.8	7.9	33.3	13.5	13.8
LnGrp LOS	D	A	C	C	A	C	F	A	A	C	B	B
Approach Vol, veh/h		18			42			1240			1257	
Approach Delay, s/veh		27.2			27.1			41.7			13.7	
Approach LOS		C			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	34.6	6.6	8.8	12.0	27.7	5.0	10.5
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	57.2	7.4	28.4	7.4	57.2	7.4	28.4
Max Q Clear Time (g_c+I1), s	2.2	7.7	3.0	2.4	9.4	12.1	2.2	2.2
Green Ext Time (p_c), s	0.0	6.7	0.0	0.0	0.0	9.8	0.0	0.0

Intersection Summary			
HCM 6th Ctrl Delay		27.6	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	114	901	90	0	1293
Future Vol, veh/h	0	114	901	90	0	1293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	124	979	98	0	1405

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	539	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*722	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*722	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	722	-
HCM Lane V/C Ratio	-	-	0.172	-
HCM Control Delay (s)	-	-	11	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	100	891	133	0	1293
Future Vol, veh/h	0	100	891	133	0	1293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	109	968	145	0	1405

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	557	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*722	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*722	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	722	-
HCM Lane V/C Ratio	-	-	0.151	-
HCM Control Delay (s)	-	-	10.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	83	941	51	0	1293
Future Vol, veh/h	0	83	941	51	0	1293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	90	1023	55	0	1405

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	539	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*722	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*722	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

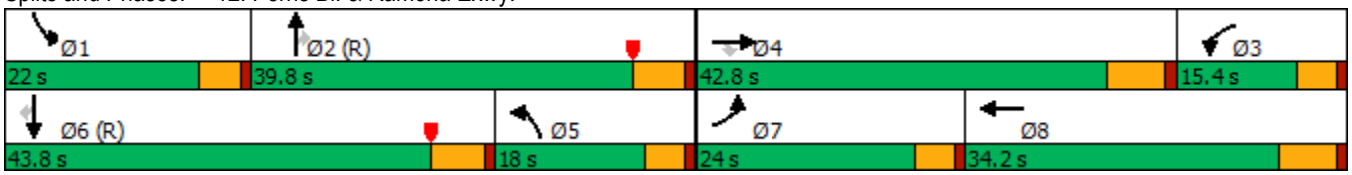
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	722	-
HCM Lane V/C Ratio	-	-	0.125	-
HCM Control Delay (s)	-	-	10.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

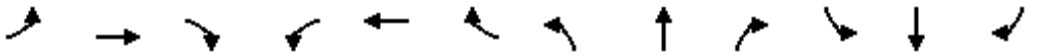
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	424	1023	203	166	748	220	457	94	383	627	309
Future Volume (vph)	424	1023	203	166	748	220	457	94	383	627	309
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	42.8	42.8	15.4	34.2	18.0	39.8	39.8	22.0	43.8	43.8
Total Split (%)	20.0%	35.7%	35.7%	12.8%	28.5%	15.0%	33.2%	33.2%	18.3%	36.5%	36.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.0	32.6	32.6	12.1	26.8	13.4	37.7	37.7	16.3	40.7	40.7
Actuated g/C Ratio	0.15	0.27	0.27	0.10	0.22	0.11	0.31	0.31	0.14	0.34	0.34
v/c Ratio	0.83	0.75	0.36	0.48	0.84	0.58	0.41	0.16	0.83	0.53	0.43
Control Delay	64.0	43.3	6.0	47.2	41.3	57.2	34.8	0.5	66.0	34.5	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	43.3	6.0	47.2	41.3	57.2	34.8	0.5	66.0	34.5	7.0
LOS	E	D	A	D	D	E	C	A	E	C	A
Approach Delay		44.1			42.2		37.0			37.2	
Approach LOS		D			D		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 40.7	Intersection LOS: D
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	1023	203	166	748	196	220	457	94	383	627	309
Future Volume (veh/h)	424	1023	203	166	748	196	220	457	94	383	627	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	1055	110	171	771	176	227	471	49	395	646	261
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	495	1306	405	325	913	206	488	1216	543	452	1143	510
Arrive On Green	0.14	0.25	0.25	0.03	0.07	0.07	0.14	0.34	0.34	0.13	0.32	0.32
Sat Flow, veh/h	3510	5187	1608	3510	4218	953	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	437	1055	110	171	631	316	227	471	49	395	646	261
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1714	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	14.7	22.9	6.6	5.8	21.6	21.9	7.1	11.9	1.8	13.3	17.9	10.6
Cycle Q Clear(g_c), s	14.7	22.9	6.6	5.8	21.6	21.9	7.1	11.9	1.8	13.3	17.9	10.6
Prop In Lane	1.00		1.00	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	1306	405	325	749	371	488	1216	543	452	1143	510
V/C Ratio(X)	0.88	0.81	0.27	0.53	0.84	0.85	0.47	0.39	0.09	0.87	0.57	0.51
Avail Cap(c_a), veh/h	568	1582	491	325	807	400	488	1216	543	509	1143	510
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	42.2	36.1	55.6	53.7	53.8	47.5	30.3	13.7	51.3	34.1	14.9
Incr Delay (d2), s/veh	7.6	1.5	0.2	0.8	7.6	15.3	0.2	0.9	0.3	13.2	2.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	9.5	2.5	2.6	10.8	11.6	3.1	5.2	1.0	6.5	7.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	43.7	36.2	56.4	61.3	69.1	47.8	31.2	14.0	64.5	36.1	18.5
LnGrp LOS	E	D	D	E	E	E	D	C	B	E	D	B
Approach Vol, veh/h		1602			1118			747			1302	
Approach Delay, s/veh		47.1			62.8			35.1			41.2	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	46.2	17.3	36.4	22.5	43.8	21.5	32.2
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	17.4	34.0	10.8	* 37	13.4	* 38	19.4	28.0
Max Q Clear Time (g_c+I1), s	15.3	13.9	7.8	24.9	9.1	19.9	16.7	23.9
Green Ext Time (p_c), s	0.2	2.9	0.1	5.3	0.2	4.6	0.3	2.0

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

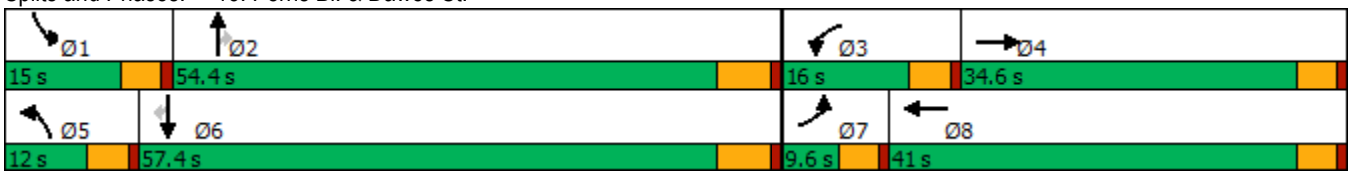
Notes

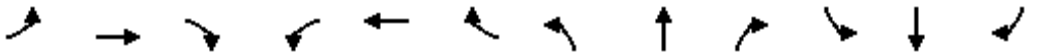
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø7
Lane Configurations									
Traffic Volume (vph)	36	0	2	691	31	36	876		
Future Volume (vph)	36	0	2	691	31	36	876		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA		
Protected Phases	3	8	5	2		1	6	4	7
Permitted Phases					2				
Detector Phase	3	8	5	2	2	1	6		
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	9.6	34.6	9.6	22.8	22.8	9.6	26.8	34.6	9.6
Total Split (s)	16.0	41.0	12.0	54.4	54.4	15.0	57.4	34.6	9.6
Total Split (%)	13.3%	34.2%	10.0%	45.3%	45.3%	12.5%	47.8%	29%	8%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8	4.6	5.8		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	7.6	15.5	6.1	35.4	35.4	6.9	37.9		
Actuated g/C Ratio	0.16	0.32	0.13	0.74	0.74	0.14	0.79		
v/c Ratio	0.13	0.05	0.01	0.27	0.03	0.14	0.22		
Control Delay	27.5	0.1	33.0	11.6	0.0	28.8	8.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	27.5	0.1	33.0	11.6	0.0	28.8	8.2		
LOS	C	A	C	B	A	C	A		
Approach Delay		14.0		11.1			9.0		
Approach LOS		B		B			A		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.1	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 45.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	36	0	35	2	691	31	36	876	0
Future Volume (veh/h)	0	0	0	36	0	35	2	691	31	36	876	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	37	0	36	2	705	32	37	894	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	6	0	78	0	244	5	1309	583	78	2092	649
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.15	0.00	0.36	0.36	0.04	0.40	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1588	1810	3610	1608	1810	5187	1610
Grp Volume(v), veh/h	0	0	0	37	0	36	2	705	32	37	894	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1588	1810	1805	1608	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.7	0.0	5.3	0.4	0.7	4.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.7	0.0	0.7	0.0	5.3	0.4	0.7	4.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	6	0	78	0	244	5	1309	583	78	2092	649
V/C Ratio(X)	0.00	0.00	0.00	0.47	0.00	0.15	0.38	0.54	0.05	0.47	0.43	0.00
Avail Cap(c_a), veh/h	266	1674	0	606	0	1698	393	5151	2295	553	7859	2440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	15.9	0.0	12.5	17.0	8.6	7.1	15.9	7.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.3	15.5	0.3	0.0	1.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.2	0.0	1.1	0.1	0.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	17.5	0.0	12.8	32.5	8.9	7.1	17.5	7.5	0.0
LnGrp LOS	A	A	A	B	A	B	C	A	A	B	A	A
Approach Vol, veh/h		0			73			739			931	
Approach Delay, s/veh		0.0			15.2			8.9			7.9	
Approach LOS					B			A			A	

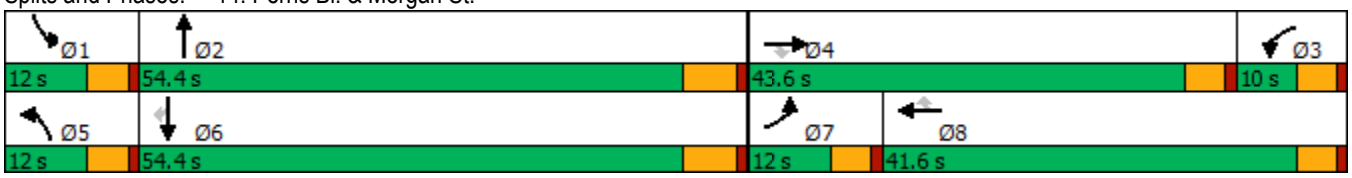
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	18.2	6.1	3.8	4.7	19.5	0.0	9.8
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	10.4	48.6	11.4	30.0	7.4	51.6	5.0	36.4
Max Q Clear Time (g_c+I1), s	2.7	7.3	2.7	0.0	2.0	6.2	0.0	2.7
Green Ext Time (p_c), s	0.0	5.1	0.0	0.0	0.0	6.7	0.0	0.2

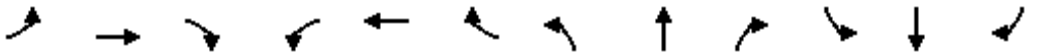
Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	20	31	24	13	31	29	23	657	15	798	17
Future Volume (vph)	20	31	24	13	31	29	23	657	15	798	17
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	43.6	43.6	10.0	41.6	41.6	12.0	54.4	12.0	54.4	54.4
Total Split (%)	10.0%	36.3%	36.3%	8.3%	34.7%	34.7%	10.0%	45.3%	10.0%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	20.2	20.2	9.1	19.1	19.1	8.8	35.4	8.7	33.7	33.7
Actuated g/C Ratio	0.17	0.39	0.39	0.18	0.37	0.37	0.17	0.69	0.17	0.65	0.65
v/c Ratio	0.07	0.02	0.04	0.04	0.05	0.05	0.08	0.21	0.06	0.38	0.02
Control Delay	37.4	21.5	0.1	34.9	22.7	0.1	37.0	10.6	37.6	14.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	21.5	0.1	34.9	22.7	0.1	37.0	10.6	37.6	14.4	0.0
LOS	D	C	A	C	C	A	D	B	D	B	A
Approach Delay		18.7			15.8			11.5		14.6	
Approach LOS		B			B			B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	31	24	13	31	29	23	657	13	15	798	17
Future Volume (veh/h)	20	31	24	13	31	29	23	657	13	15	798	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	34	13	14	34	19	26	730	13	17	887	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	599	264	40	307	260	55	2040	36	38	1370	611
Arrive On Green	0.03	0.17	0.17	0.02	0.16	0.16	0.03	0.39	0.39	0.02	0.38	0.38
Sat Flow, veh/h	1810	3610	1589	1810	1900	1610	1810	5246	93	1810	3610	1610
Grp Volume(v), veh/h	22	34	13	14	34	19	26	481	262	17	887	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1900	1610	1810	1729	1882	1810	1805	1610
Q Serve(g_s), s	0.6	0.4	0.2	0.4	0.7	0.5	0.7	4.8	4.8	0.5	9.8	0.3
Cycle Q Clear(g_c), s	0.6	0.4	0.2	0.4	0.7	0.5	0.7	4.8	4.8	0.5	9.8	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	48	599	264	40	307	260	55	1344	732	38	1370	611
V/C Ratio(X)	0.46	0.06	0.05	0.35	0.11	0.07	0.47	0.36	0.36	0.45	0.65	0.03
Avail Cap(c_a), veh/h	275	2890	1272	201	1443	1223	275	3450	1877	275	3601	1606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	17.1	9.3	23.5	17.4	17.3	23.2	10.6	10.6	23.6	12.4	9.5
Incr Delay (d2), s/veh	2.5	0.0	0.1	2.0	0.2	0.1	2.3	0.2	0.3	3.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.1	0.2	0.3	0.2	0.3	1.3	1.5	0.2	2.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	17.1	9.4	25.5	17.6	17.5	25.6	10.7	10.9	26.6	13.0	9.5
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		69			67			769			920	
Approach Delay, s/veh		18.5			19.2			11.3			13.1	
Approach LOS		B			B			B			B	

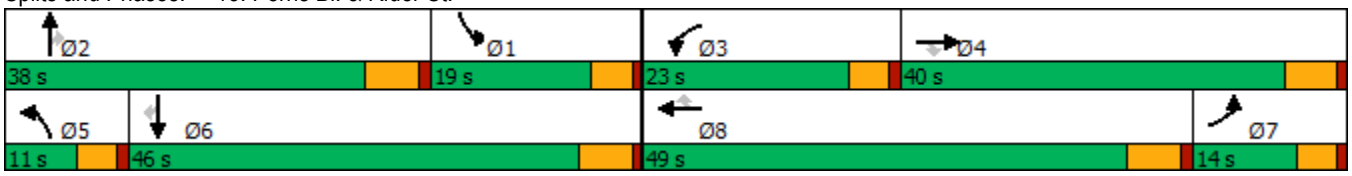
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	24.7	5.7	12.7	6.1	24.3	5.9	12.5
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	48.6	5.4	39.0	7.4	48.6	7.4	37.0
Max Q Clear Time (g_c+I1), s	2.5	6.8	2.4	2.4	2.7	11.8	2.6	2.7
Green Ext Time (p_c), s	0.0	4.8	0.0	0.2	0.0	6.6	0.0	0.2

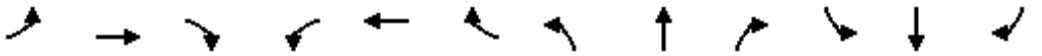
Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	178	66	116	81	114	17	515	151	103	710	15
Future Volume (vph)	43	178	66	116	81	114	17	515	151	103	710	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	14.0	40.0	40.0	23.0	49.0	49.0	11.0	38.0	38.0	19.0	46.0	46.0
Total Split (%)	11.7%	33.3%	33.3%	19.2%	40.8%	40.8%	9.2%	31.7%	31.7%	15.8%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	14.5	14.5	10.4	17.8	17.8	6.2	16.7	16.7	9.6	26.2	26.2
Actuated g/C Ratio	0.14	0.22	0.22	0.15	0.27	0.27	0.09	0.25	0.25	0.14	0.39	0.39
v/c Ratio	0.19	0.25	0.15	0.45	0.09	0.23	0.11	0.43	0.31	0.43	0.38	0.02
Control Delay	35.3	26.7	0.7	37.9	24.1	2.4	41.4	25.4	6.4	39.1	17.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	26.7	0.7	37.9	24.1	2.4	41.4	25.4	6.4	39.1	17.3	0.1
LOS	D	C	A	D	C	A	D	C	A	D	B	A
Approach Delay		22.0			21.3			21.6			19.7	
Approach LOS		C			C			C			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	178	66	116	81	114	17	515	151	103	710	15
Future Volume (veh/h)	43	178	66	116	81	114	17	515	151	103	710	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	193	30	126	88	49	18	560	115	112	772	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	706	315	165	712	317	40	1117	346	146	1539	477
Arrive On Green	0.07	0.20	0.20	0.09	0.20	0.20	0.02	0.22	0.22	0.08	0.30	0.30
Sat Flow, veh/h	1810	3610	1608	1810	3610	1608	1810	5187	1608	1810	5187	1607
Grp Volume(v), veh/h	47	193	30	126	88	49	18	560	115	112	772	6
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1608	1810	1729	1608	1810	1729	1607
Q Serve(g_s), s	1.3	2.4	0.8	3.6	1.1	1.3	0.5	5.0	2.0	3.2	6.5	0.1
Cycle Q Clear(g_c), s	1.3	2.4	0.8	3.6	1.1	1.3	0.5	5.0	2.0	3.2	6.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	706	315	165	712	317	40	1117	346	146	1539	477
V/C Ratio(X)	0.39	0.27	0.10	0.77	0.12	0.15	0.45	0.50	0.33	0.77	0.50	0.01
Avail Cap(c_a), veh/h	323	2342	1043	632	2959	1318	220	3169	982	494	3956	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	18.0	17.4	23.4	17.4	17.5	25.5	18.2	7.0	23.7	15.3	4.6
Incr Delay (d2), s/veh	0.8	0.2	0.1	2.8	0.1	0.2	3.0	0.3	0.6	3.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.3	1.4	0.4	0.4	0.2	1.7	1.0	1.3	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	18.2	17.5	26.2	17.5	17.7	28.4	18.5	7.6	26.9	15.6	4.6
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		270			263			693			890	
Approach Delay, s/veh		19.2			21.7			17.0			16.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	17.2	9.4	16.1	5.8	21.4	9.3	16.2
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	14.4	* 32	18.4	34.2	6.4	40.2	9.4	* 43
Max Q Clear Time (g_c+I1), s	5.2	7.0	5.6	4.4	2.5	8.5	3.3	3.3
Green Ext Time (p_c), s	0.1	3.9	0.1	1.2	0.0	5.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

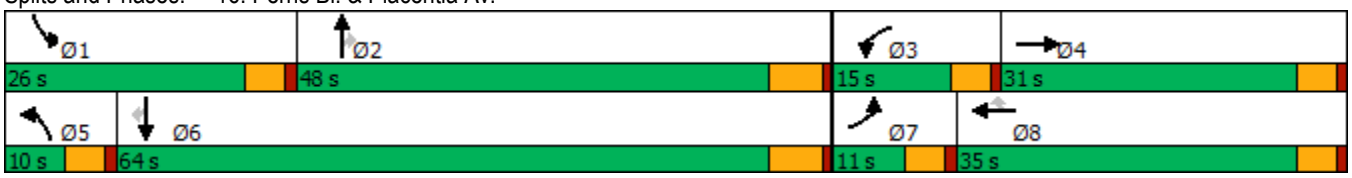
Notes

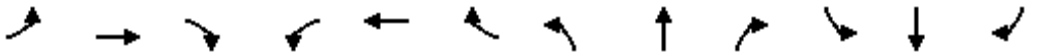
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	59	48	26	111	8	710	74	147	1007	12
Future Volume (vph)	24	59	48	26	111	8	710	74	147	1007	12
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	11.0	31.0	15.0	35.0	35.0	10.0	48.0	48.0	26.0	64.0	64.0
Total Split (%)	9.2%	25.8%	12.5%	29.2%	29.2%	8.3%	40.0%	40.0%	21.7%	53.3%	53.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	14.1	7.8	17.1	17.1	6.2	24.4	24.4	12.3	43.7	43.7
Actuated g/C Ratio	0.10	0.21	0.11	0.25	0.25	0.09	0.36	0.36	0.18	0.64	0.64
v/c Ratio	0.15	0.23	0.25	0.06	0.23	0.06	0.59	0.12	0.49	0.47	0.01
Control Delay	42.9	28.0	41.0	27.7	4.2	43.6	23.6	0.7	37.9	12.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	28.0	41.0	27.7	4.2	43.6	23.6	0.7	37.9	12.8	0.0
LOS	D	C	D	C	A	D	C	A	D	B	A
Approach Delay		31.4		17.1			21.7			15.9	
Approach LOS		C		B			C			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	59	23	48	26	111	8	710	74	147	1007	12
Future Volume (veh/h)	24	59	23	48	26	111	8	710	74	147	1007	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	63	15	52	28	43	9	763	50	158	1083	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	243	58	89	348	295	21	1199	533	204	1564	681
Arrive On Green	0.03	0.16	0.16	0.05	0.18	0.18	0.01	0.33	0.33	0.11	0.43	0.43
Sat Flow, veh/h	1810	1483	353	1810	1900	1608	1810	3610	1603	1810	3610	1571
Grp Volume(v), veh/h	26	0	78	52	28	43	9	763	50	158	1083	8
Grp Sat Flow(s),veh/h/ln	1810	0	1836	1810	1900	1608	1810	1805	1603	1810	1805	1571
Q Serve(g_s), s	0.8	0.0	2.1	1.6	0.7	1.3	0.3	10.3	1.2	4.9	13.9	0.2
Cycle Q Clear(g_c), s	0.8	0.0	2.1	1.6	0.7	1.3	0.3	10.3	1.2	4.9	13.9	0.2
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	0	301	89	348	295	21	1199	533	204	1564	681
V/C Ratio(X)	0.49	0.00	0.26	0.58	0.08	0.15	0.43	0.64	0.09	0.78	0.69	0.01
Avail Cap(c_a), veh/h	202	0	846	329	1008	853	171	2660	1181	676	3668	1596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	20.9	26.7	19.4	19.6	28.1	16.2	13.2	24.7	13.1	9.2
Incr Delay (d2), s/veh	2.5	0.0	0.5	2.3	0.1	0.2	5.0	0.6	0.1	2.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	0.7	0.3	0.5	0.1	3.5	0.4	2.0	4.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	0.0	21.4	28.9	19.5	19.8	33.1	16.8	13.3	27.1	13.7	9.3
LnGrp LOS	C	A	C	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		104			123			822			1249	
Approach Delay, s/veh		23.5			23.6			16.7			15.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	24.8	7.4	14.0	5.3	30.6	6.3	15.1
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	21.4	42.2	10.4	26.4	5.4	58.2	6.4	30.4
Max Q Clear Time (g_c+I1), s	6.9	12.3	3.6	4.1	2.3	15.9	2.8	3.3
Green Ext Time (p_c), s	0.2	5.4	0.0	0.3	0.0	8.9	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	8	3	39	0	8
Future Vol, veh/h	43	8	3	39	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	9	3	42	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	56	0	-	52
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1562	-	0	1021
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	-	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1021	-	-	1562	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	0	10	42	0	11
Future Vol, veh/h	51	0	10	42	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	55	0	11	46	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	-	55
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1563	-	0	1018
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	-	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1018	-	-	1563	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	0	10	52	0	11
Future Vol, veh/h	62	0	10	52	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	67	0	11	57	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	-	67
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1547	-	0	1002
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	-	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1002	-	-	1547	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1554	955	117	0	125
Future Vol, veh/h	0	1554	955	117	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1689	1038	127	0	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	583
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*699
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*699
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

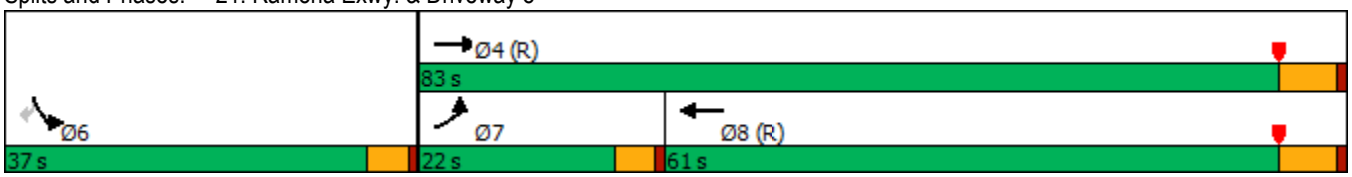
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	699
HCM Lane V/C Ratio	-	-	-	0.194
HCM Control Delay (s)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

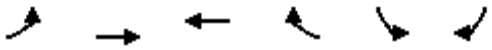
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	79	1475	976	122	96
Future Volume (vph)	79	1475	976	122	96
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	23.2	31.6	31.6
Total Split (s)	22.0	83.0	61.0	37.0	37.0
Total Split (%)	18.3%	69.2%	50.8%	30.8%	30.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	11.0	93.3	79.9	15.9	15.9
Actuated g/C Ratio	0.09	0.78	0.67	0.13	0.13
v/c Ratio	0.52	0.40	0.36	0.56	0.34
Control Delay	56.1	3.0	10.6	56.3	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	3.0	10.6	56.3	10.8
LOS	E	A	B	E	B
Approach Delay		5.7	10.6	36.4	
Approach LOS		A	B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113.8 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 48.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Ramona Exwy. & Driveway 8





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	1475	976	163	122	96
Future Volume (veh/h)	79	1475	976	163	122	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	1603	1061	177	133	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	109	4231	3212	535	171	152
Arrive On Green	0.12	1.00	0.72	0.72	0.09	0.09
Sat Flow, veh/h	1810	5358	4649	746	1810	1610
Grp Volume(v), veh/h	86	1603	819	419	133	104
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1766	1810	1610
Q Serve(g_s), s	5.5	0.0	10.5	10.6	8.6	7.5
Cycle Q Clear(g_c), s	5.5	0.0	10.5	10.6	8.6	7.5
Prop In Lane	1.00			0.42	1.00	1.00
Lane Grp Cap(c), veh/h	109	4231	2480	1267	171	152
V/C Ratio(X)	0.79	0.38	0.33	0.33	0.78	0.69
Avail Cap(c_a), veh/h	262	4231	2480	1267	489	435
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.83	0.83	1.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	6.3	6.3	53.1	52.6
Incr Delay (d2), s/veh	12.0	0.3	0.3	0.6	7.5	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.1	3.1	3.3	4.3	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.0	0.3	6.6	6.9	60.6	58.0
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		1689	1238		237	
Approach Delay, s/veh		3.5	6.7		59.5	
Approach LOS		A	A		E	

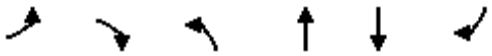
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			104.1		15.9	11.8	92.3
Change Period (Y+Rc), s			6.2		4.6	4.6	6.2
Max Green Setting (Gmax), s			76.8		32.4	17.4	54.8
Max Q Clear Time (g_c+I1), s			2.0		10.6	7.5	12.6
Green Ext Time (p_c), s			16.5		0.7	0.1	9.4

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	9	61	49	209	382
Future Volume (vph)	9	61	49	209	382
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	29.0	28.0	28.0	91.0	63.0
Total Split (%)	24.2%	23.3%	23.3%	75.8%	52.5%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.3	9.9	6.6	35.0	22.0
Actuated g/C Ratio	0.32	0.25	0.17	0.90	0.57
v/c Ratio	0.02	0.17	0.21	0.09	0.26
Control Delay	10.9	3.3	18.7	3.1	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	3.3	18.7	3.1	9.2
LOS	B	A	B	A	A
Approach Delay	4.2			6.0	9.2
Approach LOS	A			A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 38.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 36.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	61	49	209	382	11
Future Volume (veh/h)	9	61	49	209	382	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	20	65	279	509	14
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	143	241	129	1951	1085	30
Arrive On Green	0.08	0.08	0.07	0.54	0.30	0.30
Sat Flow, veh/h	1810	1610	1810	3705	3684	99
Grp Volume(v), veh/h	12	20	65	279	256	267
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1882
Q Serve(g_s), s	0.2	0.3	1.0	1.1	3.2	3.2
Cycle Q Clear(g_c), s	0.2	0.3	1.0	1.1	3.2	3.2
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	143	241	129	1951	546	569
V/C Ratio(X)	0.08	0.08	0.51	0.14	0.47	0.47
Avail Cap(c_a), veh/h	1568	1510	1536	11207	3771	3932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	10.1	12.3	3.2	7.8	7.8
Incr Delay (d2), s/veh	0.3	0.1	1.1	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.3	0.0	0.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	10.2	13.5	3.2	8.4	8.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	32			344	523	
Approach Delay, s/veh	10.9			5.1	8.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.3		7.3	6.6	13.7
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		85.6		23.9	23.4	57.6
Max Q Clear Time (g_c+I1), s		3.1		2.3	3.0	5.2
Green Ext Time (p_c), s		1.8		0.0	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	49	13	195	425	26
Future Vol, veh/h	39	49	13	195	425	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	65	17	260	567	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	749	301	602	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	352	701	985	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	701	985	-	-	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	854	-	-	-	-	-

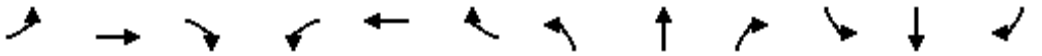
Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	985	-	433	701	-	-
HCM Lane V/C Ratio	0.018	-	0.12	0.093	-	-
HCM Control Delay (s)	8.7	-	14.4	10.7	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	1409	60	82	941	153	50	35	328	106	40
Future Volume (vph)	128	1409	60	82	941	153	50	35	328	106	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.1	38.8	38.8	11.1	39.8	39.8	11.2	43.5	26.6	58.9	58.9
Total Split (%)	8.4%	32.3%	32.3%	9.3%	33.2%	33.2%	9.3%	36.3%	22.2%	49.1%	49.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	33.0	33.0	6.6	34.0	34.0	6.2	14.7	22.3	32.7	32.7
Actuated g/C Ratio	0.06	0.34	0.34	0.07	0.35	0.35	0.06	0.15	0.23	0.34	0.34
v/c Ratio	1.32	0.85	0.10	0.72	0.55	0.25	0.46	0.34	0.85	0.18	0.07
Control Delay	236.2	36.9	0.3	78.2	28.3	5.6	60.0	17.0	57.1	24.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	236.2	36.9	0.3	78.2	28.3	5.6	60.0	17.0	57.1	24.0	0.2
LOS	F	D	A	E	C	A	E	B	E	C	A
Approach Delay		51.5			28.8			31.2		44.9	
Approach LOS		D			C			C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 41.8	Intersection LOS: D
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1409	60	82	941	153	50	35	67	328	106	40
Future Volume (veh/h)	128	1409	60	82	941	153	50	35	67	328	106	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	1499	41	87	1001	116	53	37	33	349	113	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	1824	554	112	1809	554	76	109	97	387	568	482
Arrive On Green	0.06	0.35	0.35	0.06	0.35	0.35	0.04	0.12	0.12	0.21	0.30	0.30
Sat Flow, veh/h	1810	5187	1574	1810	5187	1590	1810	926	826	1810	1900	1610
Grp Volume(v), veh/h	136	1499	41	87	1001	116	53	0	70	349	113	30
Grp Sat Flow(s),veh/h/ln	1810	1729	1574	1810	1729	1590	1810	0	1751	1810	1900	1610
Q Serve(g_s), s	5.5	22.3	1.5	4.0	13.2	2.0	2.5	0.0	3.1	15.9	3.8	1.1
Cycle Q Clear(g_c), s	5.5	22.3	1.5	4.0	13.2	2.0	2.5	0.0	3.1	15.9	3.8	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	117	1824	554	112	1809	554	76	0	206	387	568	482
V/C Ratio(X)	1.16	0.82	0.07	0.78	0.55	0.21	0.70	0.00	0.34	0.90	0.20	0.06
Avail Cap(c_a), veh/h	117	1994	605	139	2055	630	141	0	787	469	1199	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	25.1	18.3	39.2	22.3	4.1	40.1	0.0	34.4	32.5	22.1	21.2
Incr Delay (d2), s/veh	132.1	2.7	0.1	15.3	0.3	0.2	4.2	0.0	1.0	16.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	8.5	0.5	2.1	4.8	1.4	1.1	0.0	1.3	8.3	1.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	171.7	27.7	18.4	54.5	22.6	4.3	44.3	0.0	35.4	48.8	22.3	21.3
LnGrp LOS	F	C	B	D	C	A	D	A	D	D	C	C
Approach Vol, veh/h		1676			1204			123			492	
Approach Delay, s/veh		39.2			23.1			39.2			41.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	15.4	9.8	36.0	8.2	30.8	10.1	35.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	22.0	* 38	6.5	32.6	6.6	53.5	5.5	33.6
Max Q Clear Time (g_c+I1), s	17.9	5.1	6.0	24.3	4.5	5.8	7.5	15.2
Green Ext Time (p_c), s	0.2	0.3	0.0	5.5	0.0	0.7	0.0	6.4

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

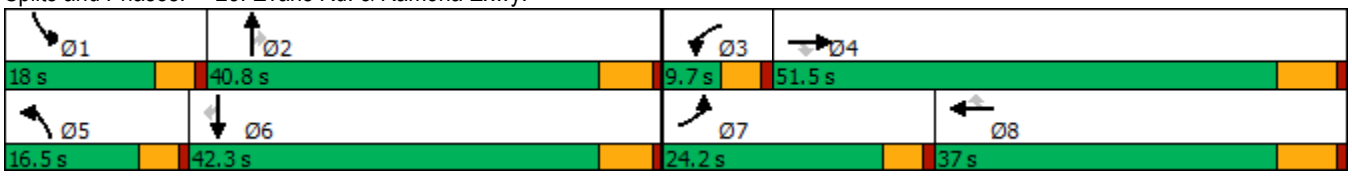
Notes

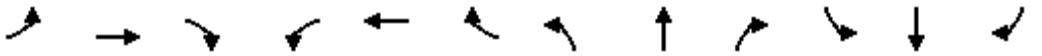
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	392	1030	194	22	614	123	221	256	14	237	436	347
Future Volume (vph)	392	1030	194	22	614	123	221	256	14	237	436	347
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.2	51.5	51.5	9.7	37.0	37.0	16.5	40.8	40.8	18.0	42.3	42.3
Total Split (%)	20.2%	42.9%	42.9%	8.1%	30.8%	30.8%	13.8%	34.0%	34.0%	15.0%	35.3%	35.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	41.2	41.2	5.9	24.7	24.7	10.7	21.0	21.0	11.4	21.7	21.7
Actuated g/C Ratio	0.17	0.46	0.46	0.07	0.28	0.28	0.12	0.23	0.23	0.13	0.24	0.24
v/c Ratio	0.66	0.44	0.23	0.19	0.63	0.23	0.54	0.31	0.03	0.55	0.51	0.56
Control Delay	42.6	18.8	3.8	51.7	33.0	4.4	45.8	30.4	0.1	44.8	32.3	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	18.8	3.8	51.7	33.0	4.4	45.8	30.4	0.1	44.8	32.3	9.0
LOS	D	B	A	D	C	A	D	C	A	D	C	A
Approach Delay		22.8			28.9			36.5			27.3	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1030	194	22	614	123	221	256	14	237	436	347
Future Volume (veh/h)	392	1030	194	22	614	123	221	256	14	237	436	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	404	1062	0	23	633	63	228	264	6	244	449	232
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	546	2044		63	986	440	358	832	371	376	851	380
Arrive On Green	0.16	0.39	0.00	0.03	0.27	0.27	0.10	0.23	0.23	0.11	0.24	0.24
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	404	1062	0	23	633	63	228	264	6	244	449	232
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.5	10.7	0.0	0.9	10.6	2.0	4.3	4.2	0.2	4.6	7.4	8.8
Cycle Q Clear(g_c), s	7.5	10.7	0.0	0.9	10.6	2.0	4.3	4.2	0.2	4.6	7.4	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	546	2044		63	986	440	358	832	371	376	851	380
V/C Ratio(X)	0.74	0.52		0.37	0.64	0.14	0.64	0.32	0.02	0.65	0.53	0.61
Avail Cap(c_a), veh/h	1035	3598		151	1739	776	641	1940	865	718	2019	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	15.8	0.0	32.3	21.9	18.8	29.5	21.9	20.4	29.3	22.8	23.4
Incr Delay (d2), s/veh	0.7	0.2	0.0	1.3	0.7	0.1	0.7	0.2	0.0	0.7	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.4	0.0	0.4	3.9	0.7	1.7	1.6	0.1	1.8	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	16.0	0.0	33.7	22.7	19.0	30.2	22.1	20.4	30.0	23.3	25.0
LnGrp LOS	C	B		C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1466			719			498			925	
Approach Delay, s/veh		19.4			22.7			25.8			25.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	19.8	6.4	31.0	11.0	20.1	14.7	22.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	13.4	35.0	5.1	45.0	11.9	36.5	19.6	30.5
Max Q Clear Time (g_c+I1), s	6.6	6.2	2.9	12.7	6.3	10.8	9.5	12.6
Green Ext Time (p_c), s	0.2	1.6	0.0	7.5	0.2	3.5	0.5	3.6

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

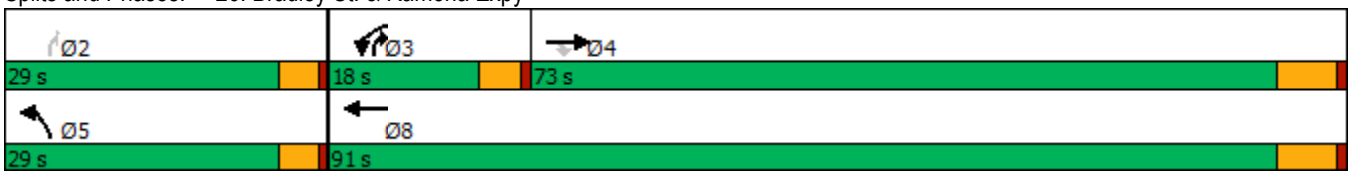
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	851	191	26	557	106	19	
Future Volume (vph)	851	191	26	557	106	19	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	18.0	91.0	29.0	18.0	29.0
Total Split (%)	60.8%	60.8%	15.0%	75.8%	24.2%	15.0%	24%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	25.0	25.0	6.7	30.1	10.9	17.8	
Actuated g/C Ratio	0.54	0.54	0.15	0.65	0.24	0.39	
v/c Ratio	0.47	0.22	0.11	0.25	0.27	0.03	
Control Delay	11.4	2.5	26.0	5.3	22.1	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.4	2.5	26.0	5.3	22.1	6.7	
LOS	B	A	C	A	C	A	
Approach Delay	9.8			6.2	19.8		
Approach LOS	A			A	B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 38.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	851	191	26	557	106	19
Future Volume (veh/h)	851	191	26	557	106	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	915	199	28	599	114	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1608	702	61	2180	177	212
Arrive On Green	0.45	0.45	0.03	0.60	0.10	0.10
Sat Flow, veh/h	3705	1577	1810	3705	1810	1610
Grp Volume(v), veh/h	915	199	28	599	114	10
Grp Sat Flow(s),veh/h/ln	1805	1577	1810	1805	1810	1610
Q Serve(g_s), s	6.9	3.0	0.6	2.9	2.2	0.2
Cycle Q Clear(g_c), s	6.9	3.0	0.6	2.9	2.2	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1608	702	61	2180	177	212
V/C Ratio(X)	0.57	0.28	0.46	0.27	0.65	0.05
Avail Cap(c_a), veh/h	6514	2845	658	8278	1203	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.6	6.5	17.5	3.5	16.0	14.0
Incr Delay (d2), s/veh	0.3	0.2	2.0	0.1	3.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.4	0.2	0.0	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	6.7	19.4	3.5	19.9	14.1
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	1114			627	124	
Approach Delay, s/veh	7.7			4.2	19.5	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.1	5.8	22.9		28.8
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		24.5	13.4	66.5		84.5
Max Q Clear Time (g_c+I1), s		4.2	2.6	8.9		4.9
Green Ext Time (p_c), s		0.3	0.0	7.5		3.8

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	8	4	42	20	12
Future Vol, veh/h	65	8	4	42	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	71	9	4	46	22	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	130	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1531	-	869	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1531	-	866	991
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	971	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	887	-	-	1531	-
HCM Lane V/C Ratio	0.039	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX 5.2: E+P CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC CP	DATE	10/12/22
Jurisdiction: City of Perris				CHK CP	DATE	10/12/22
Major Street: Perry St.				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 5				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,313** vpd

Minor Street Future ADT = **193** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied / Not Satisfied (XX)						
	1 **1,313**	*1* **193**	8,000	5,600	2,400	1,680
	2 +	*1*	9,600	6,720	2,400	1,680
	2 +	*2* +	9,600	6,720	3,200	2,240
	1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic						
Satisfied / Not Satisfied (XX)						
	1 **1,313**	*1* **193**	12,000	8,400	1,200	850
	2 +	*1*	14,400	10,080	1,200	850
	2 +	*2* +	14,400	10,080	1,600	1,120
	1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B						
Satisfied / Not Satisfied (XX)						
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 8%	**B** 11%	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC CP	DATE	10/12/22
Jurisdiction: City of Perris				CHK CP	DATE	10/12/22
Major Street: Perry St.				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 6				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,341** vpd Minor Street Future ADT = **345** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,341**	*1* **345**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,341**	*1* **345**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 14% **B** 11%	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	E+P
				CALC CP	DATE 10/12/22
Jurisdiction: City of Perris				CHK CP	DATE 10/12/22
Major Street: Ramona Exwy.				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 8				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **37,308** vpd Minor Street Future ADT = **4,746** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **37,308**	*1* **4,746**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **37,308**	*1* **4,746**	12,000 *	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ….. A 100% B 100%

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

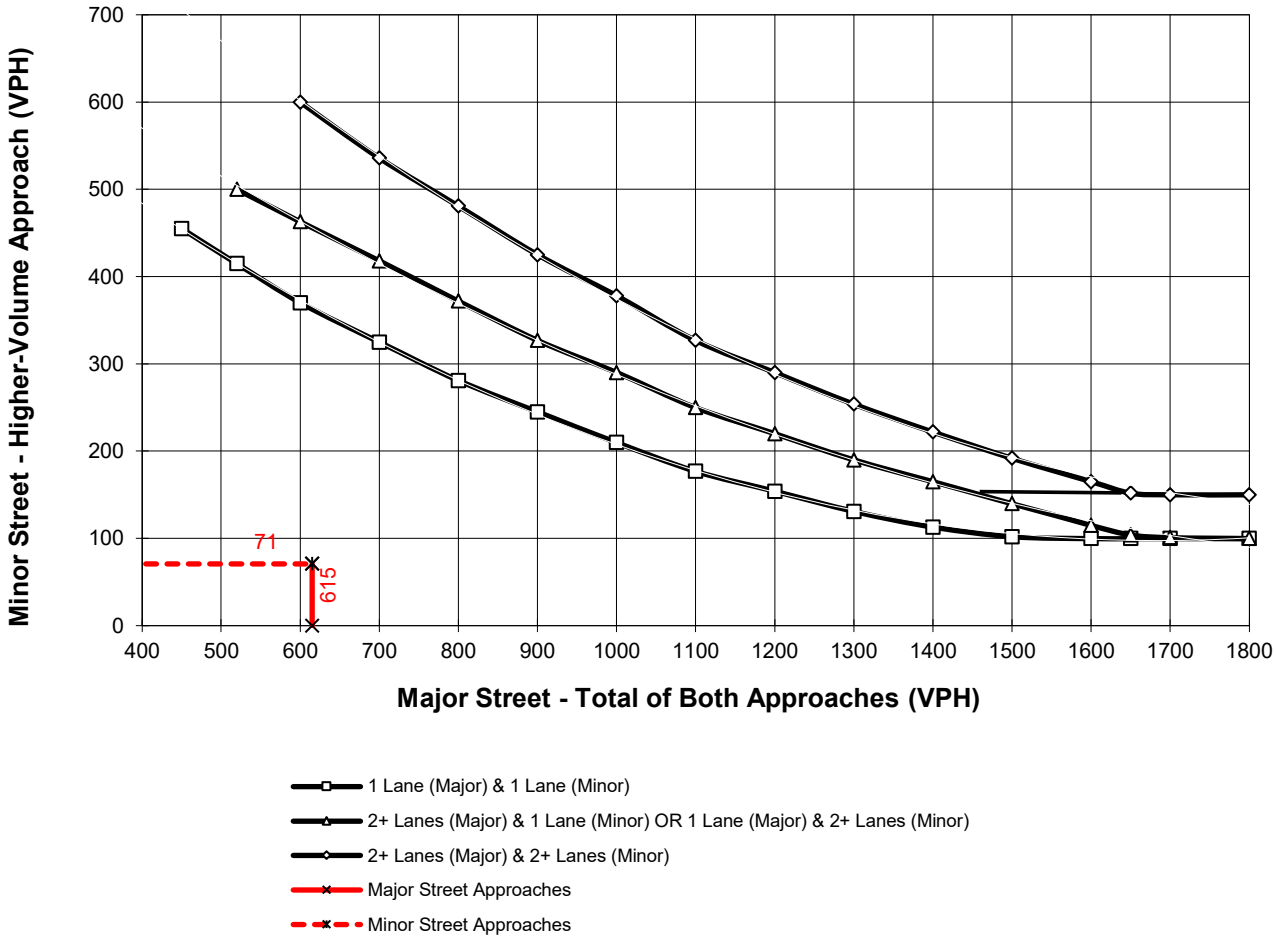
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

Major Street Name = **Redlands Av.**
Total of Both Approaches (VPH) = **615**
Number of Approach Lanes on Major Street = **3**

Minor Street Name = **Perry St.**
High Volume Approach (VPH) = **71**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 5.3: E+P CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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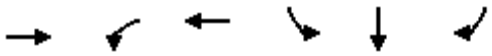


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1050	211	858	377	378	194
v/c Ratio	0.68	0.79	0.38	0.82	0.82	0.35
Control Delay	26.4	48.0	2.5	52.7	52.9	8.9
Queue Delay	0.0	0.0	0.2	59.6	59.5	0.0
Total Delay	26.4	48.0	2.7	112.3	112.4	8.9
Queue Length 50th (ft)	302	36	18	255	256	16
Queue Length 95th (ft)	390	#176	22	368	369	70
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1555	290	2266	522	522	604
Starvation Cap Reductn	0	0	673	0	0	0
Spillback Cap Reductn	12	0	0	272	272	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.73	0.54	1.51	1.51	0.32

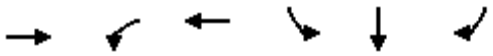
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	182	1304	774	727	156	155	566
v/c Ratio	0.74	0.65	0.56	0.69	0.27	0.27	0.95
Control Delay	56.9	22.1	29.9	5.9	27.5	27.5	58.4
Queue Delay	0.0	49.4	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	71.5	29.9	5.9	27.5	27.5	58.4
Queue Length 50th (ft)	135	490	233	0	82	81	340
Queue Length 95th (ft)	m196	563	303	94	137	136	#562
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	287	2014	1370	1055	600	602	613
Starvation Cap Reductn	0	920	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	1.19	0.56	0.69	0.26	0.26	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1163	421	901	452	455	170
v/c Ratio	0.92	1.04	0.40	0.96	0.96	0.30
Control Delay	44.9	78.2	3.6	71.7	72.5	7.3
Queue Delay	0.5	0.0	0.3	55.8	55.2	0.0
Total Delay	45.3	78.2	3.9	127.5	127.7	7.3
Queue Length 50th (ft)	392	~316	16	329	332	5
Queue Length 95th (ft)	#530	#489	22	#541	#545	57
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1264	404	2235	475	476	563
Starvation Cap Reductn	0	0	656	0	0	0
Spillback Cap Reductn	11	0	0	318	319	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.04	0.57	2.88	2.90	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	172	1594	989	666	180	183	460
v/c Ratio	0.70	0.73	0.64	0.66	0.36	0.37	0.88
Control Delay	41.4	25.4	29.0	7.6	32.0	32.1	49.7
Queue Delay	0.0	49.1	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	74.5	29.0	7.6	32.0	32.1	49.7
Queue Length 50th (ft)	123	624	300	35	102	104	256
Queue Length 95th (ft)	m128	m654	402	164	161	164	#392
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	295	2183	1542	1015	572	573	588
Starvation Cap Reductn	0	1054	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	1.41	0.64	0.66	0.31	0.32	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 6.1: EAC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	799	238	1111	1131	0	394
Future Volume (vph)	799	238	1111	1131	0	394
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	49.0	22.0	71.0	39.0	39.0	39.0
Total Split (%)	44.5%	20.0%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	43.5	17.0	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.40	0.15	0.59	0.30	0.30	0.30
v/c Ratio	0.88	0.88	0.54	1.12	1.12	0.74
Control Delay	37.1	58.3	4.1	112.2	112.2	36.4
Queue Delay	0.3	0.0	0.4	12.3	12.3	0.0
Total Delay	37.4	58.3	4.5	124.5	124.5	36.4
LOS	D	E	A	F	F	D
Approach Delay	37.4		14.0		101.8	
Approach LOS	D		B		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 162.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	799	406	238	1111	0	0	0	0	1131	0	394
Future Volume (veh/h)	0	799	406	238	1111	0	0	0	0	1131	0	394
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	824	344	245	1145	0				1166	0	357
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	990	412	274	2133	0				1102	0	490
Arrive On Green	0.00	0.40	0.40	0.15	0.59	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2580	1034	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	598	570	245	1145	0				1166	0	357
Grp Sat Flow(s),veh/h/ln	0	1805	1714	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	32.8	33.0	14.6	20.9	0.0				33.5	0.0	21.8
Cycle Q Clear(g_c), s	0.0	32.8	33.0	14.6	20.9	0.0				33.5	0.0	21.8
Prop In Lane	0.00		0.60	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	719	683	274	2133	0				1102	0	490
V/C Ratio(X)	0.00	0.83	0.83	0.89	0.54	0.00				1.06	0.00	0.73
Avail Cap(c_a), veh/h	0	719	683	288	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.74	0.74	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.8	29.8	45.8	13.5	0.0				38.3	0.0	34.2
Incr Delay (d2), s/veh	0.0	10.8	11.5	21.5	0.7	0.0				43.8	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.2	14.6	7.9	7.5	0.0				20.7	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.6	41.3	67.3	14.2	0.0				82.1	0.0	39.6
LnGrp LOS	A	D	D	E	B	A				F	A	D
Approach Vol, veh/h		1168			1390						1523	
Approach Delay, s/veh		40.9			23.6						72.1	
Approach LOS		D			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.2	49.8		39.0		71.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	17.5	43.0		33.5		65.0
Max Q Clear Time (g_c+I1), s	16.6	35.0		35.5		22.9
Green Ext Time (p_c), s	0.1	3.0		0.0		5.4

Intersection Summary		
HCM 6th Ctrl Delay		46.7
HCM 6th LOS		D

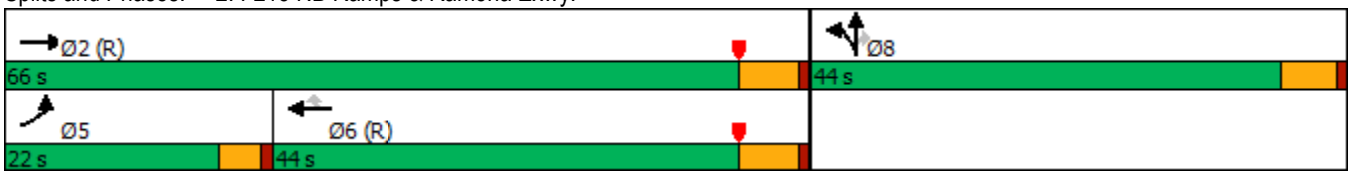
Notes

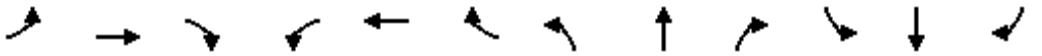
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	244	1687	848	871	501	6	547
Future Volume (vph)	244	1687	848	871	501	6	547
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	66.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	20.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.1	61.1	39.4	39.4	37.4	37.4	37.4
Actuated g/C Ratio	0.16	0.56	0.36	0.36	0.34	0.34	0.34
v/c Ratio	0.90	0.88	0.68	0.85	0.46	0.45	0.95
Control Delay	63.7	25.9	33.7	14.2	31.0	30.9	58.3
Queue Delay	0.0	48.1	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	74.0	33.7	14.2	31.0	30.9	58.3
LOS	E	E	C	B	C	C	E
Approach Delay		72.7	23.8			45.1	
Approach LOS		E	C			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 48.7	Intersection LOS: D
Intersection Capacity Utilization 162.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1687	0	0	848	871	501	6	547	0	0	0
Future Volume (veh/h)	244	1687	0	0	848	871	501	6	547	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	254	1757	0	0	883	824	526	0	436			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	278	2151	0	0	1448	645	1085	0	483			
Arrive On Green	0.31	1.00	0.00	0.00	0.40	0.40	0.30	0.00	0.30			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	254	1757	0	0	883	824	526	0	436			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	14.9	0.0	0.0	0.0	21.3	44.1	13.1	0.0	28.6			
Cycle Q Clear(g_c), s	14.9	0.0	0.0	0.0	21.3	44.1	13.1	0.0	28.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	278	2151	0	0	1448	645	1085	0	483			
V/C Ratio(X)	0.91	0.82	0.00	0.00	0.61	1.28	0.48	0.00	0.90			
Avail Cap(c_a), veh/h	288	2151	0	0	1448	645	1267	0	564			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.19	0.19	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.4	0.0	0.0	0.0	26.1	32.9	31.6	0.0	37.0			
Incr Delay (d2), s/veh	8.6	0.7	0.0	0.0	1.9	136.3	0.3	0.0	16.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.8	0.2	0.0	0.0	8.9	40.1	5.5	0.0	12.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	0.7	0.0	0.0	28.0	169.2	31.9	0.0	53.4			
LnGrp LOS	D	A	A	A	C	F	C	A	D			
Approach Vol, veh/h		2011			1707			962				
Approach Delay, s/veh		6.4			96.2			41.6				
Approach LOS		A			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.5			21.4	50.1		38.5				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.0			17.5	38.0		38.5				
Max Q Clear Time (g_c+I1), s		2.0			16.9	46.1		30.6				
Green Ext Time (p_c), s		11.3			0.0	0.0		2.4				
Intersection Summary												
HCM 6th Ctrl Delay			46.4									
HCM 6th LOS			D									

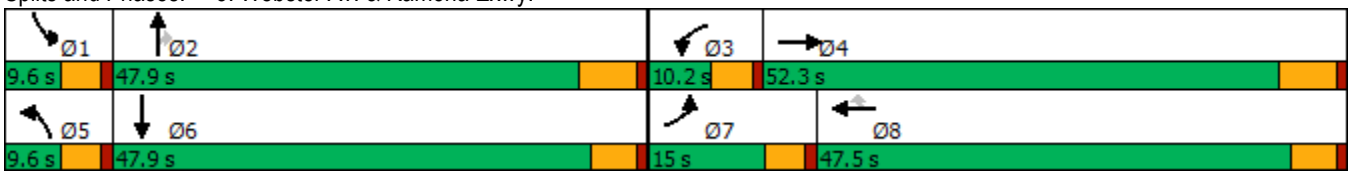
Notes

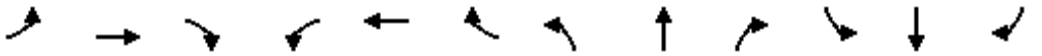
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	235	1729	31	1573	51	70	49	18	58	23
Future Volume (vph)	235	1729	31	1573	51	70	49	18	58	23
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	15.0	52.3	10.2	47.5	47.5	9.6	47.9	47.9	9.6	47.9
Total Split (%)	12.5%	43.6%	8.5%	39.6%	39.6%	8.0%	39.9%	39.9%	8.0%	39.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.7	47.0	5.5	38.4	38.4	5.1	17.0	17.0	5.1	15.8
Actuated g/C Ratio	0.12	0.52	0.06	0.43	0.43	0.06	0.19	0.19	0.06	0.18
v/c Ratio	1.14	0.71	0.29	0.74	0.07	0.71	0.14	0.04	0.58	0.31
Control Delay	145.6	20.8	53.1	25.3	0.2	81.4	32.8	0.2	69.2	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.6	20.8	53.1	25.3	0.2	81.4	32.8	0.2	69.2	12.4
LOS	F	C	D	C	A	F	C	A	E	B
Approach Delay		35.0		25.1			53.3			32.1
Approach LOS		C		C			D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 31.4	Intersection LOS: C
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1729	104	31	1573	51	70	49	18	58	23	85
Future Volume (veh/h)	235	1729	104	31	1573	51	70	49	18	58	23	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	1801	90	32	1639	39	73	51	10	60	24	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	2650	132	58	2207	685	94	243	206	83	108	104
Arrive On Green	0.13	0.52	0.52	0.03	0.43	0.43	0.05	0.13	0.13	0.05	0.12	0.12
Sat Flow, veh/h	1810	5060	253	1810	5187	1610	1810	1900	1610	1810	885	848
Grp Volume(v), veh/h	245	1230	661	32	1639	39	73	51	10	60	0	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1855	1810	1729	1610	1810	1900	1610	1810	0	1733
Q Serve(g_s), s	10.4	21.0	21.1	1.4	21.2	1.1	3.2	1.9	0.4	2.6	0.0	2.0
Cycle Q Clear(g_c), s	10.4	21.0	21.1	1.4	21.2	1.1	3.2	1.9	0.4	2.6	0.0	2.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	235	1811	971	58	2207	685	94	243	206	83	0	212
V/C Ratio(X)	1.04	0.68	0.68	0.56	0.74	0.06	0.78	0.21	0.05	0.72	0.00	0.22
Avail Cap(c_a), veh/h	235	1994	1070	127	2752	854	113	991	840	113	0	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	14.1	14.1	38.1	19.3	13.5	37.4	31.2	30.6	37.6	0.0	31.7
Incr Delay (d2), s/veh	69.7	0.8	1.6	3.1	0.9	0.0	19.2	0.4	0.1	7.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	6.7	7.4	0.6	7.3	0.4	1.9	0.9	0.2	1.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.4	14.9	15.6	41.2	20.1	13.6	56.6	31.6	30.7	44.7	0.0	32.2
LnGrp LOS	F	B	B	D	C	B	E	C	C	D	A	C
Approach Vol, veh/h		2136			1710			134			107	
Approach Delay, s/veh		25.4			20.4			45.2			39.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	16.4	7.1	48.1	8.8	16.0	15.0	40.2
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	41.7	5.6	46.1	5.0	* 43	10.4	* 42
Max Q Clear Time (g_c+I1), s	4.6	3.9	3.4	23.1	5.2	4.0	12.4	23.2
Green Ext Time (p_c), s	0.0	0.3	0.0	13.3	0.0	0.2	0.0	10.8

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

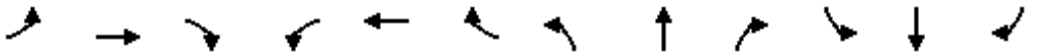
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	639	716	143	72	810	129	252	38	21	106
Future Volume (vph)	639	716	143	72	810	129	252	38	21	106
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	36.0	58.5	58.5	10.3	32.8	11.0	41.1	41.1	10.1	40.2
Total Split (%)	30.0%	48.8%	48.8%	8.6%	27.3%	9.2%	34.3%	34.3%	8.4%	33.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	31.8	49.6	49.6	5.8	23.5	6.4	22.7	22.7	5.4	14.4
Actuated g/C Ratio	0.33	0.51	0.51	0.06	0.24	0.07	0.23	0.23	0.06	0.15
v/c Ratio	1.16	0.29	0.17	0.73	0.76	0.60	0.32	0.08	0.22	0.53
Control Delay	121.2	15.1	3.3	84.0	39.1	58.2	33.3	0.3	54.4	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.2	15.1	3.3	84.0	39.1	58.2	33.3	0.3	54.4	14.6
LOS	F	B	A	F	D	E	C	A	D	B
Approach Delay		59.3			42.5		38.0			16.8
Approach LOS		E			D		D			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 46.7	Intersection LOS: D
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	639	716	143	72	810	71	129	252	38	21	106	244
Future Volume (veh/h)	639	716	143	72	810	71	129	252	38	21	106	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	680	762	138	77	862	54	137	268	30	22	113	226
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	590	2560	785	99	1108	69	202	752	336	42	314	280
Arrive On Green	0.33	0.49	0.49	0.05	0.22	0.22	0.06	0.21	0.21	0.02	0.17	0.17
Sat Flow, veh/h	1810	5187	1590	1810	4990	312	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	680	762	138	77	597	319	137	268	30	22	113	226
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1844	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	31.4	8.4	4.6	4.0	15.6	15.7	3.7	6.1	1.4	1.2	5.3	13.0
Cycle Q Clear(g_c), s	31.4	8.4	4.6	4.0	15.6	15.7	3.7	6.1	1.4	1.2	5.3	13.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	590	2560	785	99	768	409	202	752	336	42	314	280
V/C Ratio(X)	1.15	0.30	0.18	0.78	0.78	0.78	0.68	0.36	0.09	0.53	0.36	0.81
Avail Cap(c_a), veh/h	590	2840	871	107	970	517	233	1339	597	103	638	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	14.5	13.5	44.9	35.2	35.2	44.5	32.6	30.7	46.5	35.0	38.2
Incr Delay (d2), s/veh	86.7	0.1	0.1	24.5	3.1	5.9	4.3	0.3	0.1	3.8	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.7	2.9	1.5	2.4	6.5	7.3	1.7	2.6	0.5	0.5	2.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.1	14.5	13.6	69.4	38.3	41.1	48.8	32.9	30.8	50.3	35.7	43.7
LnGrp LOS	F	B	B	E	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1580			993			435			361	
Approach Delay, s/veh		59.5			41.6			37.7			41.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	53.3	10.2	22.9	36.0	27.2	6.8	26.3
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.7	52.7	6.4	34.0	31.4	27.0	5.5	* 36
Max Q Clear Time (g_c+I1), s	6.0	10.4	5.7	15.0	33.4	17.7	3.2	8.1
Green Ext Time (p_c), s	0.0	5.8	0.0	1.7	0.0	3.7	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

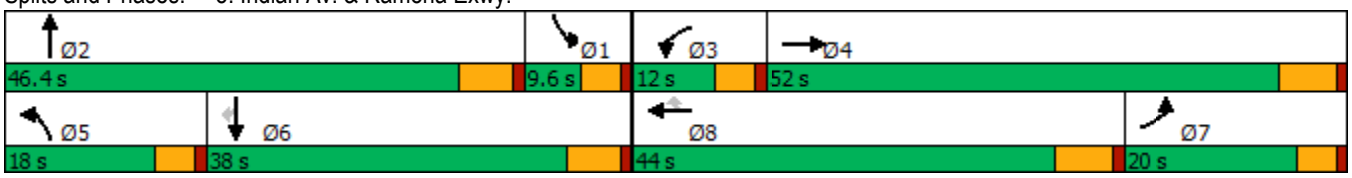
Notes

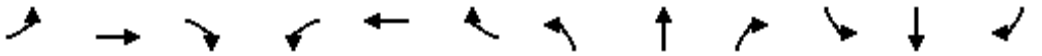
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	277	1294	40	1479	102	117	82	32	107	177
Future Volume (vph)	277	1294	40	1479	102	117	82	32	107	177
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	20.0	52.0	12.0	44.0	44.0	18.0	46.4	9.6	38.0	38.0
Total Split (%)	16.7%	43.3%	10.0%	36.7%	36.7%	15.0%	38.7%	8.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	50.3	6.4	36.8	36.8	10.4	20.2	7.8	13.4	13.4
Actuated g/C Ratio	0.16	0.52	0.07	0.38	0.38	0.11	0.21	0.08	0.14	0.14
v/c Ratio	1.01	0.56	0.36	0.80	0.15	0.64	0.15	0.24	0.23	0.49
Control Delay	100.3	19.5	55.5	31.9	0.6	59.1	27.1	49.9	38.7	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.3	19.5	55.5	31.9	0.6	59.1	27.1	49.9	38.7	10.1
LOS	F	B	E	C	A	E	C	D	D	B
Approach Delay		32.7		30.5			44.1		23.9	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 31.7	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	1294	124	40	1479	102	117	82	21	32	107	177
Future Volume (veh/h)	277	1294	124	40	1479	102	117	82	21	32	107	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	292	1362	122	42	1557	83	123	86	10	34	113	170
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	2563	230	66	1944	604	155	365	42	130	404	180
Arrive On Green	0.17	0.53	0.53	0.04	0.37	0.37	0.09	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	1810	4846	434	1810	5187	1610	1810	3264	374	1810	3610	1610
Grp Volume(v), veh/h	292	972	512	42	1557	83	123	47	49	34	113	170
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1810	1729	1610	1810	1805	1833	1810	1805	1610
Q Serve(g_s), s	14.2	16.4	16.4	2.0	24.0	3.0	6.0	2.1	2.2	1.6	2.6	6.1
Cycle Q Clear(g_c), s	14.2	16.4	16.4	2.0	24.0	3.0	6.0	2.1	2.2	1.6	2.6	6.1
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	312	1829	964	66	1944	604	155	202	205	130	404	180
V/C Ratio(X)	0.94	0.53	0.53	0.64	0.80	0.14	0.79	0.23	0.24	0.26	0.28	0.94
Avail Cap(c_a), veh/h	312	1829	964	150	2195	681	271	820	833	130	1301	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	13.8	13.8	42.5	24.9	18.4	40.1	36.2	36.2	39.2	36.4	16.9
Incr Delay (d2), s/veh	34.1	0.3	0.6	3.8	2.0	0.1	3.5	0.6	0.6	0.4	0.4	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	5.4	5.8	0.9	9.1	1.0	2.7	0.9	1.0	0.7	1.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	14.1	14.3	46.3	26.9	18.5	43.6	36.7	36.8	39.6	36.7	36.9
LnGrp LOS	E	B	B	D	C	B	D	D	D	D	D	D
Approach Vol, veh/h		1776			1682			219			317	
Approach Delay, s/veh		23.4			27.0			40.6			37.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	15.8	7.8	53.4	12.2	15.8	21.6	39.7
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	5.0	* 41	7.4	45.8	13.4	32.2	15.4	* 38
Max Q Clear Time (g_c+I1), s	3.6	4.2	4.0	18.4	8.0	8.1	16.2	26.0
Green Ext Time (p_c), s	0.0	0.5	0.0	10.7	0.1	1.2	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

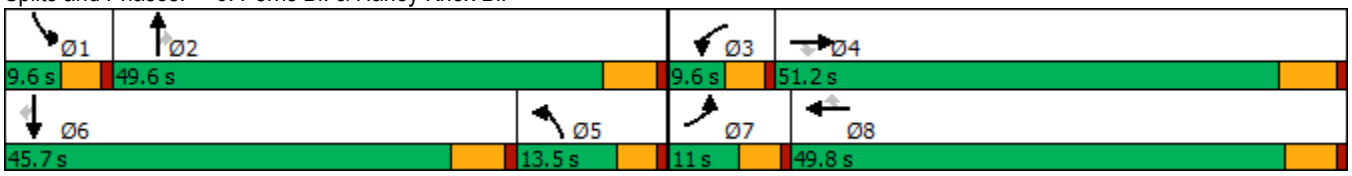
Notes

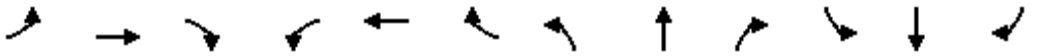
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	573	47	10	483	229	159	970	19	105	607	306
Future Volume (vph)	214	573	47	10	483	229	159	970	19	105	607	306
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	51.2	51.2	9.6	49.8	49.8	13.5	49.6	49.6	9.6	45.7	45.7
Total Split (%)	9.2%	42.7%	42.7%	8.0%	41.5%	41.5%	11.3%	41.3%	41.3%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	27.2	27.2	5.3	17.1	17.1	9.9	23.3	23.3	5.3	18.7	18.7
Actuated g/C Ratio	0.09	0.36	0.36	0.07	0.23	0.23	0.13	0.31	0.31	0.07	0.25	0.25
v/c Ratio	1.34	0.45	0.07	0.04	0.42	0.48	0.35	0.62	0.03	0.43	0.48	0.53
Control Delay	221.0	20.5	0.2	42.6	25.2	12.2	36.8	24.0	0.1	45.0	25.4	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	221.0	20.5	0.2	42.6	25.2	12.2	36.8	24.0	0.1	45.0	25.4	10.3
LOS	F	C	A	D	C	B	D	C	A	D	C	B
Approach Delay		70.9			21.3			25.4			22.9	
Approach LOS		E			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 74.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	573	47	10	483	229	159	970	19	105	607	306
Future Volume (veh/h)	214	573	47	10	483	229	159	970	19	105	607	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	591	35	10	498	175	164	1000	17	108	626	267
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	1004	442	45	990	307	491	1617	495	234	1140	354
Arrive On Green	0.10	0.28	0.28	0.01	0.19	0.19	0.14	0.31	0.31	0.07	0.22	0.22
Sat Flow, veh/h	1810	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	221	591	35	10	498	175	164	1000	17	108	626	267
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	6.4	9.1	0.6	0.2	5.5	6.3	2.7	10.5	0.5	1.9	6.9	6.6
Cycle Q Clear(g_c), s	6.4	9.1	0.6	0.2	5.5	6.3	2.7	10.5	0.5	1.9	6.9	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	1004	442	45	990	307	491	1617	495	234	1140	354
V/C Ratio(X)	1.22	0.59	0.08	0.22	0.50	0.57	0.33	0.62	0.03	0.46	0.55	0.75
Avail Cap(c_a), veh/h	181	2536	1117	274	3562	1106	491	3546	1086	274	3230	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	20.0	5.1	31.3	23.2	23.5	24.9	18.8	15.3	28.8	22.2	10.3
Incr Delay (d2), s/veh	139.4	0.6	0.1	0.9	0.4	1.7	0.1	0.4	0.0	0.5	0.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	3.3	0.3	0.1	2.0	2.3	1.0	3.6	0.2	0.7	2.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	168.3	20.5	5.2	32.2	23.6	25.2	25.0	19.2	15.4	29.3	22.6	13.6
LnGrp LOS	F	C	A	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		847			683			1181			1001	
Approach Delay, s/veh		58.4			24.1			19.9			20.9	
Approach LOS		E			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	25.8	5.4	24.0	14.8	19.9	11.0	18.4
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	8.9	* 40	6.4	* 44
Max Q Clear Time (g_c+I1), s	3.9	12.5	2.2	11.1	4.7	8.9	8.4	8.3
Green Ext Time (p_c), s	0.0	7.4	0.0	3.9	0.1	5.2	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

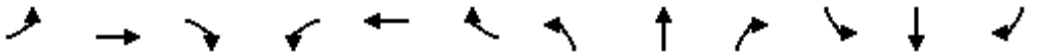
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	18	27	17	56	46	1191	75	43	714
Future Volume (vph)	18	27	17	56	46	1191	75	43	714
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	10.1	41.6	9.6	41.1	13.2	57.3	57.3	11.5	55.6
Total Split (%)	8.4%	34.7%	8.0%	34.3%	11.0%	47.8%	47.8%	9.6%	46.3%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	6.2	15.2	6.0	15.1	7.6	43.3	43.3	7.1	42.8
Actuated g/C Ratio	0.09	0.21	0.08	0.21	0.11	0.61	0.61	0.10	0.60
v/c Ratio	0.13	0.10	0.13	0.11	0.27	0.61	0.08	0.27	0.28
Control Delay	46.8	16.2	47.4	23.6	44.4	17.6	2.8	45.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	16.2	47.4	23.6	44.4	17.6	2.8	45.8	12.8
LOS	D	B	D	C	D	B	A	D	B
Approach Delay		22.9		28.1		17.7			14.5
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.4	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 56.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	27	37	17	56	18	46	1191	75	43	714	65
Future Volume (veh/h)	18	27	37	17	56	18	46	1191	75	43	714	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	30	24	19	63	17	52	1338	77	48	802	70
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	289	206	40	405	105	83	1785	786	79	2392	208
Arrive On Green	0.02	0.14	0.14	0.02	0.14	0.14	0.05	0.49	0.49	0.04	0.49	0.49
Sat Flow, veh/h	1810	2012	1435	1810	2835	736	1810	3610	1589	1810	4860	422
Grp Volume(v), veh/h	20	27	27	19	39	41	52	1338	77	48	570	302
Grp Sat Flow(s),veh/h/ln	1810	1805	1642	1810	1805	1766	1810	1805	1589	1810	1729	1824
Q Serve(g_s), s	0.7	0.9	1.0	0.7	1.3	1.4	1.9	20.2	1.7	1.8	6.8	6.9
Cycle Q Clear(g_c), s	0.7	0.9	1.0	0.7	1.3	1.4	1.9	20.2	1.7	1.8	6.8	6.9
Prop In Lane	1.00		0.87	1.00		0.42	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	42	259	236	40	258	252	83	1785	786	79	1702	898
V/C Ratio(X)	0.48	0.10	0.12	0.47	0.15	0.16	0.62	0.75	0.10	0.60	0.33	0.34
Avail Cap(c_a), veh/h	146	970	882	133	956	936	229	2737	1205	184	2535	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	25.3	25.3	32.8	25.5	25.6	31.8	13.8	9.1	31.9	10.5	10.5
Incr Delay (d2), s/veh	3.1	0.2	0.2	3.2	0.3	0.3	2.8	0.6	0.1	2.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.4	0.3	0.5	0.6	0.8	6.5	0.5	0.8	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	25.4	25.5	36.0	25.8	25.9	34.7	14.4	9.2	34.6	10.6	10.7
LnGrp LOS	D	C	C	D	C	C	C	B	A	C	B	B
Approach Vol, veh/h		74			99			1467			920	
Approach Delay, s/veh		28.3			27.8			14.9			11.9	
Approach LOS		C			C			B			B	

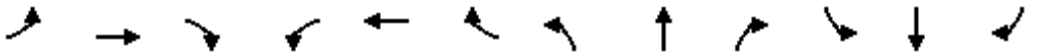
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	39.4	6.1	14.9	7.7	39.2	6.2	14.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	6.9	51.5	5.0	36.5	8.6	49.8	5.5	36.0
Max Q Clear Time (g_c+I1), s	3.8	22.2	2.7	3.0	3.9	8.9	2.7	3.4
Green Ext Time (p_c), s	0.0	11.4	0.0	0.2	0.0	6.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	1	4	2	10	1164	6	625
Future Volume (vph)	1	1	4	2	10	1164	6	625
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	13.0	32.6	13.0	32.6	13.0	61.4	13.0	61.4
Total Split (%)	10.8%	27.2%	10.8%	27.2%	10.8%	51.2%	10.8%	51.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	5.9	13.6	6.0	13.7	6.1	41.1	6.0	41.0
Actuated g/C Ratio	0.13	0.29	0.13	0.29	0.13	0.88	0.13	0.88
v/c Ratio	0.00	0.02	0.02	0.02	0.04	0.27	0.03	0.15
Control Delay	31.0	11.5	29.8	13.0	28.8	6.5	29.3	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	11.5	29.8	13.0	28.8	6.5	29.3	6.0
LOS	C	B	C	B	C	A	C	A
Approach Delay		13.2		18.6		6.7		6.2
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 39.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	10	4	2	6	10	1164	15	6	625	10
Future Volume (veh/h)	1	1	10	4	2	6	10	1164	15	6	625	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1	5	4	2	2	10	1212	16	6	651	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	9	44	10	31	31	24	2408	32	15	2375	36
Arrive On Green	0.00	0.03	0.03	0.01	0.04	0.04	0.01	0.46	0.46	0.01	0.45	0.45
Sat Flow, veh/h	1810	275	1377	1810	872	872	1810	5276	70	1810	5263	81
Grp Volume(v), veh/h	1	0	6	4	0	4	10	794	434	6	427	234
Grp Sat Flow(s),veh/h/ln	1810	0	1652	1810	0	1743	1810	1729	1887	1810	1729	1885
Q Serve(g_s), s	0.0	0.0	0.1	0.1	0.0	0.1	0.2	6.4	6.4	0.1	3.0	3.1
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.1	0.0	0.1	0.2	6.4	6.4	0.1	3.0	3.1
Prop In Lane	1.00		0.83	1.00		0.50	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	5	0	53	10	0	63	24	1578	861	15	1561	851
V/C Ratio(X)	0.22	0.00	0.11	0.41	0.00	0.06	0.42	0.50	0.50	0.41	0.27	0.27
Avail Cap(c_a), veh/h	386	0	1176	386	0	1240	386	4886	2667	386	4886	2664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	18.5	19.5	0.0	18.3	19.3	7.5	7.5	19.4	6.8	6.8
Incr Delay (d2), s/veh	8.5	0.0	0.9	9.7	0.0	0.4	4.3	0.2	0.5	6.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	0.1	1.3	1.4	0.1	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	0.0	19.4	29.2	0.0	18.7	23.6	7.8	8.0	26.2	6.9	6.9
LnGrp LOS	C	A	B	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		7			8			1238			667	
Approach Delay, s/veh		20.7			24.0			8.0			7.1	
Approach LOS		C			C			A			A	

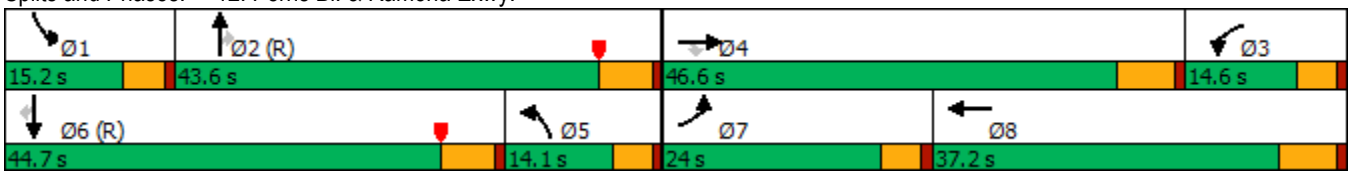
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	23.8	4.8	5.9	5.1	23.6	4.7	6.0
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	55.6	8.4	28.0	8.4	55.6	8.4	28.0
Max Q Clear Time (g_c+I1), s	2.1	8.4	2.1	2.1	2.2	5.1	2.0	2.1
Green Ext Time (p_c), s	0.0	9.6	0.0	0.0	0.0	4.2	0.0	0.0

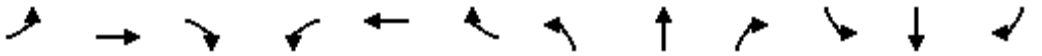
Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	350	980	189	143	1177	313	956	83	173	412	159
Future Volume (vph)	350	980	189	143	1177	313	956	83	173	412	159
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	46.6	46.6	14.6	37.2	14.1	43.6	43.6	15.2	44.7	44.7
Total Split (%)	20.0%	38.8%	38.8%	12.2%	31.0%	11.8%	36.3%	36.3%	12.7%	37.3%	37.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.5	33.1	33.1	17.3	33.9	9.5	38.7	38.7	9.7	38.9	38.9
Actuated g/C Ratio	0.14	0.28	0.28	0.14	0.28	0.08	0.32	0.32	0.08	0.32	0.32
v/c Ratio	0.77	0.72	0.34	0.30	1.02	1.19	0.86	0.14	0.64	0.37	0.26
Control Delay	60.8	42.1	5.7	47.3	68.1	161.9	47.4	0.5	64.2	32.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	42.1	5.7	47.3	68.1	161.9	47.4	0.5	64.2	32.3	4.5
LOS	E	D	A	D	E	F	D	A	E	C	A
Approach Delay		41.8			66.2		71.0			33.8	
Approach LOS		D			E		E			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 55.6	Intersection LOS: E
Intersection Capacity Utilization 94.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	980	189	143	1177	227	313	956	83	173	412	159
Future Volume (veh/h)	350	980	189	143	1177	227	313	956	83	173	412	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	1032	137	151	1239	160	329	1006	41	182	434	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	429	1319	409	397	1201	155	381	1352	602	239	1170	521
Arrive On Green	0.12	0.25	0.25	0.08	0.17	0.17	0.11	0.37	0.37	0.07	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	3510	4650	600	3510	3610	1606	3510	3610	1609
Grp Volume(v), veh/h	368	1032	137	151	921	478	329	1006	41	182	434	93
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1792	1755	1805	1606	1755	1805	1609
Q Serve(g_s), s	12.3	22.2	8.3	4.9	31.0	31.0	11.1	29.0	1.3	6.1	11.1	3.4
Cycle Q Clear(g_c), s	12.3	22.2	8.3	4.9	31.0	31.0	11.1	29.0	1.3	6.1	11.1	3.4
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	1319	409	397	893	463	381	1352	602	239	1170	521
V/C Ratio(X)	0.86	0.78	0.33	0.38	1.03	1.03	0.86	0.74	0.07	0.76	0.37	0.18
Avail Cap(c_a), veh/h	568	1746	542	397	893	463	381	1352	602	310	1170	521
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	41.7	36.5	51.5	49.6	49.6	52.6	32.5	10.5	55.0	31.1	13.9
Incr Delay (d2), s/veh	6.5	1.4	0.4	0.2	38.5	50.2	16.5	3.5	0.2	5.5	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	9.2	3.2	2.1	18.3	20.4	5.6	12.7	0.7	2.8	4.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	43.1	36.9	51.7	88.1	99.8	69.2	36.1	10.7	60.5	32.1	14.6
LnGrp LOS	E	D	D	D	F	F	E	D	B	E	C	B
Approach Vol, veh/h		1537			1550			1376			709	
Approach Delay, s/veh		46.1			88.2			43.2			37.1	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	50.8	19.8	36.7	18.8	44.7	19.3	37.2
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	10.6	37.8	10.0	* 40	9.5	* 39	19.4	31.0
Max Q Clear Time (g_c+I1), s	8.1	31.0	6.9	24.2	13.1	13.1	14.3	33.0
Green Ext Time (p_c), s	0.1	3.5	0.1	6.3	0.0	2.9	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

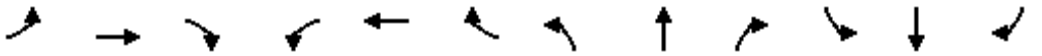
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø7
Lane Configurations									
Traffic Volume (vph)	1	24	0	3	1035	10	17	613	
Future Volume (vph)	1	24	0	3	1035	10	17	613	
Turn Type	NA	Prot	NA	Prot	NA	Perm	Prot	NA	
Protected Phases	4	3	8	5	2		1	6	7
Permitted Phases						2			
Detector Phase	4	3	8	5	2	2	1	6	
Switch Phase									
Minimum Initial (s)	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	34.6	9.6	34.6	9.6	22.8	22.8	9.6	26.8	9.6
Total Split (s)	34.6	13.0	38.0	11.0	60.4	60.4	12.0	61.4	9.6
Total Split (%)	28.8%	10.8%	31.7%	9.2%	50.3%	50.3%	10.0%	51.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.4	7.7	15.6	6.3	43.9	43.9	6.7	44.1	
Actuated g/C Ratio	0.27	0.14	0.29	0.12	0.81	0.81	0.12	0.81	
v/c Ratio	0.00	0.10	0.04	0.01	0.37	0.01	0.08	0.15	
Control Delay	25.0	33.4	0.1	37.3	9.1	0.0	35.4	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.0	33.4	0.1	37.3	9.1	0.0	35.4	6.7	
LOS	C	C	A	D	A	A	D	A	
Approach Delay	25.0		16.8		9.1			7.5	
Approach LOS	C		B		A			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54.3	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 45.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	24	0	24	3	1035	10	17	613	0
Future Volume (veh/h)	0	1	0	24	0	24	3	1035	10	17	613	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	25	0	7	3	1078	10	18	639	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	40	0	54	0	253	7	1713	745	41	2556	793
Arrive On Green	0.00	0.02	0.00	0.03	0.00	0.16	0.00	0.47	0.47	0.02	0.49	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3610	1570	1810	5187	1610
Grp Volume(v), veh/h	0	1	0	25	0	7	3	1078	10	18	639	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1570	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.2	0.1	9.7	0.1	0.4	3.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.2	0.1	9.7	0.1	0.4	3.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	40	0	54	0	253	7	1713	745	41	2556	793
V/C Ratio(X)	0.00	0.02	0.00	0.46	0.00	0.03	0.41	0.63	0.01	0.44	0.25	0.00
Avail Cap(c_a), veh/h	209	1314	0	351	0	1240	267	4545	1977	309	6650	2064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.8	0.0	20.7	0.0	15.5	21.5	8.5	6.0	20.9	6.4	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.3	0.0	0.0	12.7	0.4	0.0	2.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.1	0.1	2.2	0.0	0.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.0	0.0	22.9	0.0	15.5	34.2	8.9	6.0	23.7	6.4	0.0
LnGrp LOS	A	C	A	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		1			32			1091			657	
Approach Delay, s/veh		21.0			21.3			9.0			6.9	
Approach LOS		C			C			A			A	

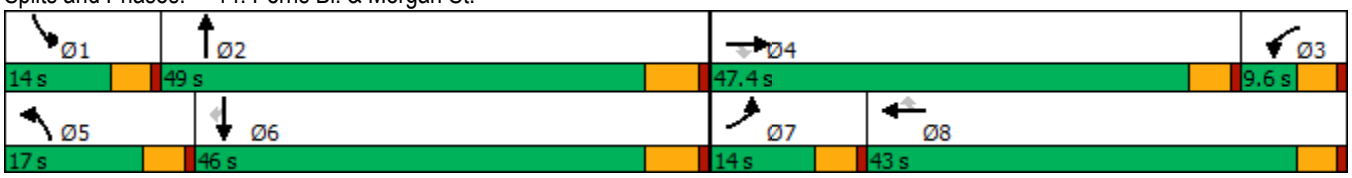
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	26.4	5.9	5.5	4.8	27.2	0.0	11.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	54.6	8.4	30.0	6.4	55.6	5.0	33.4
Max Q Clear Time (g_c+I1), s	2.4	11.7	2.6	2.0	2.1	5.1	0.0	2.2
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	4.5	0.0	0.0

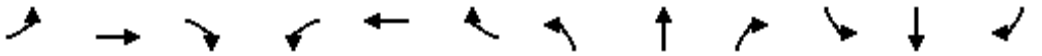
Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	23	211	23	10	113	37	48	1083	47	659	47
Future Volume (vph)	23	211	23	10	113	37	48	1083	47	659	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	14.0	47.4	47.4	9.6	43.0	43.0	17.0	49.0	14.0	46.0	46.0
Total Split (%)	11.7%	39.5%	39.5%	8.0%	35.8%	35.8%	14.2%	40.8%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	16.6	16.6	7.1	15.4	15.4	7.6	24.2	7.5	24.0	24.0
Actuated g/C Ratio	0.11	0.27	0.27	0.12	0.25	0.25	0.12	0.39	0.12	0.39	0.39
v/c Ratio	0.12	0.23	0.05	0.05	0.25	0.08	0.22	0.56	0.22	0.49	0.07
Control Delay	39.5	22.1	0.2	36.8	25.1	0.3	37.4	18.4	38.1	18.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	22.1	0.2	36.8	25.1	0.3	37.4	18.4	38.1	18.7	0.2
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		21.7			20.0			19.2		18.8	
Approach LOS		C			C			B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 46.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	211	23	10	113	37	48	1083	10	47	659	47
Future Volume (veh/h)	23	211	23	10	113	37	48	1083	10	47	659	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	220	4	10	118	31	50	1128	8	49	686	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	683	305	51	359	304	89	1926	14	88	1306	582
Arrive On Green	0.03	0.19	0.19	0.03	0.19	0.19	0.05	0.36	0.36	0.05	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5314	38	1810	3610	1610
Grp Volume(v), veh/h	24	220	4	10	118	31	50	734	402	49	686	39
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1893	1810	1805	1610
Q Serve(g_s), s	0.7	2.8	0.1	0.3	2.8	0.8	1.4	9.1	9.1	1.4	7.9	0.8
Cycle Q Clear(g_c), s	0.7	2.8	0.1	0.3	2.8	0.8	1.4	9.1	9.1	1.4	7.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	51	683	305	51	359	304	89	1253	686	88	1306	582
V/C Ratio(X)	0.47	0.32	0.01	0.20	0.33	0.10	0.56	0.59	0.59	0.56	0.53	0.07
Avail Cap(c_a), veh/h	323	2932	1308	172	1384	1173	426	2834	1552	323	2753	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	18.5	9.1	25.0	18.5	17.7	24.5	13.6	13.6	24.5	13.3	11.0
Incr Delay (d2), s/veh	2.5	0.3	0.0	0.7	0.5	0.1	2.1	0.4	0.8	2.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	0.0	0.1	1.2	0.3	0.6	2.8	3.1	0.6	2.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	18.7	9.1	25.7	19.0	17.8	26.5	14.0	14.4	26.6	13.6	11.0
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		248			159			1186			774	
Approach Delay, s/veh		19.4			19.2			14.7			14.3	
Approach LOS		B			B			B			B	

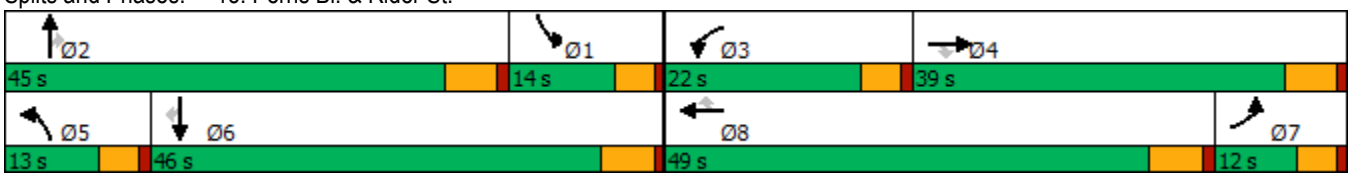
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	24.9	6.1	14.6	7.2	24.9	6.1	14.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	9.4	43.2	5.0	42.8	12.4	40.2	9.4	38.4
Max Q Clear Time (g_c+I1), s	3.4	11.1	2.3	4.8	3.4	9.9	2.7	4.8
Green Ext Time (p_c), s	0.0	8.0	0.0	1.6	0.0	4.7	0.0	0.8

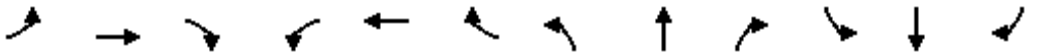
Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	38	24	128	87	232	30	727	121	121	316	30
Future Volume (vph)	20	38	24	128	87	232	30	727	121	121	316	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	12.0	39.0	39.0	22.0	49.0	49.0	13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	10.0%	32.5%	32.5%	18.3%	40.8%	40.8%	10.8%	37.5%	37.5%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	13.9	13.9	11.1	20.4	20.4	6.3	18.5	18.5	9.9	29.6	29.6
Actuated g/C Ratio	0.10	0.20	0.20	0.16	0.30	0.30	0.09	0.27	0.27	0.14	0.43	0.43
v/c Ratio	0.12	0.05	0.05	0.46	0.09	0.38	0.19	0.54	0.23	0.49	0.15	0.04
Control Delay	37.8	26.1	0.2	36.9	18.9	5.1	40.2	25.0	2.8	42.0	17.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	26.1	0.2	36.9	18.9	5.1	40.2	25.0	2.8	42.0	17.4	0.1
LOS	D	C	A	D	B	A	D	C	A	D	B	A
Approach Delay		21.4			16.9			22.4			22.7	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	38	24	128	87	232	30	727	121	121	316	30
Future Volume (veh/h)	20	38	24	128	87	232	30	727	121	121	316	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	40	7	133	91	145	31	757	116	126	329	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	631	281	173	636	283	61	1350	418	162	1747	542
Arrive On Green	0.07	0.17	0.17	0.10	0.18	0.18	0.03	0.26	0.26	0.09	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	1810	3610	1607	1810	5187	1608	1810	5187	1610
Grp Volume(v), veh/h	21	40	7	133	91	145	31	757	116	126	329	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1607	1810	1729	1608	1810	1729	1610
Q Serve(g_s), s	0.6	0.5	0.2	4.2	1.2	4.7	1.0	7.3	2.1	3.9	2.6	0.3
Cycle Q Clear(g_c), s	0.6	0.5	0.2	4.2	1.2	4.7	1.0	7.3	2.1	3.9	2.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	631	281	173	636	283	61	1350	418	162	1747	542
V/C Ratio(X)	0.16	0.06	0.02	0.77	0.14	0.51	0.51	0.56	0.28	0.78	0.19	0.04
Avail Cap(c_a), veh/h	231	2070	923	544	2693	1199	263	3512	1089	294	3601	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	19.9	19.8	25.6	20.2	21.6	27.5	18.6	6.7	25.8	13.6	4.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.7	0.1	1.4	2.4	0.4	0.4	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	1.7	0.5	1.7	0.4	2.5	1.0	1.6	0.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	20.0	19.8	28.3	20.3	23.0	29.9	18.9	7.1	28.8	13.6	4.5
LnGrp LOS	C	B	B	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		68			369			904			478	
Approach Delay, s/veh		21.6			24.2			17.8			17.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	20.9	10.1	15.9	6.6	25.3	10.0	16.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	9.4	* 39	17.4	33.2	8.4	40.2	7.4	* 43
Max Q Clear Time (g_c+I1), s	5.9	9.3	6.2	2.5	3.0	4.6	2.6	6.7
Green Ext Time (p_c), s	0.0	5.6	0.1	0.2	0.0	2.2	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

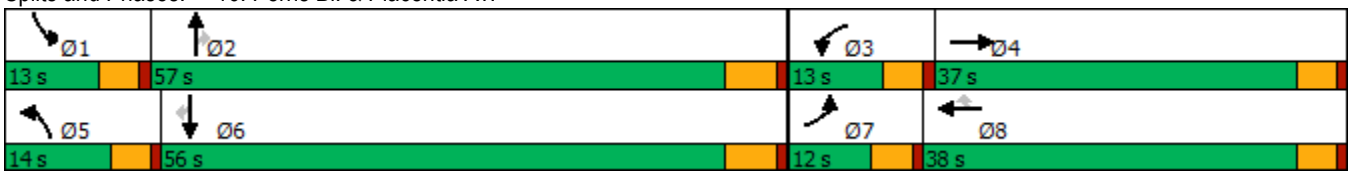
Notes

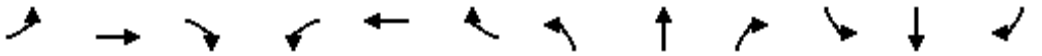
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	26	110	51	224	134	80	923	41	34	617	37
Future Volume (vph)	26	110	51	224	134	80	923	41	34	617	37
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	37.0	13.0	38.0	38.0	14.0	57.0	57.0	13.0	56.0	56.0
Total Split (%)	10.0%	30.8%	10.8%	31.7%	31.7%	11.7%	47.5%	47.5%	10.8%	46.7%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	17.0	7.6	19.6	19.6	8.7	32.4	32.4	7.1	28.0	28.0
Actuated g/C Ratio	0.09	0.23	0.10	0.27	0.27	0.12	0.44	0.44	0.10	0.38	0.38
v/c Ratio	0.18	0.48	0.31	0.49	0.28	0.42	0.65	0.06	0.22	0.50	0.06
Control Delay	45.6	30.0	45.6	31.1	7.2	46.2	21.1	0.1	45.0	20.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	30.0	45.6	31.1	7.2	46.2	21.1	0.1	45.0	20.6	0.2
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		31.9		25.1			22.2			20.7	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	110	79	51	224	134	80	923	41	34	617	37
Future Volume (veh/h)	26	110	79	51	224	134	80	923	41	34	617	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	122	84	57	249	32	89	1026	37	38	686	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	178	122	93	359	304	118	1470	656	71	1377	614
Arrive On Green	0.03	0.17	0.17	0.05	0.19	0.19	0.07	0.41	0.41	0.04	0.38	0.38
Sat Flow, veh/h	1810	1048	722	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	29	0	206	57	249	32	89	1026	37	38	686	35
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.9	0.0	6.4	1.8	7.2	1.0	2.9	13.9	0.8	1.2	8.6	0.8
Cycle Q Clear(g_c), s	0.9	0.0	6.4	1.8	7.2	1.0	2.9	13.9	0.8	1.2	8.6	0.8
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	0	300	93	359	304	118	1470	656	71	1377	614
V/C Ratio(X)	0.50	0.00	0.69	0.61	0.69	0.11	0.76	0.70	0.06	0.53	0.50	0.06
Avail Cap(c_a), veh/h	227	0	973	258	1077	912	289	3136	1399	258	3074	1371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	23.0	27.4	22.3	19.8	27.1	14.5	10.6	27.8	13.9	11.5
Incr Delay (d2), s/veh	2.5	0.0	2.8	2.4	2.4	0.2	3.7	0.6	0.0	2.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.8	0.8	3.3	0.4	1.2	4.5	0.3	0.5	2.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	25.8	29.8	24.7	19.9	30.8	15.1	10.6	30.1	14.2	11.6
LnGrp LOS	C	A	C	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		235			338			1152			759	
Approach Delay, s/veh		26.4			25.1			16.2			14.9	
Approach LOS		C			C			B			B	

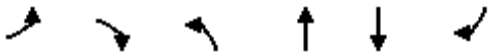
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	29.8	7.6	14.6	8.4	28.3	6.5	15.7
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	51.2	8.4	32.4	9.4	50.2	7.4	33.4
Max Q Clear Time (g_c+I1), s	3.2	15.9	3.8	8.4	4.9	10.6	2.9	9.2
Green Ext Time (p_c), s	0.0	8.1	0.0	1.3	0.0	4.9	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	23	36	120	695	466
Future Volume (vph)	23	36	120	695	466
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	30.0	38.0	38.0	90.0	52.0
Total Split (%)	25.0%	31.7%	31.7%	75.0%	43.3%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.5	14.7	8.7	36.7	23.1
Actuated g/C Ratio	0.28	0.33	0.20	0.83	0.52
v/c Ratio	0.05	0.07	0.36	0.25	0.31
Control Delay	16.0	3.1	22.3	4.3	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	3.1	22.3	4.3	12.0
LOS	B	A	C	A	B
Approach Delay	8.1			6.9	12.0
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	36	120	695	466	83
Future Volume (veh/h)	23	36	120	695	466	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	12	126	732	491	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	156	312	194	2061	963	168
Arrive On Green	0.09	0.09	0.11	0.57	0.31	0.31
Sat Flow, veh/h	1810	1610	1810	3705	3168	536
Grp Volume(v), veh/h	24	12	126	732	287	290
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1804
Q Serve(g_s), s	0.4	0.2	2.0	3.3	4.0	4.0
Cycle Q Clear(g_c), s	0.4	0.2	2.0	3.3	4.0	4.0
Prop In Lane	1.00	1.00	1.00			0.30
Lane Grp Cap(c), veh/h	156	312	194	2061	566	565
V/C Ratio(X)	0.15	0.04	0.65	0.36	0.51	0.51
Avail Cap(c_a), veh/h	1471	1482	1974	9973	2747	2745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	10.0	13.1	3.5	8.6	8.6
Incr Delay (d2), s/veh	0.5	0.0	1.4	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.2	1.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	10.1	14.5	3.6	9.3	9.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	36			858	577	
Approach Delay, s/veh	12.3			5.2	9.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.9		7.7	7.9	15.0
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		84.6		24.9	33.4	46.6
Max Q Clear Time (g_c+I1), s		5.3		2.4	4.0	6.0
Green Ext Time (p_c), s		5.5		0.1	0.2	3.6

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	12	14	776	538	5
Future Vol, veh/h	4	12	14	776	538	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	13	15	853	591	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	298	596	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	226	704	990	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	223	704	990	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	610	-	-	-	-	-

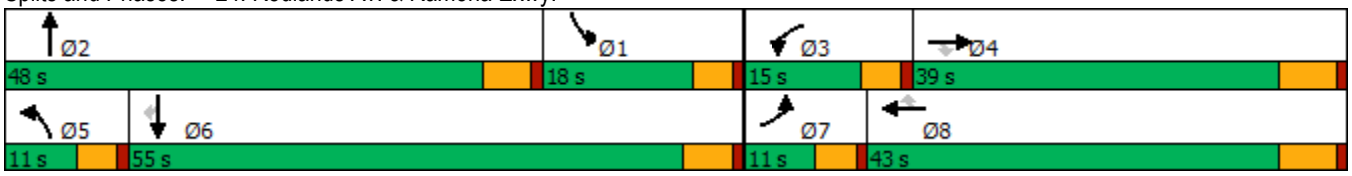
Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.2	0
HCM LOS	B		

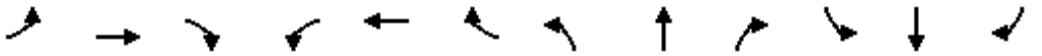
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	990	-	355	704	-	-
HCM Lane V/C Ratio	0.016	-	0.012	0.019	-	-
HCM Control Delay (s)	8.7	-	15.3	10.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	71	1084	78	143	1445	525	58	195	373	122	55
Future Volume (vph)	71	1084	78	143	1445	525	58	195	373	122	55
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	11.0	39.0	39.0	15.0	43.0	43.0	11.0	48.0	18.0	55.0	55.0
Total Split (%)	9.2%	32.5%	32.5%	12.5%	35.8%	35.8%	9.2%	40.0%	15.0%	45.8%	45.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	32.9	32.9	10.5	37.0	37.0	6.1	32.8	13.5	42.3	42.3
Actuated g/C Ratio	0.06	0.30	0.30	0.10	0.33	0.33	0.06	0.30	0.12	0.38	0.38
v/c Ratio	0.71	0.73	0.14	0.88	0.87	0.64	0.60	0.89	1.77	0.17	0.08
Control Delay	88.6	39.2	0.5	94.1	41.9	8.5	78.2	51.0	394.4	23.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.6	39.2	0.5	94.1	41.9	8.5	78.2	51.0	394.4	23.7	0.2
LOS	F	D	A	F	D	A	E	D	F	C	A
Approach Delay		39.6			37.2			53.9		273.1	
Approach LOS		D			D			D		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 110.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.77	
Intersection Signal Delay: 69.1	Intersection LOS: E
Intersection Capacity Utilization 97.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1084	78	143	1445	525	58	195	281	373	122	55
Future Volume (veh/h)	71	1084	78	143	1445	525	58	195	281	373	122	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1129	66	149	1505	400	60	203	248	389	127	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1486	450	175	1714	525	78	226	276	225	724	605
Arrive On Green	0.05	0.29	0.29	0.10	0.33	0.33	0.04	0.29	0.29	0.12	0.38	0.38
Sat Flow, veh/h	1810	5187	1570	1810	5187	1590	1810	772	943	1810	1900	1586
Grp Volume(v), veh/h	74	1129	66	149	1505	400	60	0	451	389	127	55
Grp Sat Flow(s),veh/h/ln	1810	1729	1570	1810	1729	1590	1810	0	1716	1810	1900	1586
Q Serve(g_s), s	4.4	21.4	3.4	8.7	29.5	15.9	3.5	0.0	27.2	13.4	4.8	2.4
Cycle Q Clear(g_c), s	4.4	21.4	3.4	8.7	29.5	15.9	3.5	0.0	27.2	13.4	4.8	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	95	1486	450	175	1714	525	78	0	502	225	724	605
V/C Ratio(X)	0.78	0.76	0.15	0.85	0.88	0.76	0.77	0.00	0.90	1.73	0.18	0.09
Avail Cap(c_a), veh/h	107	1578	478	175	1770	543	107	0	678	225	874	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	35.1	28.6	48.0	34.0	13.8	51.1	0.0	36.6	47.2	22.1	21.4
Incr Delay (d2), s/veh	23.1	2.1	0.1	30.1	5.3	6.1	13.2	0.0	12.0	346.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	8.7	1.2	5.2	12.3	5.9	1.9	0.0	12.6	27.5	2.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	37.2	28.8	78.1	39.3	19.9	64.2	0.0	48.6	393.5	22.2	21.4
LnGrp LOS	E	D	C	E	D	B	E	A	D	F	C	C
Approach Vol, veh/h		1269			2054			511			571	
Approach Delay, s/veh		38.8			38.3			50.5			275.1	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	36.9	15.0	37.1	9.2	46.5	10.3	41.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 43	10.4	32.8	6.4	49.6	6.4	36.8
Max Q Clear Time (g_c+I1), s	15.4	29.2	10.7	23.4	5.5	6.8	6.4	31.5
Green Ext Time (p_c), s	0.0	2.3	0.0	4.8	0.0	0.9	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	70.6
HCM 6th LOS	E

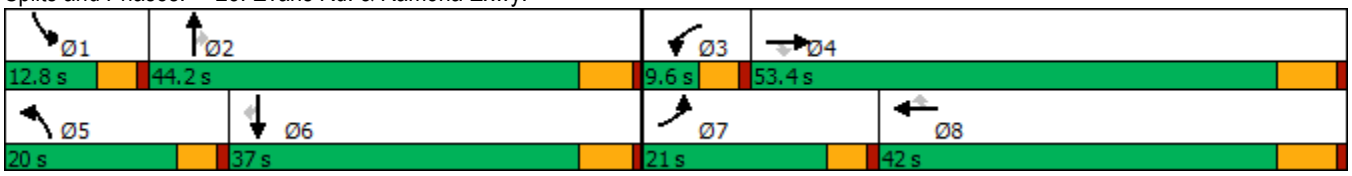
Notes

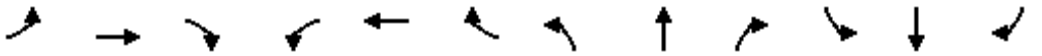
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	1301	50	6	1447	242	323	408	19	214	163	324
Future Volume (vph)	345	1301	50	6	1447	242	323	408	19	214	163	324
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	53.4	53.4	9.6	42.0	42.0	20.0	44.2	44.2	12.8	37.0	37.0
Total Split (%)	17.5%	44.5%	44.5%	8.0%	35.0%	35.0%	16.7%	36.8%	36.8%	10.7%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.4	55.2	55.2	5.7	38.4	38.4	13.7	22.5	22.5	8.9	17.7	17.7
Actuated g/C Ratio	0.14	0.55	0.55	0.06	0.38	0.38	0.14	0.22	0.22	0.09	0.18	0.18
v/c Ratio	0.71	0.47	0.05	0.06	1.08	0.34	0.70	0.52	0.04	0.71	0.26	0.71
Control Delay	50.6	16.2	0.1	52.0	80.6	8.4	51.0	36.1	0.2	60.2	36.8	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	16.2	0.1	52.0	80.6	8.4	51.0	36.1	0.2	60.2	36.8	21.5
LOS	D	B	A	D	F	A	D	D	A	E	D	C
Approach Delay		22.7			70.2			41.6			36.9	
Approach LOS		C			E			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	1301	50	6	1447	242	323	408	19	214	163	324
Future Volume (veh/h)	345	1301	50	6	1447	242	323	408	19	214	163	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	356	1341	0	6	1492	154	333	421	6	221	168	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	454	2692		25	1458	650	431	751	330	312	629	281
Arrive On Green	0.13	0.52	0.00	0.01	0.40	0.40	0.12	0.21	0.21	0.09	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1587	3510	3610	1610
Grp Volume(v), veh/h	356	1341	0	6	1492	154	333	421	6	221	168	199
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1587	1755	1805	1610
Q Serve(g_s), s	9.2	15.8	0.0	0.3	38.0	5.9	8.7	9.8	0.3	5.8	3.8	11.0
Cycle Q Clear(g_c), s	9.2	15.8	0.0	0.3	38.0	5.9	8.7	9.8	0.3	5.8	3.8	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	2692		25	1458	650	431	751	330	312	629	281
V/C Ratio(X)	0.78	0.50		0.24	1.02	0.24	0.77	0.56	0.02	0.71	0.27	0.71
Avail Cap(c_a), veh/h	634	2723		108	1458	650	597	1542	678	328	1266	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	14.7	0.0	45.9	28.1	18.5	40.0	33.4	29.6	41.7	33.7	36.6
Incr Delay (d2), s/veh	2.7	0.1	0.0	1.7	29.7	0.2	2.6	0.7	0.0	5.4	0.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.2	0.0	0.1	20.2	2.0	3.7	4.2	0.1	2.6	1.6	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	14.8	0.0	47.6	57.8	18.7	42.6	34.1	29.6	47.1	33.9	39.9
LnGrp LOS	D	B		D	F	B	D	C	C	D	C	D
Approach Vol, veh/h		1697			1652			760			588	
Approach Delay, s/veh		20.6			54.1			37.8			40.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	23.6	5.3	52.8	15.5	20.4	16.2	42.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.2	38.4	5.0	46.9	15.4	31.2	16.4	35.5
Max Q Clear Time (g_c+I1), s	7.8	11.8	2.3	17.8	10.7	13.0	11.2	40.0
Green Ext Time (p_c), s	0.0	2.6	0.0	9.9	0.3	1.4	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

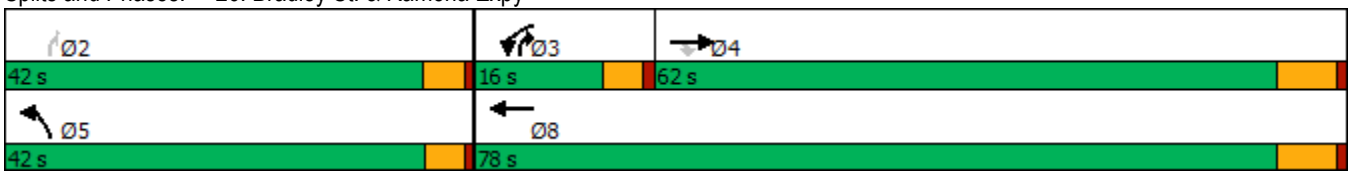
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1394	51	12	1049	148	18	
Future Volume (vph)	1394	51	12	1049	148	18	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	62.0	62.0	16.0	78.0	42.0	16.0	42.0
Total Split (%)	51.7%	51.7%	13.3%	65.0%	35.0%	13.3%	35%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	38.8	38.8	5.8	43.9	13.7	24.4	
Actuated g/C Ratio	0.56	0.56	0.08	0.63	0.20	0.35	
v/c Ratio	0.75	0.06	0.09	0.50	0.45	0.03	
Control Delay	15.0	3.5	40.3	7.2	34.2	14.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	15.0	3.5	40.3	7.2	34.2	14.2	
LOS	B	A	D	A	C	B	
Approach Delay	14.6			7.6	32.0		
Approach LOS	B			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1394	51	12	1049	148	18
Future Volume (veh/h)	1394	51	12	1049	148	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1499	53	13	1128	159	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2093	912	30	2454	217	220
Arrive On Green	0.58	0.58	0.02	0.68	0.12	0.12
Sat Flow, veh/h	3705	1573	1810	3705	1810	1610
Grp Volume(v), veh/h	1499	53	13	1128	159	9
Grp Sat Flow(s),veh/h/ln	1805	1573	1810	1805	1810	1610
Q Serve(g_s), s	16.4	0.8	0.4	8.0	4.7	0.3
Cycle Q Clear(g_c), s	16.4	0.8	0.4	8.0	4.7	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2093	912	30	2454	217	220
V/C Ratio(X)	0.72	0.06	0.44	0.46	0.73	0.04
Avail Cap(c_a), veh/h	3646	1588	375	4697	1235	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	5.0	26.8	4.1	23.3	20.6
Incr Delay (d2), s/veh	0.5	0.0	3.8	0.1	4.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.2	0.8	2.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	5.0	30.5	4.2	28.0	20.7
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1552			1141	168	
Approach Delay, s/veh	8.6			4.5	27.6	
Approach LOS	A			A	C	

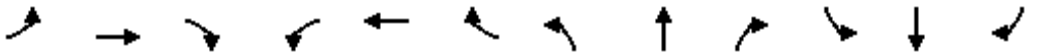
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.1	5.5	38.4		43.9
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		37.5	11.4	55.5		71.5
Max Q Clear Time (g_c+I1), s		6.7	2.4	18.4		10.0
Green Ext Time (p_c), s		0.5	0.0	13.5		9.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1096	554	1063	1217	2	249
Future Volume (vph)	1096	554	1063	1217	2	249
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	29.0	74.0	36.0	36.0	36.0
Total Split (%)	40.9%	26.4%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	39.0	24.5	68.0	30.5	30.5	30.5
Actuated g/C Ratio	0.35	0.22	0.62	0.28	0.28	0.28
v/c Ratio	1.33	1.42	0.49	1.32	1.32	0.49
Control Delay	186.0	222.5	2.6	192.1	193.5	23.0
Queue Delay	0.1	0.0	0.4	30.4	30.8	0.0
Total Delay	186.0	222.5	2.9	222.5	224.2	23.0
LOS	F	F	A	F	F	C
Approach Delay	186.0		78.1		189.3	
Approach LOS	F		E		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 150.2	Intersection LOS: F
Intersection Capacity Utilization 187.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1096	551	554	1063	0	0	0	0	1217	2	249
Future Volume (veh/h)	0	1096	551	554	1063	0	0	0	0	1217	2	249
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1130	416	571	1096	0				1256	0	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	922	332	403	2232	0				1003	0	446
Arrive On Green	0.00	0.35	0.35	0.22	0.62	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2695	937	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	777	769	571	1096	0				1256	0	199
Grp Sat Flow(s),veh/h/ln	0	1805	1731	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	39.0	39.0	24.5	18.3	0.0				30.5	0.0	11.2
Cycle Q Clear(g_c), s	0.0	39.0	39.0	24.5	18.3	0.0				30.5	0.0	11.2
Prop In Lane	0.00		0.54	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	640	614	403	2232	0				1003	0	446
V/C Ratio(X)	0.00	1.21	1.25	1.42	0.49	0.00				1.25	0.00	0.45
Avail Cap(c_a), veh/h	0	640	614	403	2232	0				1003	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.5	35.5	42.8	11.5	0.0				39.7	0.0	32.8
Incr Delay (d2), s/veh	0.0	110.3	126.8	193.9	0.3	0.0				121.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	35.4	36.8	32.0	6.3	0.0				29.8	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	145.8	162.3	236.6	11.8	0.0				161.3	0.0	33.5
LnGrp LOS	A	F	F	F	B	A				F	A	C
Approach Vol, veh/h		1546			1667						1455	
Approach Delay, s/veh		154.0			88.8						143.8	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	45.0		36.0		74.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	24.5	39.0		30.5		68.0
Max Q Clear Time (g_c+I1), s	26.5	41.0		32.5		20.3
Green Ext Time (p_c), s	0.0	0.0		0.0		5.1

Intersection Summary		
HCM 6th Ctrl Delay		127.6
HCM 6th LOS		F

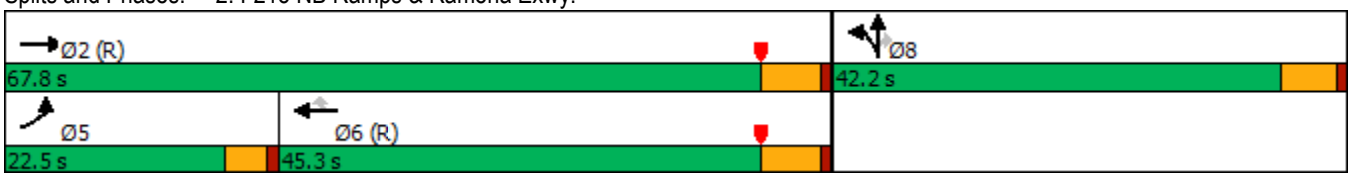
Notes

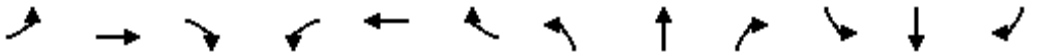
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	367	1947	1125	1091	442	3	476
Future Volume (vph)	367	1947	1125	1091	442	3	476
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.5	67.8	45.3	45.3	42.2	42.2	42.2
Total Split (%)	20.5%	61.6%	41.2%	41.2%	38.4%	38.4%	38.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	20.7	64.5	39.3	39.3	34.0	34.0	34.0
Actuated g/C Ratio	0.19	0.59	0.36	0.36	0.31	0.31	0.31
v/c Ratio	1.14	0.97	0.92	1.10	0.44	0.44	0.91
Control Delay	102.2	31.6	46.2	73.1	32.6	32.7	52.7
Queue Delay	0.0	44.3	0.0	0.0	0.0	0.0	0.0
Total Delay	102.2	75.9	46.2	73.1	32.6	32.7	52.7
LOS	F	E	D	E	C	C	D
Approach Delay		80.1	59.5			43.0	
Approach LOS		F	E			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 65.4	Intersection LOS: E
Intersection Capacity Utilization 187.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	1947	0	0	1125	1091	442	3	476	0	0	0
Future Volume (veh/h)	367	1947	0	0	1125	1091	442	3	476	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	386	2049	0	0	1184	1063	467	0	399			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	296	2235	0	0	1496	667	1000	0	445			
Arrive On Green	0.33	1.00	0.00	0.00	0.41	0.41	0.28	0.00	0.28			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	386	2049	0	0	1184	1063	467	0	399			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	18.0	0.0	0.0	0.0	31.4	45.6	11.8	0.0	26.2			
Cycle Q Clear(g_c), s	18.0	0.0	0.0	0.0	31.4	45.6	11.8	0.0	26.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	296	2235	0	0	1496	667	1000	0	445			
V/C Ratio(X)	1.30	0.92	0.00	0.00	0.79	1.59	0.47	0.00	0.90			
Avail Cap(c_a), veh/h	296	2235	0	0	1496	667	1207	0	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.0	0.0	0.0	0.0	28.1	32.2	33.1	0.0	38.3			
Incr Delay (d2), s/veh	138.9	0.8	0.0	0.0	4.4	274.3	0.3	0.0	15.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	17.4	0.2	0.0	0.0	13.4	66.9	5.0	0.0	11.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	175.9	0.8	0.0	0.0	32.4	306.5	33.4	0.0	53.9			
LnGrp LOS	F	A	A	A	C	F	C	A	D			
Approach Vol, veh/h		2435			2247			866				
Approach Delay, s/veh		28.5			162.1			42.9				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.1			22.5	51.6		35.9				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.8			18.0	39.3		36.7				
Max Q Clear Time (g_c+I1), s		2.0			20.0	47.6		28.2				
Green Ext Time (p_c), s		15.8			0.0	0.0		2.2				

Intersection Summary	
HCM 6th Ctrl Delay	84.9
HCM 6th LOS	F

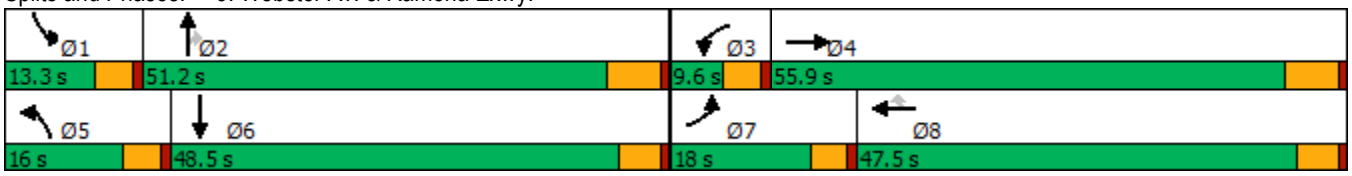
Notes

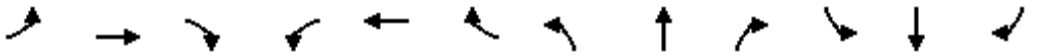
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	171	1699	13	2052	62	195	30	19	85	49
Future Volume (vph)	171	1699	13	2052	62	195	30	19	85	49
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	18.0	55.9	9.6	47.5	47.5	16.0	51.2	51.2	13.3	48.5
Total Split (%)	13.8%	43.0%	7.4%	36.5%	36.5%	12.3%	39.4%	39.4%	10.2%	37.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.5	58.4	5.1	42.9	42.9	11.5	16.6	16.6	16.4	15.7
Actuated g/C Ratio	0.13	0.57	0.05	0.42	0.42	0.11	0.16	0.16	0.16	0.15
v/c Ratio	0.76	0.65	0.16	1.00	0.09	1.02	0.10	0.05	0.31	0.57
Control Delay	66.0	19.3	55.8	51.1	0.2	115.2	35.0	0.3	48.8	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	19.3	55.8	51.1	0.2	115.2	35.0	0.3	48.8	22.4
LOS	E	B	E	D	A	F	C	A	D	C
Approach Delay		23.3		49.7			96.3			30.4
Approach LOS		C		D			F			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 103.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1699	106	13	2052	62	195	30	19	85	49	147
Future Volume (veh/h)	171	1699	106	13	2052	62	195	30	19	85	49	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	1788	106	14	2160	53	205	32	13	89	52	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	2699	160	29	2269	704	213	301	255	114	86	93
Arrive On Green	0.12	0.54	0.54	0.02	0.44	0.44	0.12	0.16	0.16	0.06	0.10	0.10
Sat Flow, veh/h	1810	5008	296	1810	5187	1608	1810	1900	1610	1810	837	901
Grp Volume(v), veh/h	180	1234	660	14	2160	53	205	32	13	89	0	108
Grp Sat Flow(s),veh/h/ln	1810	1729	1847	1810	1729	1608	1810	1900	1610	1810	0	1738
Q Serve(g_s), s	9.4	24.7	24.8	0.7	38.8	1.9	10.9	1.4	0.7	4.7	0.0	5.7
Cycle Q Clear(g_c), s	9.4	24.7	24.8	0.7	38.8	1.9	10.9	1.4	0.7	4.7	0.0	5.7
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	213	1864	995	29	2269	704	213	301	255	114	0	180
V/C Ratio(X)	0.85	0.66	0.66	0.48	0.95	0.08	0.96	0.11	0.05	0.78	0.00	0.60
Avail Cap(c_a), veh/h	251	1864	995	94	2276	706	213	885	750	163	0	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	16.0	16.0	47.1	26.2	15.8	42.4	34.8	34.5	44.6	0.0	41.4
Incr Delay (d2), s/veh	17.7	0.9	1.7	4.4	9.9	0.0	49.8	0.2	0.1	8.6	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	8.5	9.3	0.4	16.0	0.6	7.7	0.6	0.3	2.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	16.8	17.7	51.5	36.1	15.9	92.2	35.0	34.6	53.2	0.0	44.6
LnGrp LOS	E	B	B	D	D	B	F	C	C	D	A	D
Approach Vol, veh/h		2074			2227			250			197	
Approach Delay, s/veh		20.8			35.7			81.9			48.5	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	21.5	6.2	58.3	16.0	16.2	16.0	48.5
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	8.7	45.0	5.0	49.7	11.4	* 43	13.4	* 42
Max Q Clear Time (g_c+I1), s	6.7	3.4	2.7	26.8	12.9	7.7	11.4	40.8
Green Ext Time (p_c), s	0.0	0.2	0.0	13.3	0.0	0.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

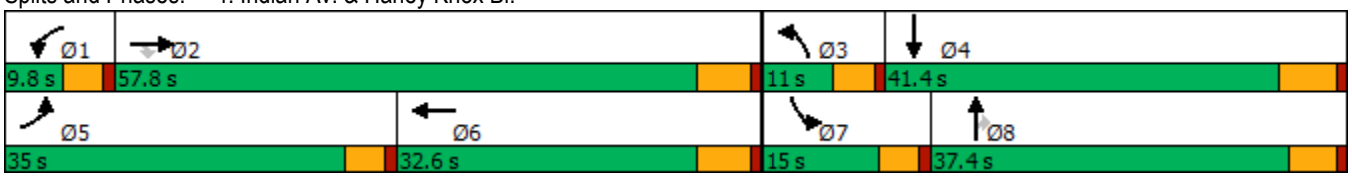
Notes

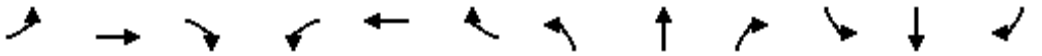
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	375	559	99	41	826	155	239	72	88	293
Future Volume (vph)	375	559	99	41	826	155	239	72	88	293
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	35.0	57.8	57.8	9.8	32.6	11.0	37.4	37.4	15.0	41.4
Total Split (%)	29.2%	48.2%	48.2%	8.2%	27.2%	9.2%	31.2%	31.2%	12.5%	34.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.4	54.0	54.0	5.2	26.8	6.4	32.6	32.6	9.8	35.2
Actuated g/C Ratio	0.25	0.45	0.45	0.04	0.22	0.05	0.27	0.27	0.08	0.29
v/c Ratio	1.04	0.30	0.16	0.68	0.95	1.05	0.31	0.17	0.76	1.17dr
Control Delay	96.7	21.9	4.0	95.1	62.9	135.1	36.0	1.2	84.4	60.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	21.9	4.0	95.1	62.9	135.1	36.0	1.2	84.4	60.7
LOS	F	C	A	F	E	F	D	A	F	E
Approach Delay		47.4			64.4		63.5			62.5
Approach LOS		D			E		E			E

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Natural Cycle: 120		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.05		
Intersection Signal Delay: 58.7	Intersection LOS: E	
Intersection Capacity Utilization 92.1%	ICU Level of Service F	
Analysis Period (min) 15		
dr Defacto Right Lane. Recode with 1 though lane as a right lane.		

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	559	99	41	826	41	155	239	72	88	293	752
Future Volume (veh/h)	375	559	99	41	826	41	155	239	72	88	293	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	708	117	52	1046	34	196	303	81	111	371	781
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	460	2271	705	67	1139	37	188	984	439	136	531	474
Arrive On Green	0.25	0.44	0.44	0.04	0.22	0.22	0.05	0.27	0.27	0.08	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	1810	5160	168	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	475	708	117	52	701	379	196	303	81	111	371	781
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1870	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	30.4	10.6	5.3	3.4	23.7	23.7	6.4	8.0	4.6	7.2	21.8	35.2
Cycle Q Clear(g_c), s	30.4	10.6	5.3	3.4	23.7	23.7	6.4	8.0	4.6	7.2	21.8	35.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	460	2271	705	67	763	413	188	984	439	136	531	474
V/C Ratio(X)	1.03	0.31	0.17	0.77	0.92	0.92	1.04	0.31	0.18	0.81	0.70	1.65
Avail Cap(c_a), veh/h	460	2271	705	79	775	419	188	984	439	157	531	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	21.9	20.4	57.1	45.5	45.6	56.6	34.6	33.3	54.5	37.5	42.2
Incr Delay (d2), s/veh	50.7	0.1	0.1	27.1	15.7	25.0	77.6	0.2	0.2	21.2	4.0	301.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	4.1	1.9	2.0	11.5	13.5	4.8	3.4	1.8	4.0	9.9	53.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	22.0	20.5	84.2	61.3	70.5	134.2	34.7	33.5	75.6	41.5	343.2
LnGrp LOS	F	C	C	F	E	E	F	C	C	E	D	F
Approach Vol, veh/h		1300			1132			580			1263	
Approach Delay, s/veh		48.6			65.4			68.2			231.1	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	58.2	11.0	41.4	35.0	32.2	13.6	38.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.2	52.0	6.4	35.2	30.4	26.8	10.4	* 32
Max Q Clear Time (g_c+I1), s	5.4	12.6	8.4	37.2	32.4	25.7	9.2	10.0
Green Ext Time (p_c), s	0.0	5.2	0.0	0.0	0.0	0.7	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	109.6
HCM 6th LOS	F

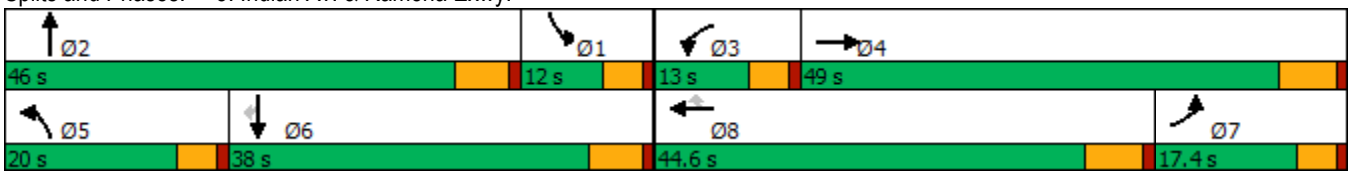
Notes

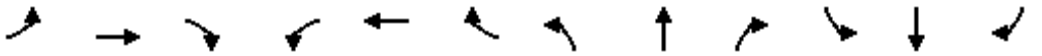
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	397	1714	64	1517	174	170	242	162	171	190
Future Volume (vph)	397	1714	64	1517	174	170	242	162	171	190
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.4	49.0	13.0	44.6	44.6	20.0	46.0	12.0	38.0	38.0
Total Split (%)	14.5%	40.8%	10.8%	37.2%	37.2%	16.7%	38.3%	10.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	46.2	7.5	38.7	38.7	14.1	17.5	10.6	14.0	14.0
Actuated g/C Ratio	0.13	0.46	0.07	0.38	0.38	0.14	0.17	0.10	0.14	0.14
v/c Ratio	1.96	0.88	0.55	0.87	0.27	0.77	0.54	0.97	0.39	0.53
Control Delay	474.1	32.0	62.8	35.6	6.3	63.3	37.5	106.0	41.4	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	474.1	32.0	62.8	35.6	6.3	63.3	37.5	106.0	41.4	10.0
LOS	F	C	E	D	A	E	D	F	D	A
Approach Delay		111.3		33.7			46.8		50.0	
Approach LOS		F		C			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.96	
Intersection Signal Delay: 71.3	Intersection LOS: E
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	1714	103	64	1517	174	170	242	58	162	171	190
Future Volume (veh/h)	397	1714	103	64	1517	174	170	242	58	162	171	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	451	1948	102	73	1724	176	193	275	51	184	194	188
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	2427	127	94	1989	618	227	388	71	192	435	194
Arrive On Green	0.13	0.48	0.48	0.05	0.38	0.38	0.13	0.13	0.13	0.11	0.12	0.12
Sat Flow, veh/h	1810	5043	263	1810	5187	1610	1810	3047	557	1810	3610	1610
Grp Volume(v), veh/h	451	1334	716	73	1724	176	193	161	165	184	194	188
Grp Sat Flow(s),veh/h/ln	1810	1729	1849	1810	1729	1610	1810	1805	1800	1810	1805	1610
Q Serve(g_s), s	12.8	31.3	31.5	3.8	29.5	7.3	10.0	8.2	8.4	9.7	4.8	7.9
Cycle Q Clear(g_c), s	12.8	31.3	31.5	3.8	29.5	7.3	10.0	8.2	8.4	9.7	4.8	7.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	241	1664	890	94	1989	618	227	230	229	192	435	194
V/C Ratio(X)	1.87	0.80	0.81	0.77	0.87	0.29	0.85	0.70	0.72	0.96	0.45	0.97
Avail Cap(c_a), veh/h	241	1664	890	158	2073	644	290	755	753	192	1210	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	21.0	21.1	45.0	27.3	20.5	41.1	40.2	40.3	42.7	39.3	21.0
Incr Delay (d2), s/veh	407.2	2.9	5.5	5.0	4.1	0.3	14.3	3.9	4.2	52.8	0.7	23.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.7	11.6	13.1	1.8	11.6	2.5	5.2	3.8	3.9	7.0	2.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	448.9	24.0	26.6	50.0	31.4	20.7	55.5	44.0	44.4	95.6	40.0	44.3
LnGrp LOS	F	C	C	D	C	C	E	D	D	F	D	D
Approach Vol, veh/h		2501			1973			519			566	
Approach Delay, s/veh		101.3			31.1			48.4			59.5	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	18.0	9.6	52.4	16.6	17.4	19.0	43.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	7.4	* 40	8.4	42.8	15.4	32.2	12.8	* 38
Max Q Clear Time (g_c+I1), s	11.7	10.4	5.8	33.5	12.0	9.9	14.8	31.5
Green Ext Time (p_c), s	0.0	1.8	0.0	7.3	0.1	1.7	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	67.2
HCM 6th LOS	E

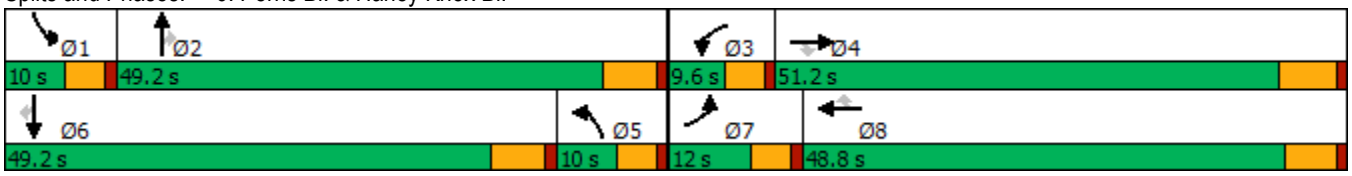
Notes

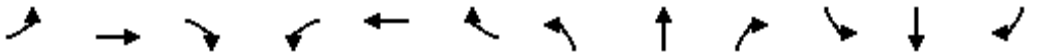
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	349	92	21	525	147	73	852	7	216	1124	298
Future Volume (vph)	265	349	92	21	525	147	73	852	7	216	1124	298
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	10.0	49.2	49.2	10.0	49.2	49.2
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.3%	41.0%	41.0%	8.3%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	29.5	29.5	5.2	20.6	20.6	5.5	32.2	32.2	5.7	35.1	35.1
Actuated g/C Ratio	0.09	0.34	0.34	0.06	0.23	0.23	0.06	0.37	0.37	0.06	0.40	0.40
v/c Ratio	1.98	0.34	0.17	0.12	0.52	0.35	0.40	0.53	0.01	1.14	0.65	0.47
Control Delay	490.8	24.9	1.6	48.6	31.0	7.7	51.5	23.5	0.0	145.1	24.6	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	490.8	24.9	1.6	48.6	31.0	7.7	51.5	23.5	0.0	145.1	24.6	11.9
LOS	F	C	A	D	C	A	D	C	A	F	C	B
Approach Delay		196.5			26.6			25.5			38.2	
Approach LOS		F			C			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.98	
Intersection Signal Delay: 61.3	Intersection LOS: E
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	349	92	21	525	147	73	852	7	216	1124	298
Future Volume (veh/h)	265	349	92	21	525	147	73	852	7	216	1124	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	415	87	25	625	126	87	1014	7	257	1338	291
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	938	418	94	1005	312	188	1974	605	237	1969	603
Arrive On Green	0.09	0.26	0.26	0.03	0.19	0.19	0.05	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	315	415	87	25	625	126	87	1014	7	257	1338	291
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	7.4	7.7	2.4	0.6	8.8	5.5	1.9	12.0	0.2	5.4	17.2	7.1
Cycle Q Clear(g_c), s	7.4	7.7	2.4	0.6	8.8	5.5	1.9	12.0	0.2	5.4	17.2	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	938	418	94	1005	312	188	1974	605	237	1969	603
V/C Ratio(X)	1.88	0.44	0.21	0.27	0.62	0.40	0.46	0.51	0.01	1.08	0.68	0.48
Avail Cap(c_a), veh/h	168	2034	907	220	2793	867	237	2819	864	237	2819	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	24.7	12.1	38.1	29.5	28.2	36.7	19.0	15.4	37.2	20.7	7.7
Incr Delay (d2), s/veh	417.2	0.3	0.2	0.6	0.6	0.8	0.7	0.2	0.0	82.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.4	3.0	1.2	0.2	3.4	2.0	0.8	4.3	0.1	4.9	6.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	453.5	25.1	12.4	38.7	30.1	29.0	37.3	19.3	15.4	119.4	21.1	8.3
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		817			776			1108			1886	
Approach Delay, s/veh		188.9			30.2			20.7			32.6	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	36.2	6.7	26.9	10.1	36.1	12.0	21.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	43.4	5.0	45.0	5.4	* 43	7.4	* 43
Max Q Clear Time (g_c+I1), s	7.4	14.0	2.6	9.7	3.9	19.2	9.4	10.8
Green Ext Time (p_c), s	0.0	7.4	0.0	2.8	0.0	11.1	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

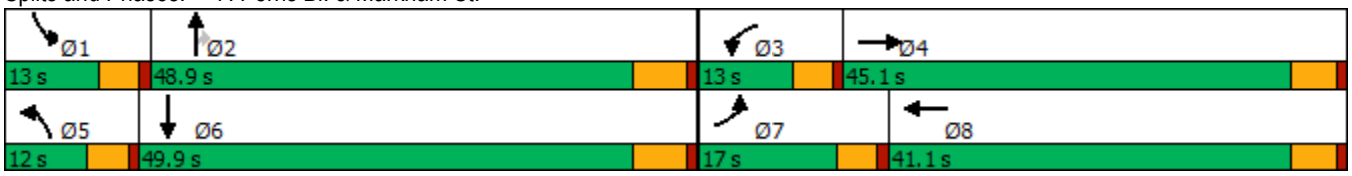
Notes

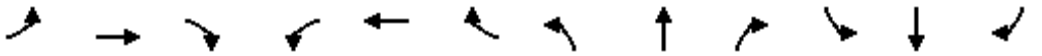
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	61	37	58	30	834	35	32	992
Future Volume (vph)	58	61	37	58	30	834	35	32	992
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	17.0	45.1	13.0	41.1	12.0	48.9	48.9	13.0	49.9
Total Split (%)	14.2%	37.6%	10.8%	34.3%	10.0%	40.8%	40.8%	10.8%	41.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.0	18.5	6.9	14.6	6.6	28.0	28.0	6.8	28.2
Actuated g/C Ratio	0.11	0.26	0.10	0.21	0.09	0.39	0.39	0.10	0.40
v/c Ratio	0.32	0.16	0.24	0.15	0.20	0.67	0.06	0.21	0.57
Control Delay	41.8	14.3	43.4	19.2	43.8	23.2	0.2	43.3	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	14.3	43.4	19.2	43.8	23.2	0.2	43.3	20.3
LOS	D	B	D	B	D	C	A	D	C
Approach Delay		22.8		26.0		23.0			20.9
Approach LOS		C		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	61	70	37	58	37	30	834	35	32	992	43
Future Volume (veh/h)	58	61	70	37	58	37	30	834	35	32	992	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	69	39	42	66	30	34	948	35	36	1127	42
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	433	227	77	431	184	66	1367	600	69	1952	73
Arrive On Green	0.06	0.19	0.19	0.04	0.18	0.18	0.04	0.38	0.38	0.04	0.38	0.38
Sat Flow, veh/h	1810	2288	1201	1810	2462	1052	1810	3610	1585	1810	5132	191
Grp Volume(v), veh/h	66	53	55	42	47	49	34	948	35	36	759	410
Grp Sat Flow(s),veh/h/ln	1810	1805	1684	1810	1805	1709	1810	1805	1585	1810	1729	1866
Q Serve(g_s), s	2.0	1.4	1.6	1.3	1.3	1.4	1.1	12.7	0.8	1.1	10.0	10.0
Cycle Q Clear(g_c), s	2.0	1.4	1.6	1.3	1.3	1.4	1.1	12.7	0.8	1.1	10.0	10.0
Prop In Lane	1.00		0.71	1.00		0.62	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	103	342	319	77	316	299	66	1367	600	69	1315	710
V/C Ratio(X)	0.64	0.16	0.17	0.55	0.15	0.16	0.52	0.69	0.06	0.52	0.58	0.58
Avail Cap(c_a), veh/h	392	1262	1177	266	1136	1075	234	2720	1194	266	2666	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	19.4	19.4	26.8	20.0	20.0	27.1	15.0	11.3	27.0	14.1	14.1
Incr Delay (d2), s/veh	2.5	0.2	0.3	2.2	0.2	0.3	2.3	0.6	0.0	2.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.6	0.6	0.6	0.5	0.5	0.4	4.2	0.2	0.5	3.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	19.6	19.7	29.1	20.2	20.3	29.4	15.6	11.3	29.3	14.5	14.8
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		174			138			1017			1205	
Approach Delay, s/veh		23.1			22.9			15.9			15.0	
Approach LOS		C			C			B			B	

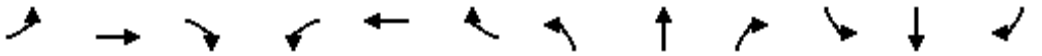
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	27.5	7.0	15.9	6.7	27.6	7.8	15.1
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	8.4	43.1	8.4	40.0	7.4	44.1	12.4	36.0
Max Q Clear Time (g_c+I1), s	3.1	14.7	3.3	3.6	3.1	12.0	4.0	3.4
Green Ext Time (p_c), s	0.0	7.0	0.0	0.6	0.0	8.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	1	8	4	8	893	3	1144
Future Volume (vph)	4	1	8	4	8	893	3	1144
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	12.0	33.0	12.0	33.0	12.0	63.0	12.0	63.0
Total Split (%)	10.0%	27.5%	10.0%	27.5%	10.0%	52.5%	10.0%	52.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.1	13.7	6.1	13.8	6.1	41.5	6.0	41.4
Actuated g/C Ratio	0.12	0.26	0.12	0.27	0.12	0.80	0.12	0.80
v/c Ratio	0.02	0.07	0.05	0.03	0.05	0.26	0.02	0.34
Control Delay	33.5	10.5	32.8	15.2	32.8	7.3	33.7	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	10.5	32.8	15.2	32.8	7.3	33.7	8.0
LOS	C	B	C	B	C	A	C	A
Approach Delay		13.9		22.5		7.5		8.1
Approach LOS		B		C		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.0	Intersection LOS: A
Intersection Capacity Utilization 39.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1	23	8	4	7	8	893	3	3	1144	11
Future Volume (veh/h)	4	1	23	8	4	7	8	893	3	3	1144	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	1	10	10	5	3	10	1089	4	4	1395	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	10	96	24	79	47	24	2623	10	10	2565	24
Arrive On Green	0.01	0.06	0.06	0.01	0.07	0.07	0.01	0.49	0.49	0.01	0.48	0.48
Sat Flow, veh/h	1810	148	1482	1810	1112	667	1810	5334	20	1810	5300	49
Grp Volume(v), veh/h	5	0	11	10	0	8	10	706	387	4	910	498
Grp Sat Flow(s),veh/h/ln	1810	0	1631	1810	0	1780	1810	1729	1896	1810	1729	1891
Q Serve(g_s), s	0.1	0.0	0.3	0.3	0.0	0.2	0.3	6.0	6.0	0.1	8.5	8.5
Cycle Q Clear(g_c), s	0.1	0.0	0.3	0.3	0.0	0.2	0.3	6.0	6.0	0.1	8.5	8.5
Prop In Lane	1.00		0.91	1.00		0.38	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	12	0	105	24	0	126	24	1700	932	10	1674	915
V/C Ratio(X)	0.41	0.00	0.10	0.42	0.00	0.06	0.42	0.42	0.42	0.41	0.54	0.54
Avail Cap(c_a), veh/h	291	0	1005	291	0	1097	291	4293	2354	291	4293	2347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	20.3	22.6	0.0	20.0	22.6	7.5	7.5	22.8	8.3	8.3
Incr Delay (d2), s/veh	8.0	0.0	0.4	4.4	0.0	0.2	4.4	0.2	0.3	9.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1	0.0	0.1	0.1	1.4	1.5	0.1	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	20.7	27.0	0.0	20.2	27.0	7.6	7.8	32.6	8.6	8.8
LnGrp LOS	C	A	C	C	A	C	C	A	A	C	A	A
Approach Vol, veh/h		16			18			1103			1412	
Approach Delay, s/veh		23.9			24.0			7.9			8.7	
Approach LOS		C			C			A			A	

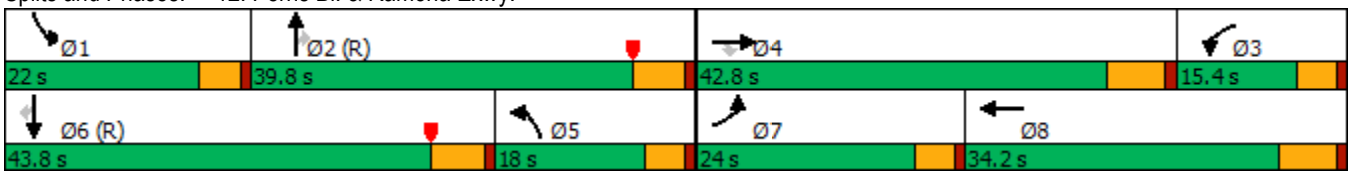
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	28.5	5.2	7.6	5.2	28.1	4.9	7.9
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	57.2	7.4	28.4	7.4	57.2	7.4	28.4
Max Q Clear Time (g_c+I1), s	2.1	8.0	2.3	2.3	2.3	10.5	2.1	2.2
Green Ext Time (p_c), s	0.0	8.1	0.0	0.0	0.0	11.8	0.0	0.0

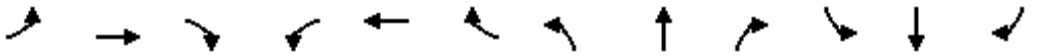
Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	336	1416	300	160	1262	347	492	124	317	687	197
Future Volume (vph)	336	1416	300	160	1262	347	492	124	317	687	197
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	42.8	42.8	15.4	34.2	18.0	39.8	39.8	22.0	43.8	43.8
Total Split (%)	20.0%	35.7%	35.7%	12.8%	28.5%	15.0%	33.2%	33.2%	18.3%	36.5%	36.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.9	36.6	36.6	10.8	31.5	13.4	36.4	36.4	15.0	38.0	38.0
Actuated g/C Ratio	0.13	0.30	0.30	0.09	0.26	0.11	0.30	0.30	0.12	0.32	0.32
v/c Ratio	0.75	0.92	0.46	0.52	1.12	0.92	0.46	0.21	0.75	0.62	0.32
Control Delay	60.2	51.1	8.3	56.5	102.7	81.6	36.0	2.7	61.6	37.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	51.1	8.3	56.5	102.7	81.6	36.0	2.7	61.6	37.7	7.5
LOS	E	D	A	E	F	F	D	A	E	D	A
Approach Delay		46.3			98.1		48.1			39.1	
Approach LOS		D			F		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 59.5	Intersection LOS: E
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	1416	300	160	1262	199	347	492	124	317	687	197
Future Volume (veh/h)	336	1416	300	160	1262	199	347	492	124	317	687	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	346	1460	210	165	1301	179	358	507	80	327	708	145
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	408	1567	486	223	1209	166	413	1206	538	387	1143	510
Arrive On Green	0.12	0.30	0.30	0.04	0.18	0.18	0.12	0.33	0.33	0.11	0.32	0.32
Sat Flow, veh/h	3510	5187	1609	3510	4601	633	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	346	1460	210	165	978	502	358	507	80	327	708	145
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1755	1729	1776	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	11.6	32.8	12.6	5.6	31.5	31.5	12.0	13.1	3.2	11.0	20.0	5.7
Cycle Q Clear(g_c), s	11.6	32.8	12.6	5.6	31.5	31.5	12.0	13.1	3.2	11.0	20.0	5.7
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	408	1567	486	223	909	467	413	1206	538	387	1143	510
V/C Ratio(X)	0.85	0.93	0.43	0.74	1.08	1.08	0.87	0.42	0.15	0.84	0.62	0.28
Avail Cap(c_a), veh/h	568	1582	491	316	909	467	413	1206	538	509	1143	510
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	40.7	33.6	56.5	49.4	49.4	52.0	30.9	15.9	52.4	34.9	15.2
Incr Delay (d2), s/veh	2.4	4.2	0.2	2.7	52.5	63.6	15.9	1.0	0.6	7.8	2.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	13.8	4.7	2.5	20.4	22.4	6.1	5.7	1.6	5.1	8.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	44.9	33.8	59.2	101.9	113.0	67.9	32.0	16.5	60.1	37.4	16.6
LnGrp LOS	D	D	C	E	F	F	E	C	B	E	D	B
Approach Vol, veh/h		2016			1645			945			1180	
Approach Delay, s/veh		45.4			101.0			44.3			41.1	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	45.9	13.8	42.4	19.9	43.8	18.5	37.7
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	17.4	34.0	10.8	* 37	13.4	* 38	19.4	28.0
Max Q Clear Time (g_c+I1), s	13.0	15.1	7.6	34.8	14.0	22.0	13.6	33.5
Green Ext Time (p_c), s	0.3	3.1	0.1	1.4	0.0	4.4	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.2
HCM 6th LOS	E

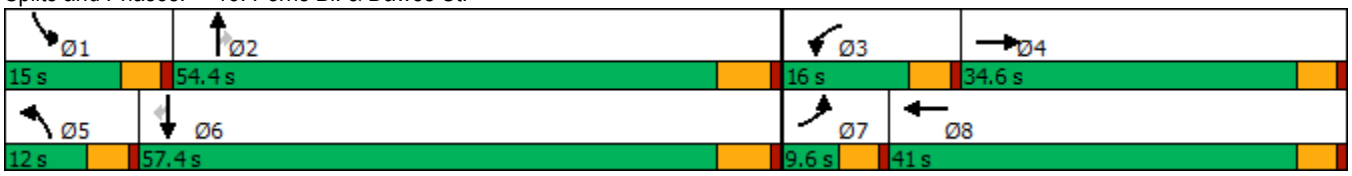
Notes

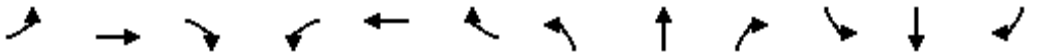
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø7
Lane Configurations									
Traffic Volume (vph)	38	0	2	933	32	23	1062		
Future Volume (vph)	38	0	2	933	32	23	1062		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA		
Protected Phases	3	8	5	2		1	6	4	7
Permitted Phases					2				
Detector Phase	3	8	5	2	2	1	6		
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	9.6	34.6	9.6	22.8	22.8	9.6	26.8	34.6	9.6
Total Split (s)	16.0	41.0	12.0	54.4	54.4	15.0	57.4	34.6	9.6
Total Split (%)	13.3%	34.2%	10.0%	45.3%	45.3%	12.5%	47.8%	29%	8%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8	4.6	5.8		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	8.0	15.7	6.2	41.8	41.8	6.8	42.1		
Actuated g/C Ratio	0.15	0.30	0.12	0.79	0.79	0.13	0.80		
v/c Ratio	0.14	0.03	0.01	0.33	0.03	0.10	0.26		
Control Delay	30.6	0.1	36.5	9.5	0.0	33.3	7.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	30.6	0.1	36.5	9.5	0.0	33.3	7.8		
LOS	C	A	D	A	A	C	A		
Approach Delay		20.3		9.2			8.3		
Approach LOS		C		A			A		

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 52.6			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Perris Bl. & Dawes St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	38	0	20	2	933	32	23	1062	0
Future Volume (veh/h)	0	0	0	38	0	20	2	933	32	23	1062	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	39	0	20	2	952	33	23	1084	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	5	0	80	0	205	5	1613	719	51	2451	761
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.13	0.00	0.45	0.45	0.03	0.47	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1588	1810	3610	1608	1810	5187	1610
Grp Volume(v), veh/h	0	0	0	39	0	20	2	952	33	23	1084	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1588	1810	1805	1608	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.4	0.0	7.5	0.4	0.5	5.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.8	0.0	0.4	0.0	7.5	0.4	0.5	5.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	5	0	80	0	205	5	1613	719	51	2451	761
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.10	0.40	0.59	0.05	0.45	0.44	0.00
Avail Cap(c_a), veh/h	239	1503	0	544	0	1524	353	4627	2061	496	7058	2191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	17.7	0.0	14.6	18.9	7.9	5.9	18.1	6.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.7	0.0	0.2	18.3	0.3	0.0	2.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.1	0.0	1.5	0.1	0.2	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	19.4	0.0	14.8	37.2	8.2	5.9	20.4	6.8	0.0
LnGrp LOS	A	A	A	B	A	B	D	A	A	C	A	A
Approach Vol, veh/h		0			59			987			1107	
Approach Delay, s/veh		0.0			17.8			8.2			7.1	
Approach LOS					B			A			A	

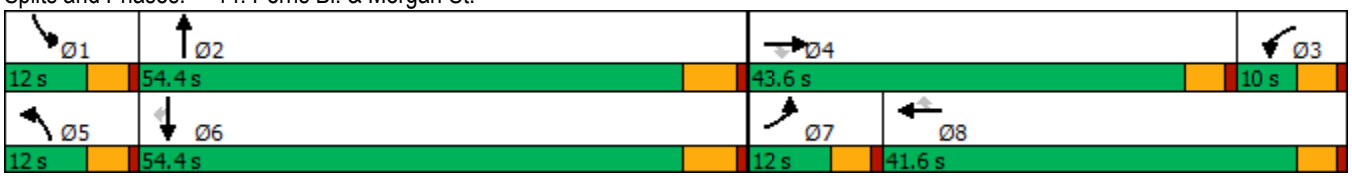
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	22.7	6.3	3.2	4.7	23.7	0.0	9.5
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	10.4	48.6	11.4	30.0	7.4	51.6	5.0	36.4
Max Q Clear Time (g_c+I1), s	2.5	9.5	2.8	0.0	2.0	7.3	0.0	2.4
Green Ext Time (p_c), s	0.0	7.4	0.0	0.0	0.0	8.7	0.0	0.1

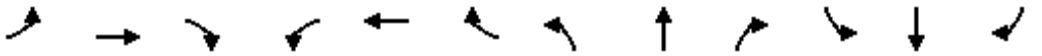
Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	21	96	25	14	203	63	24	865	29	967	18
Future Volume (vph)	21	96	25	14	203	63	24	865	29	967	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	43.6	43.6	10.0	41.6	41.6	12.0	54.4	12.0	54.4	54.4
Total Split (%)	10.0%	36.3%	36.3%	8.3%	34.7%	34.7%	10.0%	45.3%	10.0%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	19.4	19.4	7.2	18.4	18.4	6.9	28.2	7.0	30.8	30.8
Actuated g/C Ratio	0.10	0.28	0.28	0.11	0.27	0.27	0.10	0.41	0.10	0.45	0.45
v/c Ratio	0.13	0.10	0.05	0.08	0.44	0.14	0.15	0.46	0.17	0.66	0.02
Control Delay	44.9	23.7	0.2	42.1	28.4	2.3	44.7	17.2	44.4	19.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	23.7	0.2	42.1	28.4	2.3	44.7	17.2	44.4	19.7	0.1
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		22.6			23.3			18.0		20.1	
Approach LOS		C			C			B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.2	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	96	25	14	203	63	24	865	14	29	967	18
Future Volume (veh/h)	21	96	25	14	203	63	24	865	14	29	967	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	107	14	16	226	57	27	961	15	32	1074	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	630	277	48	332	281	55	2215	35	63	1536	685
Arrive On Green	0.03	0.17	0.17	0.03	0.17	0.17	0.03	0.42	0.42	0.03	0.43	0.43
Sat Flow, veh/h	1810	3610	1589	1810	1900	1610	1810	5260	82	1810	3610	1610
Grp Volume(v), veh/h	23	107	14	16	226	57	27	632	344	32	1074	17
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1900	1610	1810	1729	1884	1810	1805	1610
Q Serve(g_s), s	0.7	1.4	0.3	0.5	6.4	1.7	0.8	7.4	7.4	1.0	13.9	0.4
Cycle Q Clear(g_c), s	0.7	1.4	0.3	0.5	6.4	1.7	0.8	7.4	7.4	1.0	13.9	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	48	630	277	48	332	281	55	1456	793	63	1536	685
V/C Ratio(X)	0.48	0.17	0.05	0.33	0.68	0.20	0.49	0.43	0.43	0.51	0.70	0.02
Avail Cap(c_a), veh/h	234	2461	1083	171	1229	1042	234	2938	1601	234	3067	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	20.1	11.6	27.3	22.1	20.2	27.3	11.7	11.7	27.1	13.4	9.5
Incr Delay (d2), s/veh	2.7	0.1	0.1	1.5	2.5	0.4	2.5	0.2	0.4	2.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.2	0.2	2.9	0.6	0.4	2.2	2.5	0.4	4.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	20.2	11.7	28.8	24.6	20.6	29.8	11.9	12.1	29.5	14.0	9.6
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		144			299			1003			1123	
Approach Delay, s/veh		21.0			24.0			12.5			14.4	
Approach LOS		C			C			B			B	

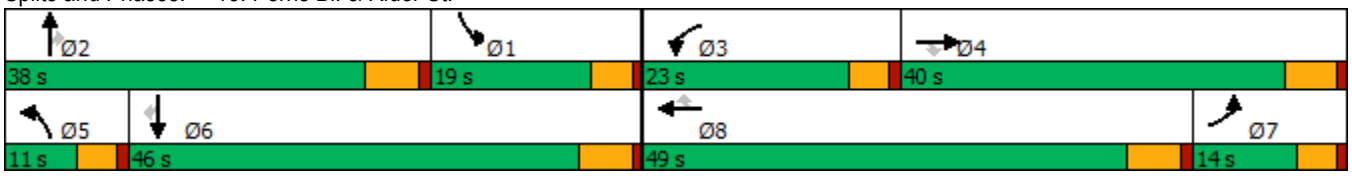
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	29.9	6.1	14.6	6.3	30.1	6.1	14.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	48.6	5.4	39.0	7.4	48.6	7.4	37.0
Max Q Clear Time (g_c+I1), s	3.0	9.4	2.5	3.4	2.8	15.9	2.7	8.4
Green Ext Time (p_c), s	0.0	6.8	0.0	0.7	0.0	8.4	0.0	1.6

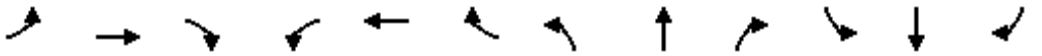
Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	200	77	211	92	220	21	608	216	186	795	19
Future Volume (vph)	53	200	77	211	92	220	21	608	216	186	795	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	14.0	40.0	40.0	23.0	49.0	49.0	11.0	38.0	38.0	19.0	46.0	46.0
Total Split (%)	11.7%	33.3%	33.3%	19.2%	40.8%	40.8%	9.2%	31.7%	31.7%	15.8%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.1	14.1	14.1	15.4	22.2	22.2	5.7	18.6	18.6	14.2	33.9	33.9
Actuated g/C Ratio	0.14	0.17	0.17	0.18	0.26	0.26	0.07	0.22	0.22	0.17	0.40	0.40
v/c Ratio	0.22	0.36	0.21	0.69	0.10	0.40	0.19	0.58	0.44	0.66	0.41	0.03
Control Delay	36.9	33.2	1.2	46.6	28.7	6.4	47.3	32.1	7.2	47.8	21.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	33.2	1.2	46.6	28.7	6.4	47.3	32.1	7.2	47.8	21.1	0.1
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		26.3			26.5			26.1			25.6	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	200	77	211	92	220	21	608	216	186	795	19
Future Volume (veh/h)	53	200	77	211	92	220	21	608	216	186	795	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	217	42	229	100	164	23	661	186	202	864	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	566	252	278	570	254	47	1153	358	248	1822	565
Arrive On Green	0.13	0.16	0.16	0.15	0.16	0.16	0.03	0.22	0.22	0.14	0.35	0.35
Sat Flow, veh/h	1810	3610	1607	1810	3610	1607	1810	5187	1608	1810	5187	1607
Grp Volume(v), veh/h	58	217	42	229	100	164	23	661	186	202	864	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1607	1810	1729	1608	1810	1729	1607
Q Serve(g_s), s	1.9	3.6	1.5	8.2	1.6	6.4	0.8	7.6	4.1	7.2	8.6	0.2
Cycle Q Clear(g_c), s	1.9	3.6	1.5	8.2	1.6	6.4	0.8	7.6	4.1	7.2	8.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	566	252	278	570	254	47	1153	358	248	1822	565
V/C Ratio(X)	0.24	0.38	0.17	0.83	0.18	0.65	0.49	0.57	0.52	0.82	0.47	0.02
Avail Cap(c_a), veh/h	256	1855	826	500	2344	1043	174	2510	778	392	3133	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	25.2	24.3	27.3	24.3	26.3	32.0	23.1	8.2	27.9	16.8	3.9
Incr Delay (d2), s/veh	0.2	0.4	0.3	2.4	0.1	2.8	2.9	0.5	1.2	3.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.4	0.5	3.4	0.6	2.4	0.4	2.8	2.2	3.0	2.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	25.6	24.6	29.7	24.4	29.0	34.9	23.5	9.4	31.3	17.0	3.9
LnGrp LOS	C	C	C	C	C	C	C	C	A	C	B	A
Approach Vol, veh/h		317			493			870			1077	
Approach Delay, s/veh		25.5			28.4			20.8			19.5	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	20.6	14.8	16.2	6.3	29.2	14.7	16.3
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	14.4	* 32	18.4	34.2	6.4	40.2	9.4	* 43
Max Q Clear Time (g_c+I1), s	9.2	9.6	10.2	5.6	2.8	10.6	3.9	8.4
Green Ext Time (p_c), s	0.1	4.8	0.2	1.4	0.0	6.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

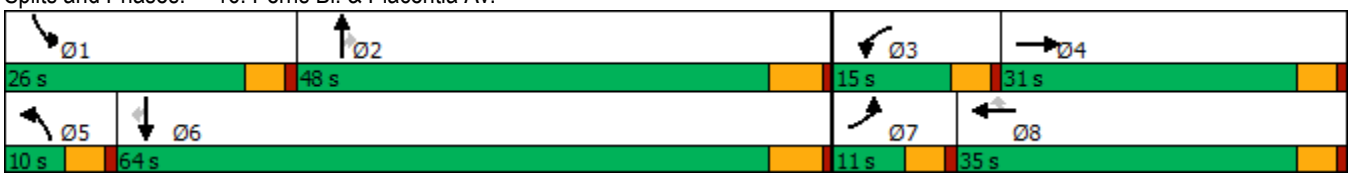
Notes

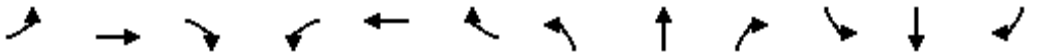
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	28	177	83	107	111	154	871	114	150	1187	23
Future Volume (vph)	28	177	83	107	111	154	871	114	150	1187	23
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	11.0	31.0	15.0	35.0	35.0	10.0	48.0	48.0	26.0	64.0	64.0
Total Split (%)	9.2%	25.8%	12.5%	29.2%	29.2%	8.3%	40.0%	40.0%	21.7%	53.3%	53.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	23.3	8.7	28.0	28.0	5.7	36.7	36.7	13.7	44.8	44.8
Actuated g/C Ratio	0.06	0.23	0.09	0.28	0.28	0.06	0.37	0.37	0.14	0.45	0.45
v/c Ratio	0.28	0.81	0.57	0.22	0.21	1.63	0.71	0.18	0.65	0.79	0.03
Control Delay	58.5	51.1	63.8	32.5	3.6	355.7	32.3	4.0	56.7	28.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	51.1	63.8	32.5	3.6	355.7	32.3	4.0	56.7	28.4	0.1
LOS	E	D	E	C	A	F	C	A	E	C	A
Approach Delay		51.7		30.5			73.3			31.0	
Approach LOS		D		C			E			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 48.6	Intersection LOS: D
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	177	154	83	107	111	154	871	114	150	1187	23
Future Volume (veh/h)	28	177	154	83	107	111	154	871	114	150	1187	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	190	156	89	115	43	166	937	93	161	1276	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	217	178	115	493	417	106	1407	625	196	1586	691
Arrive On Green	0.03	0.23	0.23	0.06	0.26	0.26	0.06	0.39	0.39	0.11	0.44	0.44
Sat Flow, veh/h	1810	965	792	1810	1900	1608	1810	3610	1604	1810	3610	1571
Grp Volume(v), veh/h	30	0	346	89	115	43	166	937	93	161	1276	20
Grp Sat Flow(s),veh/h/ln	1810	0	1757	1810	1900	1608	1810	1805	1604	1810	1805	1571
Q Serve(g_s), s	1.5	0.0	17.5	4.5	4.4	1.9	5.4	19.7	3.5	8.0	28.2	0.7
Cycle Q Clear(g_c), s	1.5	0.0	17.5	4.5	4.4	1.9	5.4	19.7	3.5	8.0	28.2	0.7
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	0	396	115	493	417	106	1407	625	196	1586	691
V/C Ratio(X)	0.57	0.00	0.87	0.78	0.23	0.10	1.56	0.67	0.15	0.82	0.80	0.03
Avail Cap(c_a), veh/h	126	0	505	205	629	532	106	1658	737	421	2287	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	0.0	34.3	42.4	26.8	25.9	43.2	23.1	18.2	40.1	22.3	14.6
Incr Delay (d2), s/veh	3.6	0.0	13.0	4.2	0.2	0.1	293.0	0.8	0.1	3.2	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	8.8	2.1	2.0	0.7	11.0	7.8	1.3	3.6	10.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	0.0	47.4	46.6	27.1	26.0	336.3	23.9	18.3	43.3	23.7	14.6
LnGrp LOS	D	A	D	D	C	C	F	C	B	D	C	B
Approach Vol, veh/h		376			247			1196			1457	
Approach Delay, s/veh		47.4			33.9			66.8			25.8	
Approach LOS		D			C			E			C	

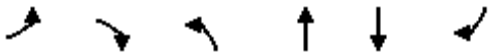
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	41.6	10.4	25.3	10.0	46.2	7.3	28.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	21.4	42.2	10.4	26.4	5.4	58.2	6.4	30.4
Max Q Clear Time (g_c+I1), s	10.0	21.7	6.5	19.5	7.4	30.2	3.5	6.4
Green Ext Time (p_c), s	0.1	6.4	0.0	1.2	0.0	10.2	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	88	105	55	502	504
Future Volume (vph)	88	105	55	502	504
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	29.0	28.0	28.0	91.0	63.0
Total Split (%)	24.2%	23.3%	23.3%	75.8%	52.5%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.2	20.4	7.0	33.3	19.9
Actuated g/C Ratio	0.24	0.40	0.14	0.65	0.39
v/c Ratio	0.27	0.19	0.29	0.28	0.51
Control Delay	19.7	2.8	26.4	6.3	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	2.8	26.4	6.3	15.4
LOS	B	A	C	A	B
Approach Delay	10.5			8.2	15.4
Approach LOS	B			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 40.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	105	55	502	504	32
Future Volume (veh/h)	88	105	55	502	504	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	79	73	669	672	42
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	402	470	126	1855	1135	71
Arrive On Green	0.22	0.22	0.07	0.51	0.33	0.33
Sat Flow, veh/h	1810	1610	1810	3705	3546	216
Grp Volume(v), veh/h	117	79	73	669	351	363
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1861
Q Serve(g_s), s	2.1	1.5	1.6	4.4	6.5	6.5
Cycle Q Clear(g_c), s	2.1	1.5	1.6	4.4	6.5	6.5
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	402	470	126	1855	594	612
V/C Ratio(X)	0.29	0.17	0.58	0.36	0.59	0.59
Avail Cap(c_a), veh/h	1086	1078	1063	7760	2611	2692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	10.5	18.0	5.8	11.1	11.1
Incr Delay (d2), s/veh	0.4	0.2	1.6	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	0.9	1.9	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	10.7	19.5	5.9	12.1	12.1
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	196			742	714	
Approach Delay, s/veh	12.2			7.2	12.1	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.9		14.0	7.4	18.5
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		85.6		23.9	23.4	57.6
Max Q Clear Time (g_c+I1), s		6.4		4.1	3.6	8.5
Green Ext Time (p_c), s		4.9		0.5	0.1	4.6

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	15	5	593	651	7
Future Vol, veh/h	4	15	5	593	651	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	20	7	791	868	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1283	439	877	0	-	0
Stage 1	873	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	160	571	779	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	159	571	779	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	644	-	-	-	-	-

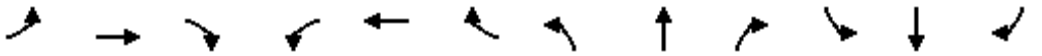
Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	779	-	280	571	-	-
HCM Lane V/C Ratio	0.009	-	0.019	0.035	-	-
HCM Control Delay (s)	9.7	-	18.1	11.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	66	1926	94	268	1478	419	93	113	456	125	84
Future Volume (vph)	66	1926	94	268	1478	419	93	113	456	125	84
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.1	38.8	38.8	11.1	39.8	39.8	11.2	43.5	26.6	58.9	58.9
Total Split (%)	8.4%	32.3%	32.3%	9.3%	33.2%	33.2%	9.3%	36.3%	22.2%	49.1%	49.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	32.8	32.8	6.5	33.9	33.9	6.6	21.0	22.2	36.5	36.5
Actuated g/C Ratio	0.05	0.32	0.32	0.06	0.33	0.33	0.06	0.20	0.21	0.35	0.35
v/c Ratio	0.73	1.24	0.17	2.52	0.93	0.58	0.86	0.75	1.26	0.20	0.14
Control Delay	89.8	147.8	1.6	728.3	45.1	9.8	103.0	41.2	170.8	23.3	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	147.8	1.6	728.3	45.1	9.8	103.0	41.2	170.8	23.3	2.5
LOS	F	F	A	F	D	A	F	D	F	C	A
Approach Delay		139.3			122.8			56.5		121.8	
Approach LOS		F			F			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.52	
Intersection Signal Delay: 124.5	Intersection LOS: F
Intersection Capacity Utilization 111.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1926	94	268	1478	419	93	113	170	456	125	84
Future Volume (veh/h)	66	1926	94	268	1478	419	93	113	170	456	125	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	2049	77	285	1572	399	99	120	143	485	133	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1675	508	117	1750	536	118	143	170	394	648	549
Arrive On Green	0.05	0.32	0.32	0.06	0.34	0.34	0.07	0.18	0.18	0.22	0.34	0.34
Sat Flow, veh/h	1810	5187	1574	1810	5187	1590	1810	790	941	1810	1900	1610
Grp Volume(v), veh/h	70	2049	77	285	1572	399	99	0	263	485	133	76
Grp Sat Flow(s),veh/h/ln	1810	1729	1574	1810	1729	1590	1810	0	1731	1810	1900	1610
Q Serve(g_s), s	3.9	32.6	3.5	6.5	29.1	11.2	5.5	0.0	14.8	22.0	5.0	3.3
Cycle Q Clear(g_c), s	3.9	32.6	3.5	6.5	29.1	11.2	5.5	0.0	14.8	22.0	5.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	90	1675	508	117	1750	536	118	0	313	394	648	549
V/C Ratio(X)	0.78	1.22	0.15	2.45	0.90	0.74	0.84	0.00	0.84	1.23	0.21	0.14
Avail Cap(c_a), veh/h	99	1675	508	117	1750	536	118	0	653	394	1007	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	34.2	24.3	47.2	31.8	7.3	46.6	0.0	39.9	39.5	23.6	23.0
Incr Delay (d2), s/veh	25.6	106.0	0.1	675.9	6.7	5.6	36.5	0.0	6.0	123.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	29.0	1.2	24.7	12.2	7.4	3.6	0.0	6.6	22.9	2.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	140.2	24.5	723.1	38.4	12.9	83.1	0.0	46.0	163.3	23.7	23.1
LnGrp LOS	E	F	C	F	D	B	F	A	D	F	C	C
Approach Vol, veh/h		2196			2256			362			694	
Approach Delay, s/veh		134.0			120.4			56.1			121.2	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	23.6	11.1	38.8	11.2	39.8	9.6	40.3
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	22.0	* 38	6.5	32.6	6.6	53.5	5.5	33.6
Max Q Clear Time (g_c+I1), s	24.0	16.8	8.5	34.6	7.5	7.0	5.9	31.1
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	1.0	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	121.7
HCM 6th LOS	F

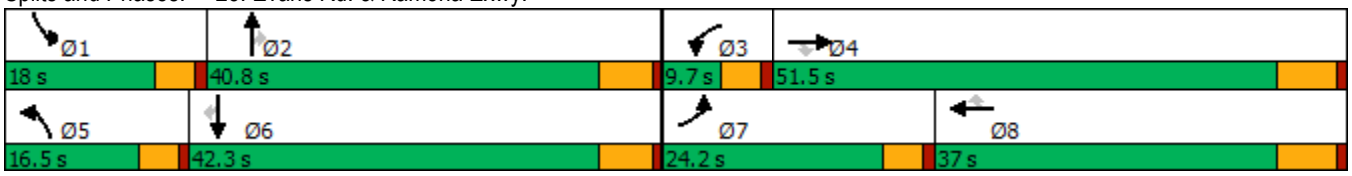
Notes

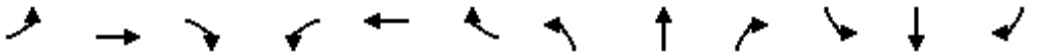
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	397	1769	186	23	1605	224	216	271	15	294	462	350
Future Volume (vph)	397	1769	186	23	1605	224	216	271	15	294	462	350
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.2	51.5	51.5	9.7	37.0	37.0	16.5	40.8	40.8	18.0	42.3	42.3
Total Split (%)	20.2%	42.9%	42.9%	8.1%	30.8%	30.8%	13.8%	34.0%	34.0%	15.0%	35.3%	35.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.1	50.5	50.5	5.7	33.7	33.7	10.8	21.1	21.1	12.6	22.9	22.9
Actuated g/C Ratio	0.16	0.51	0.51	0.06	0.34	0.34	0.11	0.21	0.21	0.13	0.23	0.23
v/c Ratio	0.72	0.70	0.21	0.23	1.36	0.36	0.59	0.37	0.03	0.68	0.57	0.60
Control Delay	48.9	23.0	4.0	55.7	195.6	12.6	51.1	35.0	0.1	52.0	37.0	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	23.0	4.0	55.7	195.6	12.6	51.1	35.0	0.1	52.0	37.0	11.6
LOS	D	C	A	E	F	B	D	C	A	D	D	B
Approach Delay		25.9			171.7			40.9			32.9	
Approach LOS		C			F			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 75.0	Intersection LOS: E
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	1769	186	23	1605	224	216	271	15	294	462	350
Future Volume (veh/h)	397	1769	186	23	1605	224	216	271	15	294	462	350
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	409	1824	0	24	1655	167	223	279	7	303	476	235
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	515	2500		57	1324	591	323	699	312	403	782	349
Arrive On Green	0.15	0.48	0.00	0.03	0.37	0.37	0.09	0.19	0.19	0.11	0.22	0.22
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	409	1824	0	24	1655	167	223	279	7	303	476	235
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	10.1	25.3	0.0	1.2	33.0	6.6	5.5	6.1	0.3	7.5	10.7	12.0
Cycle Q Clear(g_c), s	10.1	25.3	0.0	1.2	33.0	6.6	5.5	6.1	0.3	7.5	10.7	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	515	2500		57	1324	591	323	699	312	403	782	349
V/C Ratio(X)	0.79	0.73		0.42	1.25	0.28	0.69	0.40	0.02	0.75	0.61	0.67
Avail Cap(c_a), veh/h	788	2739		115	1324	591	488	1477	659	546	1537	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	18.6	0.0	42.7	28.5	20.1	39.6	31.7	29.4	38.6	31.8	32.3
Incr Delay (d2), s/veh	1.5	0.9	0.0	1.8	118.8	0.3	1.0	0.4	0.0	2.4	0.8	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	8.6	0.0	0.5	34.2	2.2	2.3	2.5	0.1	3.2	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	19.5	0.0	44.5	147.2	20.4	40.6	32.1	29.4	40.9	32.6	34.6
LnGrp LOS	D	B		D	F	C	D	C	C	D	C	C
Approach Vol, veh/h		2233			1846			509			1014	
Approach Delay, s/veh		23.0			134.4			35.8			35.5	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	21.4	6.9	47.3	12.3	23.5	17.2	37.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	13.4	35.0	5.1	45.0	11.9	36.5	19.6	30.5
Max Q Clear Time (g_c+I1), s	9.5	8.1	3.2	27.3	7.5	14.0	12.1	35.0
Green Ext Time (p_c), s	0.2	1.6	0.0	11.1	0.2	3.6	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.2
HCM 6th LOS	E

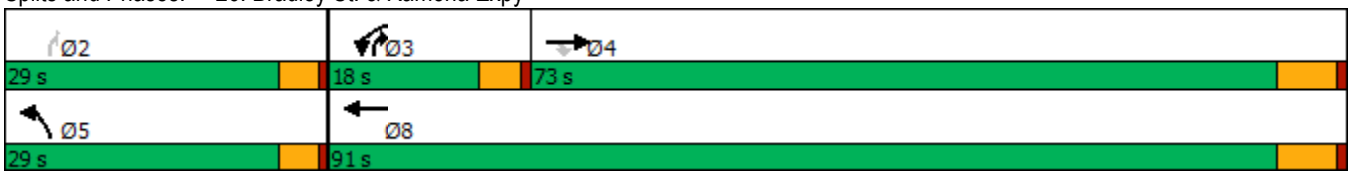
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1277	183	28	1500	94	20	
Future Volume (vph)	1277	183	28	1500	94	20	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	18.0	91.0	29.0	18.0	29.0
Total Split (%)	60.8%	60.8%	15.0%	75.8%	24.2%	15.0%	24%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	40.2	40.2	6.6	45.8	11.0	18.5	
Actuated g/C Ratio	0.64	0.64	0.11	0.73	0.18	0.30	
v/c Ratio	0.59	0.18	0.16	0.61	0.32	0.04	
Control Delay	11.6	1.9	36.0	7.1	31.7	9.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.6	1.9	36.0	7.1	31.7	9.8	
LOS	B	A	D	A	C	A	
Approach Delay	10.4			7.6	27.8		
Approach LOS	B			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1277	183	28	1500	94	20
Future Volume (veh/h)	1277	183	28	1500	94	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1373	191	30	1613	101	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2069	904	62	2526	144	183
Arrive On Green	0.57	0.57	0.03	0.70	0.08	0.08
Sat Flow, veh/h	3705	1577	1810	3705	1810	1610
Grp Volume(v), veh/h	1373	191	30	1613	101	12
Grp Sat Flow(s),veh/h/ln	1805	1577	1810	1805	1810	1610
Q Serve(g_s), s	13.0	2.9	0.8	12.1	2.7	0.3
Cycle Q Clear(g_c), s	13.0	2.9	0.8	12.1	2.7	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2069	904	62	2526	144	183
V/C Ratio(X)	0.66	0.21	0.49	0.64	0.70	0.07
Avail Cap(c_a), veh/h	4823	2107	487	6129	891	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	5.2	23.6	4.1	22.3	19.7
Incr Delay (d2), s/veh	0.4	0.1	2.2	0.3	6.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.4	0.3	0.3	1.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.7	5.3	25.8	4.3	28.5	19.9
LnGrp LOS	A	A	C	A	C	B
Approach Vol, veh/h	1564			1643	113	
Approach Delay, s/veh	7.4			4.7	27.6	
Approach LOS	A			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	8.5	6.3	35.0	41.3
Change Period (Y+Rc), s	4.5	4.6	6.5	6.5
Max Green Setting (Gmax), s	24.5	13.4	66.5	84.5
Max Q Clear Time (g_c+I1), s	4.7	2.8	15.0	14.1
Green Ext Time (p_c), s	0.3	0.0	13.5	17.2

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

APPENDIX 6.2: EAPC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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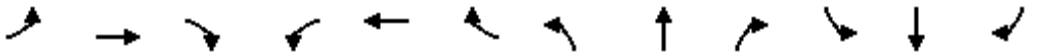
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	830	297	1131	1228	0	394
Future Volume (vph)	830	297	1131	1228	0	394
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	49.0	22.0	71.0	39.0	39.0	39.0
Total Split (%)	44.5%	20.0%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	43.0	17.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.39	0.16	0.59	0.30	0.30	0.30
v/c Ratio	0.91	1.07	0.55	1.21	1.21	0.74
Control Delay	40.7	97.5	3.8	147.3	147.3	37.0
Queue Delay	0.6	0.0	0.4	15.1	15.1	0.0
Total Delay	41.2	97.5	4.2	162.3	162.3	37.0
LOS	D	F	A	F	F	D
Approach Delay	41.2		23.6		131.9	
Approach LOS	D		C		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 69.7	Intersection LOS: E
Intersection Capacity Utilization 175.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	830	406	297	1131	0	0	0	0	1228	0	394
Future Volume (veh/h)	0	830	406	297	1131	0	0	0	0	1228	0	394
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	856	344	306	1166	0				1266	0	357
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	984	394	288	2133	0				1102	0	490
Arrive On Green	0.00	0.39	0.39	0.16	0.59	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2611	1007	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	613	587	306	1166	0				1266	0	357
Grp Sat Flow(s),veh/h/ln	0	1805	1719	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	34.5	34.7	17.5	21.5	0.0				33.5	0.0	21.8
Cycle Q Clear(g_c), s	0.0	34.5	34.7	17.5	21.5	0.0				33.5	0.0	21.8
Prop In Lane	0.00		0.59	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	706	672	288	2133	0				1102	0	490
V/C Ratio(X)	0.00	0.87	0.87	1.06	0.55	0.00				1.15	0.00	0.73
Avail Cap(c_a), veh/h	0	706	672	288	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.65	0.65	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.9	31.0	46.3	13.6	0.0				38.3	0.0	34.2
Incr Delay (d2), s/veh	0.0	13.7	14.7	60.5	0.7	0.0				77.7	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.5	15.9	12.3	7.7	0.0				25.9	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.6	45.7	106.7	14.3	0.0				116.0	0.0	39.6
LnGrp LOS	A	D	D	F	B	A				F	A	D
Approach Vol, veh/h		1200			1472						1623	
Approach Delay, s/veh		45.1			33.5						99.2	
Approach LOS		D			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.0	49.0		39.0		71.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	17.5	43.0		33.5		65.0
Max Q Clear Time (g_c+I1), s	19.5	36.7		35.5		23.5
Green Ext Time (p_c), s	0.0	2.6		0.0		5.5

Intersection Summary		
HCM 6th Ctrl Delay		61.6
HCM 6th LOS		E

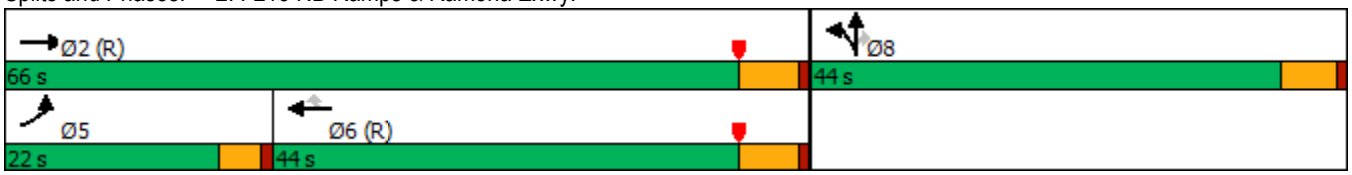
Notes

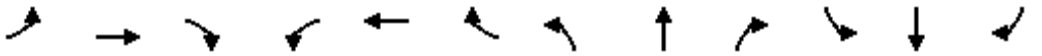
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	244	1816	926	931	501	6	641
Future Volume (vph)	244	1816	926	931	501	6	641
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	66.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	20.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.1	60.0	38.4	38.4	38.5	38.5	38.5
Actuated g/C Ratio	0.16	0.55	0.35	0.35	0.35	0.35	0.35
v/c Ratio	0.90	0.96	0.77	0.91	0.44	0.44	1.09
Control Delay	62.1	29.8	36.8	21.2	30.4	30.2	94.6
Queue Delay	0.0	44.9	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	74.8	36.8	21.2	30.4	30.2	94.6
LOS	E	E	D	C	C	C	F
Approach Delay		73.3	29.0			66.2	
Approach LOS		E	C			E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 55.4	Intersection LOS: E
Intersection Capacity Utilization 175.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1816	0	0	926	931	501	6	641	0	0	0
Future Volume (veh/h)	244	1816	0	0	926	931	501	6	641	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	254	1892	0	0	965	887	526	0	534			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	278	1983	0	0	1280	570	1253	0	558			
Arrive On Green	0.31	1.00	0.00	0.00	0.35	0.35	0.35	0.00	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	254	1892	0	0	965	887	526	0	534			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	14.9	0.0	0.0	0.0	25.9	39.0	12.2	0.0	35.7			
Cycle Q Clear(g_c), s	14.9	0.0	0.0	0.0	25.9	39.0	12.2	0.0	35.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	278	1983	0	0	1280	570	1253	0	558			
V/C Ratio(X)	0.91	0.95	0.00	0.00	0.75	1.56	0.42	0.00	0.96			
Avail Cap(c_a), veh/h	288	1983	0	0	1280	570	1267	0	564			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.4	0.0	0.0	0.0	31.3	35.5	27.5	0.0	35.2			
Incr Delay (d2), s/veh	4.5	1.6	0.0	0.0	4.2	258.3	0.2	0.0	27.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.5	0.4	0.0	0.0	11.2	55.0	5.1	0.0	17.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	1.6	0.0	0.0	35.4	293.8	27.7	0.0	62.6			
LnGrp LOS	D	A	A	A	D	F	C	A	E			
Approach Vol, veh/h		2146			1852			1060				
Approach Delay, s/veh		6.4			159.2			45.3				
Approach LOS		A			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.4			21.4	45.0		43.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.0			17.5	38.0		38.5				
Max Q Clear Time (g_c+I1), s		2.0			16.9	41.0		37.7				
Green Ext Time (p_c), s		13.2			0.0	0.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

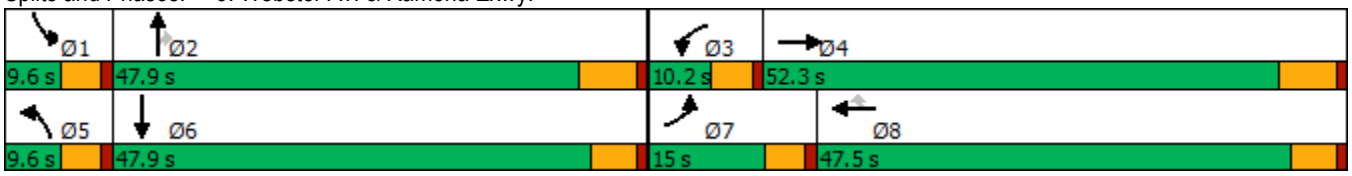
Notes

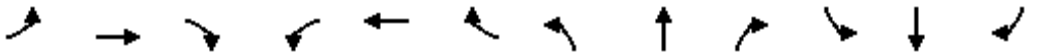
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	235	1952	31	1711	51	70	49	18	58	23
Future Volume (vph)	235	1952	31	1711	51	70	49	18	58	23
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	15.0	52.3	10.2	47.5	47.5	9.6	47.9	47.9	9.6	47.9
Total Split (%)	12.5%	43.6%	8.5%	39.6%	39.6%	8.0%	39.9%	39.9%	8.0%	39.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.6	49.9	5.5	41.7	41.7	5.1	17.0	17.0	5.1	15.9
Actuated g/C Ratio	0.11	0.54	0.06	0.45	0.45	0.05	0.18	0.18	0.05	0.17
v/c Ratio	1.20	0.77	0.30	0.77	0.07	0.74	0.15	0.05	0.61	0.32
Control Delay	163.8	22.3	54.0	25.9	0.2	86.9	33.2	0.2	72.6	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	163.8	22.3	54.0	25.9	0.2	86.9	33.2	0.2	72.6	12.5
LOS	F	C	D	C	A	F	C	A	E	B
Approach Delay		36.8		25.6			56.3			33.3
Approach LOS		D		C			E			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1952	104	31	1711	51	70	49	18	58	23	85
Future Volume (veh/h)	235	1952	104	31	1711	51	70	49	18	58	23	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	2033	90	32	1782	39	73	51	10	60	24	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	2736	121	57	2298	713	94	238	202	82	105	100
Arrive On Green	0.13	0.54	0.54	0.03	0.44	0.44	0.05	0.13	0.13	0.05	0.12	0.12
Sat Flow, veh/h	1810	5093	225	1810	5187	1610	1810	1900	1610	1810	885	848
Grp Volume(v), veh/h	245	1378	745	32	1782	39	73	51	10	60	0	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1610	1810	1900	1610	1810	0	1733
Q Serve(g_s), s	10.4	25.4	25.6	1.4	24.1	1.1	3.3	2.0	0.5	2.7	0.0	2.0
Cycle Q Clear(g_c), s	10.4	25.4	25.6	1.4	24.1	1.1	3.3	2.0	0.5	2.7	0.0	2.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	227	1858	999	57	2298	713	94	238	202	82	0	205
V/C Ratio(X)	1.08	0.74	0.75	0.56	0.78	0.05	0.77	0.21	0.05	0.73	0.00	0.23
Avail Cap(c_a), veh/h	227	1926	1036	122	2658	825	109	957	811	109	0	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	14.7	14.8	39.5	19.6	13.2	38.7	32.5	31.9	39.0	0.0	33.1
Incr Delay (d2), s/veh	81.8	1.5	2.9	3.2	1.3	0.0	21.1	0.4	0.1	9.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	8.3	9.3	0.7	8.4	0.4	2.0	0.9	0.2	1.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.9	16.3	17.7	42.7	20.9	13.2	59.9	33.0	32.0	48.6	0.0	33.6
LnGrp LOS	F	B	B	D	C	B	E	C	C	D	A	C
Approach Vol, veh/h		2368			1853			134			107	
Approach Delay, s/veh		27.2			21.1			47.6			42.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	16.6	7.2	50.7	8.9	16.0	15.0	42.9
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	41.7	5.6	46.1	5.0	* 43	10.4	* 42
Max Q Clear Time (g_c+I1), s	4.7	4.0	3.4	27.6	5.3	4.0	12.4	26.1
Green Ext Time (p_c), s	0.0	0.3	0.0	13.0	0.0	0.2	0.0	10.5

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

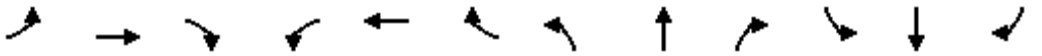
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	639	755	143	72	841	129	252	38	32	106
Future Volume (vph)	639	755	143	72	841	129	252	38	32	106
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	36.0	58.5	58.5	10.3	32.8	11.0	41.1	41.1	10.1	40.2
Total Split (%)	30.0%	48.8%	48.8%	8.6%	27.3%	9.2%	34.3%	34.3%	8.4%	33.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	31.8	50.5	50.5	5.8	24.5	6.4	20.7	20.7	5.4	14.6
Actuated g/C Ratio	0.32	0.51	0.51	0.06	0.25	0.06	0.21	0.21	0.05	0.15
v/c Ratio	1.17	0.30	0.17	0.73	0.77	0.60	0.35	0.09	0.35	0.53
Control Delay	127.1	15.2	3.3	86.2	39.4	58.9	35.7	0.4	58.7	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.1	15.2	3.3	86.2	39.4	58.9	35.7	0.4	58.7	14.6
LOS	F	B	A	F	D	E	D	A	E	B
Approach Delay		60.7			42.8		39.7			18.3
Approach LOS		E			D		D			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 47.8	Intersection LOS: D
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	639	755	143	72	841	78	129	252	38	32	106	244
Future Volume (veh/h)	639	755	143	72	841	78	129	252	38	32	106	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	680	803	138	77	895	61	137	268	30	34	113	226
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	584	2574	789	99	1131	77	202	722	322	56	313	279
Arrive On Green	0.32	0.50	0.50	0.05	0.23	0.23	0.06	0.20	0.20	0.03	0.17	0.17
Sat Flow, veh/h	1810	5187	1590	1810	4960	337	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	680	803	138	77	623	333	137	268	30	34	113	226
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1839	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	31.4	9.0	4.7	4.1	16.5	16.6	3.7	6.2	1.5	1.8	5.4	13.1
Cycle Q Clear(g_c), s	31.4	9.0	4.7	4.1	16.5	16.6	3.7	6.2	1.5	1.8	5.4	13.1
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	2574	789	99	789	420	202	722	322	56	313	279
V/C Ratio(X)	1.16	0.31	0.17	0.78	0.79	0.79	0.68	0.37	0.09	0.61	0.36	0.81
Avail Cap(c_a), veh/h	584	2811	862	106	960	511	231	1325	591	102	631	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	14.6	13.5	45.4	35.3	35.4	44.9	33.6	31.7	46.5	35.4	38.6
Incr Delay (d2), s/veh	91.4	0.1	0.1	25.1	3.7	6.9	4.6	0.3	0.1	3.9	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.3	3.1	1.5	2.5	7.0	7.8	1.7	2.6	0.6	0.8	2.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.3	14.7	13.6	70.5	39.1	42.3	49.5	33.9	31.8	50.5	36.1	44.2
LnGrp LOS	F	B	B	E	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1621			1033			435			373	
Approach Delay, s/veh		60.6			42.4			38.7			42.3	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	54.1	10.2	23.1	36.0	28.0	7.6	25.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.7	52.7	6.4	34.0	31.4	27.0	5.5	* 36
Max Q Clear Time (g_c+I1), s	6.1	11.0	5.7	15.1	33.4	18.6	3.8	8.2
Green Ext Time (p_c), s	0.0	6.2	0.0	1.7	0.0	3.6	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

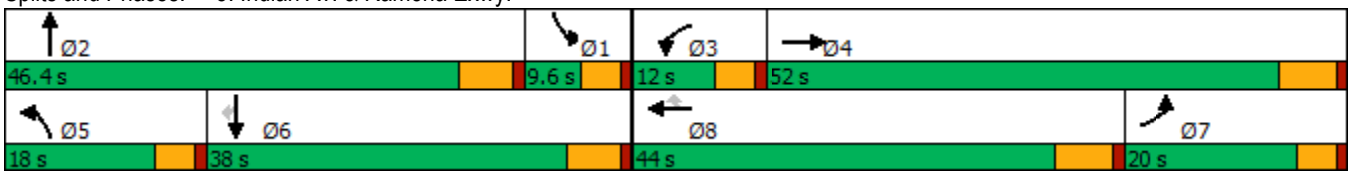
Notes

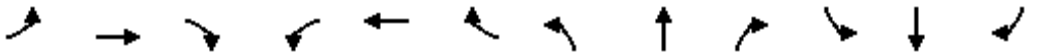
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	277	1517	60	1617	121	117	82	60	107	177
Future Volume (vph)	277	1517	60	1617	121	117	82	60	107	177
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	20.0	52.0	12.0	44.0	44.0	18.0	46.4	9.6	38.0	38.0
Total Split (%)	16.7%	43.3%	10.0%	36.7%	36.7%	15.0%	38.7%	8.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	48.9	6.8	38.1	38.1	10.4	14.8	9.0	13.4	13.4
Actuated g/C Ratio	0.16	0.49	0.07	0.39	0.39	0.11	0.15	0.09	0.14	0.14
v/c Ratio	1.03	0.68	0.51	0.85	0.17	0.65	0.25	0.38	0.23	0.49
Control Delay	104.8	22.7	61.8	34.0	1.9	59.8	22.7	52.7	38.9	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.8	22.7	61.8	34.0	1.9	59.8	22.7	52.7	38.9	10.1
LOS	F	C	E	C	A	E	C	D	D	B
Approach Delay		34.6		32.8			40.0		26.5	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	1517	124	60	1617	121	117	82	52	60	107	177
Future Volume (veh/h)	277	1517	124	60	1617	121	117	82	52	60	107	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	292	1597	122	63	1702	103	123	86	43	63	113	170
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	304	2600	198	81	2014	625	154	260	122	131	394	176
Arrive On Green	0.17	0.53	0.53	0.05	0.39	0.39	0.09	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	1810	4915	375	1810	5187	1610	1810	2384	1120	1810	3610	1610
Grp Volume(v), veh/h	292	1123	596	63	1702	103	123	64	65	63	113	170
Grp Sat Flow(s),veh/h/ln	1810	1729	1832	1810	1729	1610	1810	1805	1698	1810	1805	1610
Q Serve(g_s), s	14.7	20.7	20.8	3.2	27.4	3.8	6.1	3.0	3.3	3.1	2.6	6.4
Cycle Q Clear(g_c), s	14.7	20.7	20.8	3.2	27.4	3.8	6.1	3.0	3.3	3.1	2.6	6.4
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	304	1829	969	81	2014	625	154	197	185	131	394	176
V/C Ratio(X)	0.96	0.61	0.61	0.77	0.84	0.16	0.80	0.32	0.35	0.48	0.29	0.97
Avail Cap(c_a), veh/h	304	1829	969	146	2141	665	265	800	753	131	1269	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	15.0	15.1	43.3	25.5	18.3	41.1	37.7	37.8	40.8	37.5	17.9
Incr Delay (d2), s/veh	40.4	0.6	1.2	5.7	3.2	0.1	3.5	0.9	1.1	1.0	0.4	24.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	7.0	7.5	1.5	10.5	1.3	2.8	1.3	1.4	1.4	1.1	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.2	15.7	16.2	49.0	28.7	18.4	44.6	38.6	38.9	41.9	37.9	42.4
LnGrp LOS	E	B	B	D	C	B	D	D	D	D	D	D
Approach Vol, veh/h		2011			1868			252			346	
Approach Delay, s/veh		24.9			28.8			41.6			40.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	15.8	8.7	54.6	12.4	15.8	21.6	41.8
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	5.0	* 41	7.4	45.8	13.4	32.2	15.4	* 38
Max Q Clear Time (g_c+I1), s	5.1	5.3	5.2	22.8	8.1	8.4	16.7	29.4
Green Ext Time (p_c), s	0.0	0.7	0.0	11.9	0.1	1.1	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

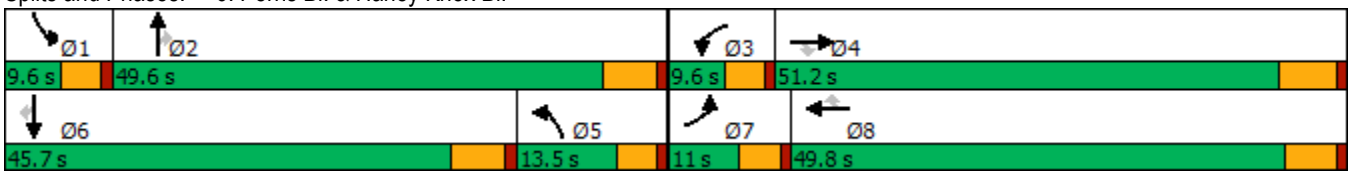
Notes

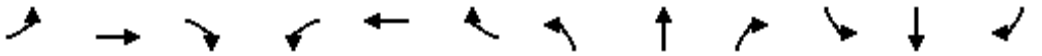
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	592	78	10	502	229	179	990	19	105	638	306
Future Volume (vph)	214	592	78	10	502	229	179	990	19	105	638	306
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	51.2	51.2	9.6	49.8	49.8	13.5	49.6	49.6	9.6	45.7	45.7
Total Split (%)	9.2%	42.7%	42.7%	8.0%	41.5%	41.5%	11.3%	41.3%	41.3%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	27.7	27.7	5.3	17.6	17.6	9.9	23.9	23.9	5.3	19.3	19.3
Actuated g/C Ratio	0.09	0.37	0.37	0.07	0.23	0.23	0.13	0.32	0.32	0.07	0.25	0.25
v/c Ratio	1.36	0.46	0.12	0.04	0.43	0.47	0.40	0.62	0.03	0.44	0.50	0.54
Control Delay	230.8	20.8	0.3	42.9	25.5	12.1	37.9	24.3	0.1	45.7	25.7	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	230.8	20.8	0.3	42.9	25.5	12.1	37.9	24.3	0.1	45.7	25.7	11.2
LOS	F	C	A	D	C	B	D	C	A	D	C	B
Approach Delay		69.9			21.6			25.9			23.4	
Approach LOS		E			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 34.5	Intersection LOS: C
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	592	78	10	502	229	179	990	19	105	638	306
Future Volume (veh/h)	214	592	78	10	502	229	179	990	19	105	638	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	610	67	10	518	192	185	1021	17	108	658	267
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	1031	454	45	1043	324	475	1629	499	230	1172	364
Arrive On Green	0.10	0.29	0.29	0.01	0.20	0.20	0.14	0.31	0.31	0.07	0.23	0.23
Sat Flow, veh/h	1810	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	221	610	67	10	518	192	185	1021	17	108	658	267
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	6.4	9.6	1.1	0.2	5.8	7.1	3.2	11.1	0.5	2.0	7.4	6.8
Cycle Q Clear(g_c), s	6.4	9.6	1.1	0.2	5.8	7.1	3.2	11.1	0.5	2.0	7.4	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	1031	454	45	1043	324	475	1629	499	230	1172	364
V/C Ratio(X)	1.26	0.59	0.15	0.22	0.50	0.59	0.39	0.63	0.03	0.47	0.56	0.73
Avail Cap(c_a), veh/h	176	2468	1087	267	3468	1077	475	3452	1057	267	3145	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	20.2	5.4	32.2	23.3	23.8	26.0	19.3	15.6	29.7	22.6	10.6
Incr Delay (d2), s/veh	152.9	0.5	0.1	0.9	0.4	1.7	0.2	0.4	0.0	0.6	0.4	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	3.5	0.7	0.1	2.2	2.6	1.2	3.9	0.2	0.8	2.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	182.6	20.7	5.6	33.1	23.7	25.6	26.2	19.7	15.7	30.2	23.0	13.5
LnGrp LOS	F	C	A	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		898			720			1223			1033	
Approach Delay, s/veh		59.5			24.3			20.6			21.3	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	26.5	5.4	25.0	14.7	20.7	11.0	19.4
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	8.9	* 40	6.4	* 44
Max Q Clear Time (g_c+I1), s	4.0	13.1	2.2	11.6	5.2	9.4	8.4	9.1
Green Ext Time (p_c), s	0.0	7.6	0.0	4.1	0.1	5.5	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

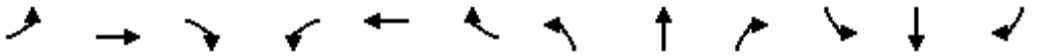
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	18	27	17	56	46	1230	75	43	777
Future Volume (vph)	18	27	17	56	46	1230	75	43	777
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	10.1	41.6	9.6	41.1	13.2	57.3	57.3	11.5	55.6
Total Split (%)	8.4%	34.7%	8.0%	34.3%	11.0%	47.8%	47.8%	9.6%	46.3%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	6.2	15.2	6.0	15.1	7.5	45.0	45.0	7.0	44.6
Actuated g/C Ratio	0.08	0.21	0.08	0.21	0.10	0.62	0.62	0.10	0.61
v/c Ratio	0.13	0.10	0.13	0.11	0.28	0.62	0.08	0.28	0.30
Control Delay	47.3	16.5	48.2	24.2	45.4	17.7	2.8	46.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	16.5	48.2	24.2	45.4	17.7	2.8	46.8	12.8
LOS	D	B	D	C	D	B	A	D	B
Approach Delay		23.2		28.7		17.8			14.4
Approach LOS		C		C		B			B

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 73.1		
Natural Cycle: 105		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.62		
Intersection Signal Delay: 17.2	Intersection LOS: B	
Intersection Capacity Utilization 56.4%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 7: Perris Bl. & Markham St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	27	37	17	56	18	46	1230	75	43	777	65
Future Volume (veh/h)	18	27	37	17	56	18	46	1230	75	43	777	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	30	24	19	63	17	52	1382	77	48	873	70
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	284	202	40	397	103	82	1821	802	79	2459	197
Arrive On Green	0.02	0.14	0.14	0.02	0.14	0.14	0.05	0.50	0.50	0.04	0.50	0.50
Sat Flow, veh/h	1810	2012	1435	1810	2835	736	1810	3610	1589	1810	4896	391
Grp Volume(v), veh/h	20	27	27	19	39	41	52	1382	77	48	616	327
Grp Sat Flow(s),veh/h/ln	1810	1805	1642	1810	1805	1766	1810	1805	1589	1810	1729	1830
Q Serve(g_s), s	0.8	0.9	1.0	0.7	1.3	1.4	2.0	21.4	1.8	1.8	7.5	7.5
Cycle Q Clear(g_c), s	0.8	0.9	1.0	0.7	1.3	1.4	2.0	21.4	1.8	1.8	7.5	7.5
Prop In Lane	1.00		0.87	1.00		0.42	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	42	255	232	40	253	247	82	1821	802	79	1737	919
V/C Ratio(X)	0.48	0.10	0.12	0.48	0.16	0.16	0.63	0.76	0.10	0.61	0.35	0.36
Avail Cap(c_a), veh/h	143	948	862	130	935	914	224	2674	1177	180	2477	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	26.0	26.1	33.6	26.3	26.3	32.6	13.8	9.0	32.7	10.5	10.5
Incr Delay (d2), s/veh	3.2	0.2	0.2	3.2	0.3	0.3	2.9	0.8	0.1	2.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.4	0.3	0.6	0.6	0.9	6.9	0.5	0.8	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	26.2	26.3	36.8	26.6	26.6	35.5	14.6	9.0	35.5	10.6	10.7
LnGrp LOS	D	C	C	D	C	C	D	B	A	D	B	B
Approach Vol, veh/h		74			99			1511			991	
Approach Delay, s/veh		29.1			28.6			15.0			11.8	
Approach LOS		C			C			B			B	

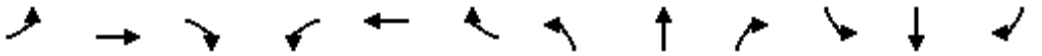
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	40.9	6.1	14.9	7.8	40.7	6.2	14.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	6.9	51.5	5.0	36.5	8.6	49.8	5.5	36.0
Max Q Clear Time (g_c+I1), s	3.8	23.4	2.7	3.0	4.0	9.5	2.8	3.4
Green Ext Time (p_c), s	0.0	11.7	0.0	0.2	0.0	6.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	4	9	2	237	1203	12	682
Future Volume (vph)	1	4	9	2	237	1203	12	682
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	13.0	32.6	13.0	32.6	13.0	61.4	13.0	61.4
Total Split (%)	10.8%	27.2%	10.8%	27.2%	10.8%	51.2%	10.8%	51.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	14.3	6.5	14.4	10.7	39.8	6.6	17.4
Actuated g/C Ratio	0.14	0.32	0.14	0.32	0.24	0.88	0.15	0.39
v/c Ratio	0.00	0.03	0.03	0.01	0.58	0.29	0.05	0.36
Control Delay	31.0	12.5	28.8	12.9	29.4	6.5	28.2	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	12.5	28.8	12.9	29.4	6.5	28.2	11.4
LOS	C	B	C	B	C	A	C	B
Approach Delay		13.7		21.3		10.1		11.7
Approach LOS		B		C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	4	10	9	2	6	237	1203	74	12	682	10
Future Volume (veh/h)	1	4	10	9	2	6	237	1203	74	12	682	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	4	5	9	2	2	247	1253	77	12	710	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	33	42	21	47	47	306	2371	146	28	1692	24
Arrive On Green	0.00	0.04	0.04	0.01	0.05	0.05	0.17	0.47	0.47	0.02	0.32	0.32
Sat Flow, veh/h	1810	768	960	1810	872	872	1810	4996	307	1810	5271	74
Grp Volume(v), veh/h	1	0	9	9	0	4	247	867	463	12	466	254
Grp Sat Flow(s),veh/h/ln	1810	0	1727	1810	0	1743	1810	1729	1845	1810	1729	1887
Q Serve(g_s), s	0.0	0.0	0.2	0.2	0.0	0.1	5.7	7.6	7.6	0.3	4.6	4.6
Cycle Q Clear(g_c), s	0.0	0.0	0.2	0.2	0.0	0.1	5.7	7.6	7.6	0.3	4.6	4.6
Prop In Lane	1.00		0.56	1.00		0.50	1.00		0.17	1.00		0.04
Lane Grp Cap(c), veh/h	4	0	75	21	0	94	306	1641	875	28	1110	605
V/C Ratio(X)	0.24	0.00	0.12	0.42	0.00	0.04	0.81	0.53	0.53	0.43	0.42	0.42
Avail Cap(c_a), veh/h	353	0	1122	353	0	1132	353	4461	2380	353	4461	2434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	19.8	21.1	0.0	19.3	17.2	7.9	7.9	21.0	11.5	11.5
Incr Delay (d2), s/veh	10.4	0.0	0.7	4.8	0.0	0.2	9.9	0.3	0.5	3.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.0	2.7	1.7	1.8	0.1	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	0.0	20.5	25.9	0.0	19.5	27.1	8.2	8.4	24.8	11.7	12.0
LnGrp LOS	C	A	C	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		10			13			1577			732	
Approach Delay, s/veh		21.7			24.0			11.2			12.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	26.3	5.1	6.5	11.9	19.6	4.7	6.9
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	55.6	8.4	28.0	8.4	55.6	8.4	28.0
Max Q Clear Time (g_c+I1), s	2.3	9.6	2.2	2.2	7.7	6.6	2.0	2.1
Green Ext Time (p_c), s	0.0	10.9	0.0	0.0	0.0	4.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	136	1378	127	0	927
Future Vol, veh/h	0	136	1378	127	0	927
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	148	1498	138	0	1008

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	818	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*613	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*613	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	613	-
HCM Lane V/C Ratio	-	-	0.241	-
HCM Control Delay (s)	-	-	12.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	117	1387	193	0	927
Future Vol, veh/h	0	117	1387	193	0	927
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	127	1508	210	0	1008

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	859	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*613	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*613	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	613	-
HCM Lane V/C Ratio	-	-	0.207	-
HCM Control Delay (s)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	51	1530	57	0	927
Future Vol, veh/h	0	51	1530	57	0	927
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	55	1663	62	0	1008

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	863	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*570	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*570	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

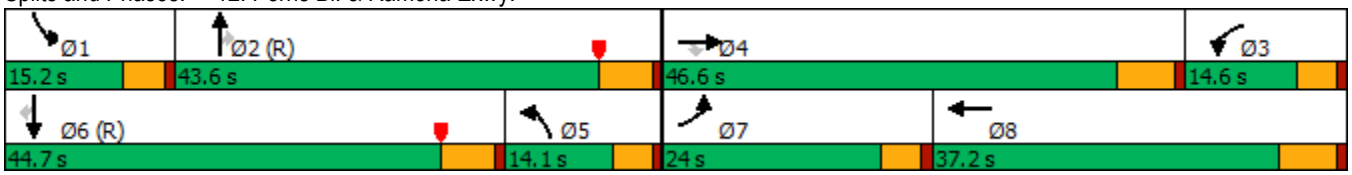
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	570	-
HCM Lane V/C Ratio	-	-	0.097	-
HCM Control Delay (s)	-	-	12	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

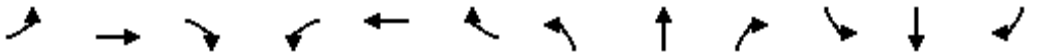
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	516	1096	189	180	1245	313	1050	83	330	433	268
Future Volume (vph)	516	1096	189	180	1245	313	1050	83	330	433	268
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	46.6	46.6	14.6	37.2	14.1	43.6	43.6	15.2	44.7	44.7
Total Split (%)	20.0%	38.8%	38.8%	12.2%	31.0%	11.8%	36.3%	36.3%	12.7%	37.3%	37.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	19.4	35.6	35.6	14.8	31.0	9.5	37.8	37.8	10.6	38.9	38.9
Actuated g/C Ratio	0.16	0.30	0.30	0.12	0.26	0.08	0.32	0.32	0.09	0.32	0.32
v/c Ratio	0.96	0.75	0.32	0.44	1.23	1.19	0.97	0.14	1.12	0.39	0.40
Control Delay	79.2	41.2	5.3	46.3	140.9	161.9	61.6	0.5	137.9	32.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	41.2	5.3	46.3	140.9	161.9	61.6	0.5	137.9	32.6	5.2
LOS	E	D	A	D	F	F	E	A	F	C	A
Approach Delay		48.3			131.1		79.8			59.1	
Approach LOS		D			F		E			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 81.6	Intersection LOS: F
Intersection Capacity Utilization 102.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1096	189	180	1245	309	313	1050	83	330	433	268
Future Volume (veh/h)	516	1096	189	180	1245	309	313	1050	83	330	433	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	543	1154	137	189	1311	246	329	1105	41	347	456	208
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	568	1436	446	456	1133	213	1435	2363	1053	310	1170	521
Arrive On Green	0.16	0.28	0.28	0.13	0.26	0.26	0.41	0.65	0.65	0.09	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	3510	4387	823	3510	3610	1608	3510	3610	1609
Grp Volume(v), veh/h	543	1154	137	189	1033	524	329	1105	41	347	456	208
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1752	1755	1805	1608	1755	1805	1609
Q Serve(g_s), s	18.4	24.8	8.1	5.9	31.0	31.0	7.3	18.3	1.4	10.6	11.7	13.7
Cycle Q Clear(g_c), s	18.4	24.8	8.1	5.9	31.0	31.0	7.3	18.3	1.4	10.6	11.7	13.7
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	568	1436	446	456	893	453	1435	2363	1053	310	1170	521
V/C Ratio(X)	0.96	0.80	0.31	0.41	1.16	1.16	0.23	0.47	0.04	1.12	0.39	0.40
Avail Cap(c_a), veh/h	568	1746	542	456	893	453	1435	2363	1053	310	1170	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	40.4	34.3	48.0	44.5	44.5	23.1	10.3	12.8	54.7	31.4	40.6
Incr Delay (d2), s/veh	21.3	1.6	0.3	0.2	83.1	93.0	0.0	0.6	0.1	87.1	1.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	10.3	0.0	2.5	22.9	24.5	2.9	6.5	0.3	8.3	5.1	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	42.0	34.6	48.2	127.6	137.5	23.2	10.9	12.8	141.8	32.3	42.8
LnGrp LOS	E	D	C	D	F	F	C	B	B	F	C	D
Approach Vol, veh/h		1834			1746			1475			1011	
Approach Delay, s/veh		50.1			122.0			13.7			72.1	
Approach LOS		D			F			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	85.4	21.8	39.4	55.9	44.7	24.0	37.2
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	10.6	37.8	10.0	* 40	9.5	* 39	19.4	31.0
Max Q Clear Time (g_c+I1), s	12.6	20.3	7.9	26.8	9.3	15.7	20.4	33.0
Green Ext Time (p_c), s	0.0	7.0	0.1	6.4	0.0	3.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.6
HCM 6th LOS	E

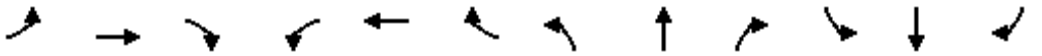
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø7
Lane Configurations									
Traffic Volume (vph)	1	24	0	3	1101	10	36	653	
Future Volume (vph)	1	24	0	3	1101	10	36	653	
Turn Type	NA	Prot	NA	Prot	NA	Perm	Prot	NA	
Protected Phases	4	3	8	5	2		1	6	7
Permitted Phases						2			
Detector Phase	4	3	8	5	2	2	1	6	
Switch Phase									
Minimum Initial (s)	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	34.6	9.6	34.6	9.6	22.8	22.8	9.6	26.8	9.6
Total Split (s)	34.6	13.0	38.0	11.0	60.4	60.4	12.0	61.4	9.6
Total Split (%)	28.8%	10.8%	31.7%	9.2%	50.3%	50.3%	10.0%	51.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.4	7.6	15.7	6.2	41.5	41.5	7.0	46.3	
Actuated g/C Ratio	0.23	0.12	0.26	0.10	0.68	0.68	0.11	0.75	
v/c Ratio	0.00	0.11	0.09	0.02	0.47	0.01	0.18	0.17	
Control Delay	28.0	37.8	0.3	41.3	13.5	0.0	39.1	7.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.0	37.8	0.3	41.3	13.5	0.0	39.1	7.3	
LOS	C	D	A	D	B	A	D	A	
Approach Delay	28.0		12.2		13.4			9.0	
Approach LOS	C		B		B			A	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 61.4			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Perris Bl. & Dawes St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	24	0	52	3	1101	10	36	653	0
Future Volume (veh/h)	0	1	0	24	0	52	3	1101	10	36	653	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	25	0	36	3	1147	10	38	680	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	152	0	53	0	319	7	1700	740	74	2633	817
Arrive On Green	0.00	0.08	0.00	0.03	0.00	0.20	0.00	0.47	0.47	0.04	0.51	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3610	1570	1810	5187	1610
Grp Volume(v), veh/h	0	1	0	25	0	36	3	1147	10	38	680	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1570	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.9	0.1	12.7	0.2	1.1	3.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.7	0.0	0.9	0.1	12.7	0.2	1.1	3.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	152	0	53	0	319	7	1700	740	74	2633	817
V/C Ratio(X)	0.00	0.01	0.00	0.47	0.00	0.11	0.41	0.67	0.01	0.52	0.26	0.00
Avail Cap(c_a), veh/h	175	1103	0	294	0	1041	224	3815	1659	259	5582	1733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.9	0.0	24.7	0.0	17.0	25.7	10.6	7.3	24.3	7.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.4	0.0	0.2	12.8	0.5	0.0	2.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.3	0.1	3.5	0.1	0.4	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.9	0.0	27.1	0.0	17.2	38.5	11.1	7.3	26.4	7.3	0.0
LnGrp LOS	A	C	A	C	A	B	D	B	A	C	A	A
Approach Vol, veh/h		1			61			1160			718	
Approach Delay, s/veh		21.9			21.2			11.1			8.3	
Approach LOS		C			C			B			A	

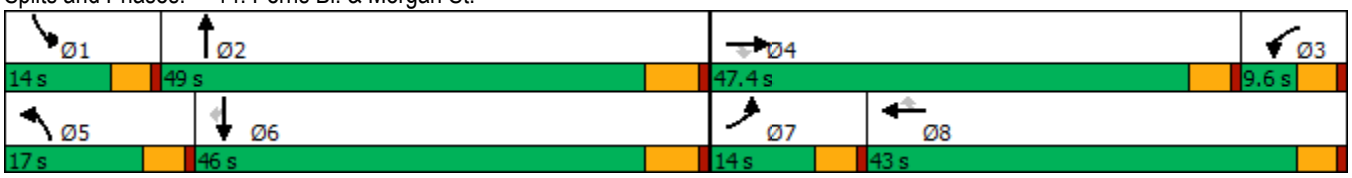
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	30.1	6.1	8.7	4.8	32.0	0.0	14.8
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	54.6	8.4	30.0	6.4	55.6	5.0	33.4
Max Q Clear Time (g_c+I1), s	3.1	14.7	2.7	2.0	2.1	5.8	0.0	2.9
Green Ext Time (p_c), s	0.0	9.6	0.0	0.0	0.0	4.8	0.0	0.2

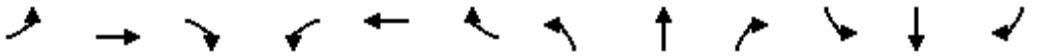
Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	23	211	23	10	113	37	48	1149	47	699	47
Future Volume (vph)	23	211	23	10	113	37	48	1149	47	699	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	14.0	47.4	47.4	9.6	43.0	43.0	17.0	49.0	14.0	46.0	46.0
Total Split (%)	11.7%	39.5%	39.5%	8.0%	35.8%	35.8%	14.2%	40.8%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	16.7	16.7	7.1	15.4	15.4	7.6	26.4	7.5	26.2	26.2
Actuated g/C Ratio	0.10	0.26	0.26	0.11	0.24	0.24	0.12	0.41	0.12	0.41	0.41
v/c Ratio	0.13	0.23	0.05	0.05	0.26	0.08	0.23	0.56	0.23	0.49	0.07
Control Delay	41.0	23.3	0.2	38.3	26.5	0.4	38.9	18.1	39.7	18.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	23.3	0.2	38.3	26.5	0.4	38.9	18.1	39.7	18.4	0.2
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		22.8			21.1			18.9		18.6	
Approach LOS		C			C			B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	211	23	10	113	37	48	1149	10	47	699	47
Future Volume (veh/h)	23	211	23	10	113	37	48	1149	10	47	699	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	220	4	10	118	31	50	1197	8	49	728	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	665	297	50	350	296	88	2008	13	87	1361	607
Arrive On Green	0.03	0.18	0.18	0.03	0.18	0.18	0.05	0.38	0.38	0.05	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5316	36	1810	3610	1610
Grp Volume(v), veh/h	24	220	4	10	118	31	50	779	426	49	728	39
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1894	1810	1805	1610
Q Serve(g_s), s	0.7	2.9	0.1	0.3	2.9	0.9	1.5	9.8	9.8	1.4	8.5	0.8
Cycle Q Clear(g_c), s	0.7	2.9	0.1	0.3	2.9	0.9	1.5	9.8	9.8	1.4	8.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	51	665	297	50	350	296	88	1306	715	87	1361	607
V/C Ratio(X)	0.47	0.33	0.01	0.20	0.34	0.10	0.57	0.60	0.60	0.56	0.53	0.06
Avail Cap(c_a), veh/h	314	2854	1273	167	1348	1142	414	2759	1511	314	2680	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	19.2	9.7	25.7	19.2	18.4	25.2	13.5	13.5	25.2	13.2	10.8
Incr Delay (d2), s/veh	2.5	0.3	0.0	0.7	0.6	0.2	2.1	0.4	0.8	2.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.2	0.0	0.1	1.3	0.3	0.6	3.0	3.3	0.6	2.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	19.5	9.7	26.4	19.8	18.5	27.3	14.0	14.3	27.3	13.5	10.8
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		248			159			1255			816	
Approach Delay, s/veh		20.2			20.0			14.6			14.2	
Approach LOS		C			B			B			B	

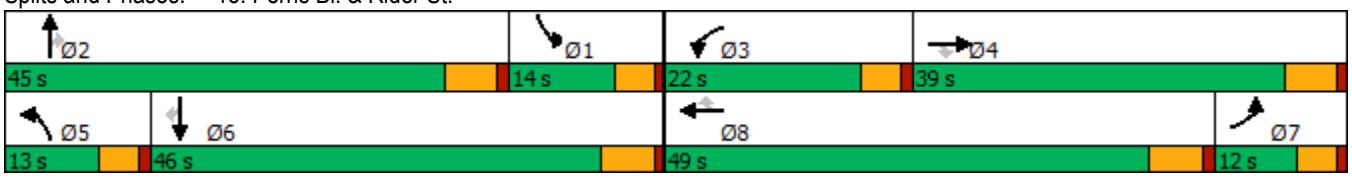
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	26.3	6.1	14.6	7.2	26.2	6.1	14.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	9.4	43.2	5.0	42.8	12.4	40.2	9.4	38.4
Max Q Clear Time (g_c+I1), s	3.4	11.8	2.3	4.9	3.5	10.5	2.7	4.9
Green Ext Time (p_c), s	0.0	8.7	0.0	1.6	0.0	5.1	0.0	0.8

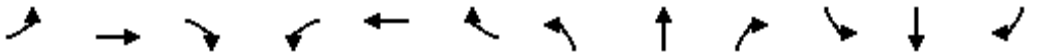
Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	38	24	128	87	263	30	761	121	141	337	30
Future Volume (vph)	20	38	24	128	87	263	30	761	121	141	337	30
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	12.0	39.0	39.0	22.0	49.0	49.0	13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	10.0%	32.5%	32.5%	18.3%	40.8%	40.8%	10.8%	37.5%	37.5%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	13.8	13.8	11.1	20.4	20.4	6.3	19.0	19.0	10.3	30.5	30.5
Actuated g/C Ratio	0.10	0.20	0.20	0.16	0.29	0.29	0.09	0.27	0.27	0.15	0.44	0.44
v/c Ratio	0.12	0.06	0.06	0.46	0.09	0.42	0.19	0.56	0.23	0.55	0.15	0.04
Control Delay	38.2	26.4	0.2	37.4	19.3	5.2	40.6	25.1	2.7	43.9	17.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	26.4	0.2	37.4	19.3	5.2	40.6	25.1	2.7	43.9	17.2	0.1
LOS	D	C	A	D	B	A	D	C	A	D	B	A
Approach Delay		21.7			16.3			22.6			23.6	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	38	24	128	87	263	30	761	121	141	337	30
Future Volume (veh/h)	20	38	24	128	87	263	30	761	121	141	337	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	40	7	133	91	177	31	793	116	147	351	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	610	272	172	614	274	61	1379	428	187	1846	573
Arrive On Green	0.07	0.17	0.17	0.10	0.17	0.17	0.03	0.27	0.27	0.10	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	1810	3610	1607	1810	5187	1608	1810	5187	1610
Grp Volume(v), veh/h	21	40	7	133	91	177	31	793	116	147	351	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1607	1810	1729	1608	1810	1729	1610
Q Serve(g_s), s	0.7	0.6	0.2	4.3	1.3	6.2	1.0	8.0	2.2	4.8	2.8	0.3
Cycle Q Clear(g_c), s	0.7	0.6	0.2	4.3	1.3	6.2	1.0	8.0	2.2	4.8	2.8	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	610	272	172	614	274	61	1379	428	187	1846	573
V/C Ratio(X)	0.16	0.07	0.03	0.77	0.15	0.65	0.51	0.57	0.27	0.78	0.19	0.04
Avail Cap(c_a), veh/h	223	1995	890	524	2596	1156	253	3384	1049	283	3471	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	21.0	20.8	26.5	21.2	23.2	28.5	19.1	7.0	26.3	13.4	4.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.8	0.1	2.6	2.4	0.4	0.3	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.1	1.8	0.5	2.2	0.4	2.8	1.1	2.0	0.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	21.0	20.9	29.3	21.3	25.8	31.0	19.5	7.4	30.2	13.4	4.4
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		68			401			940			521	
Approach Delay, s/veh		22.6			26.0			18.4			17.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	21.8	10.3	16.0	6.6	27.2	10.3	16.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	9.4	* 39	17.4	33.2	8.4	40.2	7.4	* 43
Max Q Clear Time (g_c+I1), s	6.8	10.0	6.3	2.6	3.0	4.8	2.7	8.2
Green Ext Time (p_c), s	0.0	5.9	0.1	0.2	0.0	2.3	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

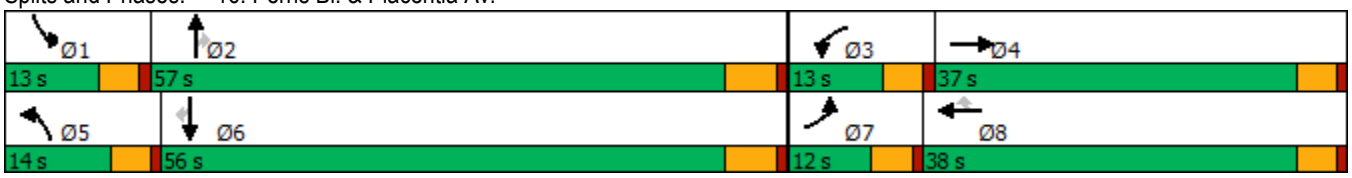
Notes

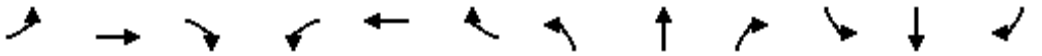
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	29	110	51	224	145	80	943	41	41	629	38
Future Volume (vph)	29	110	51	224	145	80	943	41	41	629	38
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	37.0	13.0	38.0	38.0	14.0	57.0	57.0	13.0	56.0	56.0
Total Split (%)	10.0%	30.8%	10.8%	31.7%	31.7%	11.7%	47.5%	47.5%	10.8%	46.7%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	17.4	7.6	20.6	20.6	8.7	32.8	32.8	7.3	28.9	28.9
Actuated g/C Ratio	0.09	0.23	0.10	0.27	0.27	0.11	0.42	0.42	0.09	0.37	0.37
v/c Ratio	0.20	0.50	0.32	0.49	0.29	0.44	0.68	0.06	0.27	0.52	0.06
Control Delay	46.9	31.4	47.4	33.2	7.1	48.5	22.8	0.2	46.7	21.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	31.4	47.4	33.2	7.1	48.5	22.8	0.2	46.7	21.8	0.2
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		33.4		25.9			23.8			22.1	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.2	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	110	79	51	224	145	80	943	41	41	629	38
Future Volume (veh/h)	29	110	79	51	224	145	80	943	41	41	629	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	122	84	57	249	44	89	1048	37	46	699	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	175	121	92	349	296	116	1487	663	81	1416	632
Arrive On Green	0.03	0.17	0.17	0.05	0.18	0.18	0.06	0.41	0.41	0.04	0.39	0.39
Sat Flow, veh/h	1810	1048	722	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	32	0	206	57	249	44	89	1048	37	46	699	36
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	1.0	0.0	6.6	1.9	7.4	1.4	2.9	14.5	0.8	1.5	8.8	0.8
Cycle Q Clear(g_c), s	1.0	0.0	6.6	1.9	7.4	1.4	2.9	14.5	0.8	1.5	8.8	0.8
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	0	296	92	349	296	116	1487	663	81	1416	632
V/C Ratio(X)	0.51	0.00	0.70	0.62	0.71	0.15	0.77	0.70	0.06	0.57	0.49	0.06
Avail Cap(c_a), veh/h	222	0	952	252	1053	893	282	3068	1368	252	3008	1342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	23.7	28.0	23.1	20.6	27.7	14.7	10.7	28.2	13.8	11.4
Incr Delay (d2), s/veh	2.4	0.0	3.0	2.5	2.7	0.2	3.9	0.6	0.0	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.9	0.8	3.4	0.5	1.3	4.8	0.3	0.6	2.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	26.6	30.5	25.8	20.9	31.6	15.3	10.7	30.6	14.1	11.4
LnGrp LOS	C	A	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		238			350			1174			781	
Approach Delay, s/veh		27.2			26.0			16.4			14.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	30.6	7.7	14.7	8.5	29.4	6.7	15.7
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	51.2	8.4	32.4	9.4	50.2	7.4	33.4
Max Q Clear Time (g_c+I1), s	3.5	16.5	3.9	8.6	4.9	10.8	3.0	9.4
Green Ext Time (p_c), s	0.0	8.3	0.0	1.3	0.0	5.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	15	6	18	0	2
Future Vol, veh/h	75	15	6	18	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	82	16	7	20	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	-	90
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1508	-	0	973
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1508	-	-	973
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	973	-	-	1508	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	0	10	24	0	10
Future Vol, veh/h	76	0	10	24	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	83	0	11	26	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	-	83
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1527	-	0	982
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	-	982
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	982	-	-	1527	-
HCM Lane V/C Ratio	0.011	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	0	10	34	0	10
Future Vol, veh/h	86	0	10	34	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	93	0	11	37	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	-	93
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1514	-	0	970
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	-	970
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	970	-	-	1514	-
HCM Lane V/C Ratio	0.011	-	-	0.007	-
HCM Control Delay (s)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	928	1182	183	0	153
Future Vol, veh/h	0	928	1182	183	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1009	1285	199	0	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	742
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*656
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*656
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

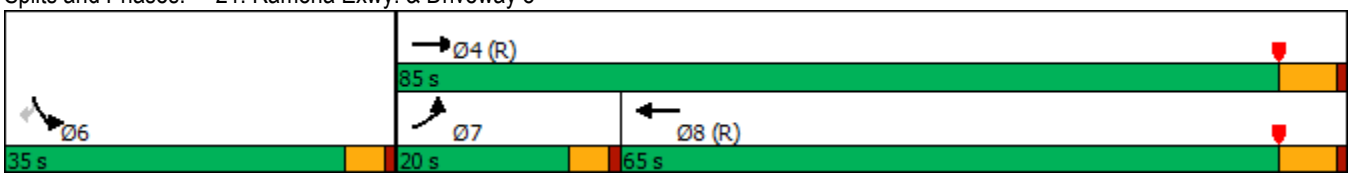
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	656
HCM Lane V/C Ratio	-	-	-	0.254
HCM Control Delay (s)	-	-	-	12.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

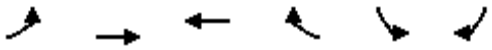
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	82	1368	1658	138	116
Future Volume (vph)	82	1368	1658	138	116
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	23.2	31.6	31.6
Total Split (s)	20.0	85.0	65.0	35.0	35.0
Total Split (%)	16.7%	70.8%	54.2%	29.2%	29.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	11.2	92.6	76.8	16.6	16.6
Actuated g/C Ratio	0.09	0.77	0.64	0.14	0.14
v/c Ratio	0.53	0.37	0.64	0.60	0.38
Control Delay	58.1	3.1	15.5	57.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	58.1	3.1	15.5	57.6	10.3
LOS	E	A	B	E	B
Approach Delay		6.2	15.5	36.0	
Approach LOS		A	B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113.8 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: Ramona Exwy. & Driveway 8





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	1368	1658	268	138	116
Future Volume (veh/h)	82	1368	1658	268	138	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1487	1802	291	150	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	112	4180	3180	509	189	168
Arrive On Green	0.12	1.00	0.71	0.71	0.10	0.10
Sat Flow, veh/h	1810	5358	4679	721	1810	1610
Grp Volume(v), veh/h	89	1487	1378	715	150	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1770	1810	1610
Q Serve(g_s), s	5.7	0.0	23.4	23.9	9.7	9.1
Cycle Q Clear(g_c), s	5.7	0.0	23.4	23.9	9.7	9.1
Prop In Lane	1.00			0.41	1.00	1.00
Lane Grp Cap(c), veh/h	112	4180	2440	1249	189	168
V/C Ratio(X)	0.79	0.36	0.56	0.57	0.80	0.75
Avail Cap(c_a), veh/h	232	4180	2440	1249	458	408
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.32	0.32	1.00	1.00
Uniform Delay (d), s/veh	51.8	0.0	8.6	8.7	52.5	52.2
Incr Delay (d2), s/veh	11.9	0.2	0.3	0.6	7.4	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.1	7.0	7.4	4.8	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.8	0.2	9.0	9.3	59.9	58.8
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		1576	2093		276	
Approach Delay, s/veh		3.8	9.1		59.4	
Approach LOS		A	A		E	

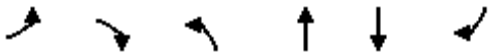
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	102.9	17.1	12.0	90.9
Change Period (Y+Rc), s	6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s	78.8	30.4	15.4	58.8
Max Q Clear Time (g_c+I1), s	2.0	11.7	7.7	25.9
Green Ext Time (p_c), s	14.4	0.8	0.1	18.9

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	23	53	131	721	496
Future Volume (vph)	23	53	131	721	496
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	30.0	38.0	38.0	90.0	52.0
Total Split (%)	25.0%	31.7%	31.7%	75.0%	43.3%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.6	15.1	9.2	37.0	22.9
Actuated g/C Ratio	0.28	0.34	0.21	0.83	0.51
v/c Ratio	0.05	0.10	0.37	0.25	0.33
Control Delay	16.6	2.9	22.3	4.2	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	2.9	22.3	4.2	12.3
LOS	B	A	C	A	B
Approach Delay	7.0			7.0	12.3
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 44.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	53	131	721	496	83
Future Volume (veh/h)	23	53	131	721	496	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	30	138	759	522	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	214	366	197	2033	978	160
Arrive On Green	0.12	0.12	0.11	0.56	0.32	0.32
Sat Flow, veh/h	1810	1610	1810	3705	3199	509
Grp Volume(v), veh/h	24	30	138	759	303	305
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1808
Q Serve(g_s), s	0.4	0.5	2.4	3.8	4.6	4.6
Cycle Q Clear(g_c), s	0.4	0.5	2.4	3.8	4.6	4.6
Prop In Lane	1.00	1.00	1.00			0.28
Lane Grp Cap(c), veh/h	214	366	197	2033	569	570
V/C Ratio(X)	0.11	0.08	0.70	0.37	0.53	0.54
Avail Cap(c_a), veh/h	1366	1391	1833	9261	2551	2555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	10.0	14.2	4.0	9.3	9.3
Incr Delay (d2), s/veh	0.2	0.1	1.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.8	0.4	1.2	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	10.1	15.9	4.1	10.1	10.1
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	54			897	608	
Approach Delay, s/veh	11.5			5.9	10.1	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.0		9.0	8.2	15.8
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		84.6		24.9	33.4	46.6
Max Q Clear Time (g_c+I1), s		5.8		2.5	4.4	6.6
Green Ext Time (p_c), s		5.8		0.1	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	35	29	776	566	24
Future Vol, veh/h	42	35	29	776	566	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	38	32	853	622	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1126	324	648	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	202	678	947	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	678	947	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	586	-	-	-	-	-

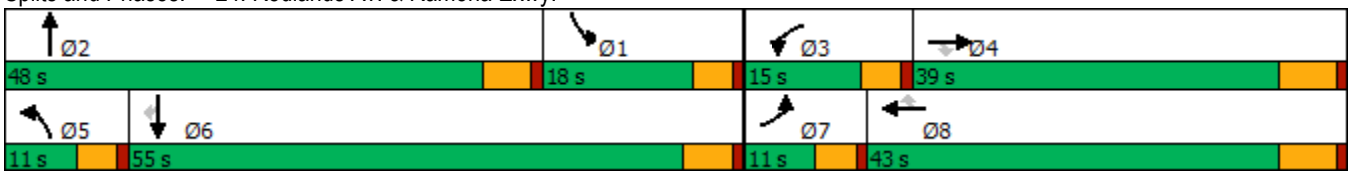
Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.3	0
HCM LOS	B		

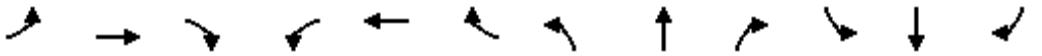
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	947	-	328	678	-	-
HCM Lane V/C Ratio	0.034	-	0.141	0.057	-	-
HCM Control Delay (s)	8.9	-	17.8	10.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	269	1159	78	143	1558	537	86	198	377	142	83
Future Volume (vph)	269	1159	78	143	1558	537	86	198	377	142	83
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	11.0	39.0	39.0	15.0	43.0	43.0	11.0	48.0	18.0	55.0	55.0
Total Split (%)	9.2%	32.5%	32.5%	12.5%	35.8%	35.8%	9.2%	40.0%	15.0%	45.8%	45.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	33.0	33.0	10.5	37.0	37.0	6.4	33.1	13.5	40.1	40.1
Actuated g/C Ratio	0.06	0.30	0.30	0.09	0.33	0.33	0.06	0.30	0.12	0.36	0.36
v/c Ratio	2.69	0.78	0.14	0.88	0.94	0.67	0.87	0.89	1.79	0.22	0.13
Control Delay	807.0	41.0	0.5	94.9	48.2	10.8	111.3	51.2	405.8	24.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	807.0	41.0	0.5	94.9	48.2	10.8	111.3	51.2	405.8	24.6	2.3
LOS	F	D	A	F	D	B	F	D	F	C	A
Approach Delay		175.7			42.2			60.4		260.5	
Approach LOS		F			D			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 110.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.69	
Intersection Signal Delay: 112.0	Intersection LOS: F
Intersection Capacity Utilization 110.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1159	78	143	1558	537	86	198	281	377	142	83
Future Volume (veh/h)	269	1159	78	143	1558	537	86	198	281	377	142	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	1207	66	149	1623	412	90	206	248	393	148	84
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1534	465	171	1722	528	105	228	275	220	691	576
Arrive On Green	0.06	0.30	0.30	0.09	0.33	0.33	0.06	0.29	0.29	0.12	0.36	0.36
Sat Flow, veh/h	1810	5187	1571	1810	5187	1590	1810	779	938	1810	1900	1586
Grp Volume(v), veh/h	280	1207	66	149	1623	412	90	0	454	393	148	84
Grp Sat Flow(s),veh/h/ln	1810	1729	1571	1810	1729	1590	1810	0	1717	1810	1900	1586
Q Serve(g_s), s	6.4	23.6	3.4	9.0	33.6	17.0	5.4	0.0	28.1	13.4	5.9	3.9
Cycle Q Clear(g_c), s	6.4	23.6	3.4	9.0	33.6	17.0	5.4	0.0	28.1	13.4	5.9	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	105	1534	465	171	1722	528	105	0	503	220	691	576
V/C Ratio(X)	2.67	0.79	0.14	0.87	0.94	0.78	0.86	0.00	0.90	1.79	0.21	0.15
Avail Cap(c_a), veh/h	105	1542	467	171	1730	530	105	0	663	220	854	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	35.7	28.6	49.3	35.8	14.5	51.5	0.0	37.5	48.5	24.2	23.6
Incr Delay (d2), s/veh	777.3	2.8	0.1	34.8	10.9	7.3	44.9	0.0	13.0	372.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.4	9.7	1.2	5.5	14.9	6.5	3.7	0.0	13.1	28.6	2.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	829.3	38.4	28.7	84.1	46.7	21.9	96.4	0.0	50.5	421.1	24.4	23.7
LnGrp LOS	F	D	C	F	D	C	F	A	D	F	C	C
Approach Vol, veh/h		1553			2184			544			625	
Approach Delay, s/veh		180.6			44.6			58.1			273.8	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	37.7	15.0	38.8	11.0	45.5	11.0	42.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 43	10.4	32.8	6.4	49.6	6.4	36.8
Max Q Clear Time (g_c+I1), s	15.4	30.1	11.0	25.6	7.4	7.9	8.4	35.6
Green Ext Time (p_c), s	0.0	2.3	0.0	4.2	0.0	1.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	118.3
HCM 6th LOS	F

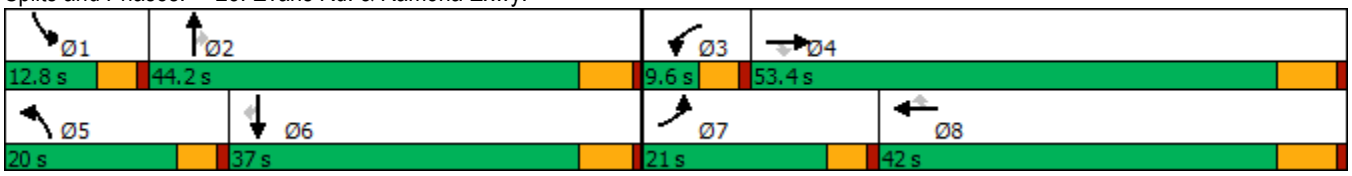
Notes

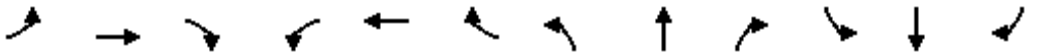
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1340	70	6	1510	242	354	408	19	214	163	355
Future Volume (vph)	365	1340	70	6	1510	242	354	408	19	214	163	355
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	53.4	53.4	9.6	42.0	42.0	20.0	44.2	44.2	12.8	37.0	37.0
Total Split (%)	17.5%	44.5%	44.5%	8.0%	35.0%	35.0%	16.7%	36.8%	36.8%	10.7%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.0	55.8	55.8	5.7	38.4	38.4	14.5	24.5	24.5	8.9	18.9	18.9
Actuated g/C Ratio	0.15	0.54	0.54	0.06	0.37	0.37	0.14	0.24	0.24	0.09	0.18	0.18
v/c Ratio	0.74	0.49	0.08	0.06	1.16	0.34	0.74	0.49	0.04	0.73	0.25	0.76
Control Delay	52.9	17.3	0.2	53.2	110.6	8.7	53.5	35.3	0.2	63.0	36.7	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	17.3	0.2	53.2	110.6	8.7	53.5	35.3	0.2	63.0	36.7	25.9
LOS	D	B	A	D	F	A	D	D	A	E	D	C
Approach Delay		24.0			96.4			42.7			39.2	
Approach LOS		C			F			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 54.3	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	1340	70	6	1510	242	354	408	19	214	163	355
Future Volume (veh/h)	365	1340	70	6	1510	242	354	408	19	214	163	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	376	1381	0	6	1557	154	365	421	6	221	168	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	468	2613		25	1387	619	456	842	370	307	689	307
Arrive On Green	0.13	0.50	0.00	0.01	0.38	0.38	0.13	0.23	0.23	0.09	0.19	0.19
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1587	3510	3610	1610
Grp Volume(v), veh/h	376	1381	0	6	1557	154	365	421	6	221	168	231
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1587	1755	1805	1610
Q Serve(g_s), s	10.3	17.8	0.0	0.3	38.0	6.4	10.0	10.0	0.3	6.1	3.9	13.4
Cycle Q Clear(g_c), s	10.3	17.8	0.0	0.3	38.0	6.4	10.0	10.0	0.3	6.1	3.9	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	2613		25	1387	619	456	842	370	307	689	307
V/C Ratio(X)	0.80	0.53		0.24	1.12	0.25	0.80	0.50	0.02	0.72	0.24	0.75
Avail Cap(c_a), veh/h	604	2613		102	1387	619	568	1468	645	312	1205	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	16.6	0.0	48.2	30.4	20.7	41.8	32.9	29.2	43.9	34.0	37.8
Incr Delay (d2), s/veh	4.6	0.2	0.0	1.8	65.1	0.2	5.1	0.5	0.0	6.6	0.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.1	0.0	0.2	27.1	2.2	4.5	4.2	0.1	2.8	1.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	16.8	0.0	50.1	95.5	20.9	46.9	33.4	29.2	50.5	34.1	41.5
LnGrp LOS	D	B		D	F	C	D	C	C	D	C	D
Approach Vol, veh/h		1757			1717			792			620	
Approach Delay, s/veh		23.1			88.7			39.6			42.7	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	27.1	5.4	53.8	16.8	22.9	17.2	42.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.2	38.4	5.0	46.9	15.4	31.2	16.4	35.5
Max Q Clear Time (g_c+I1), s	8.1	12.0	2.3	19.8	12.0	15.4	12.3	40.0
Green Ext Time (p_c), s	0.0	2.6	0.0	10.0	0.3	1.5	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

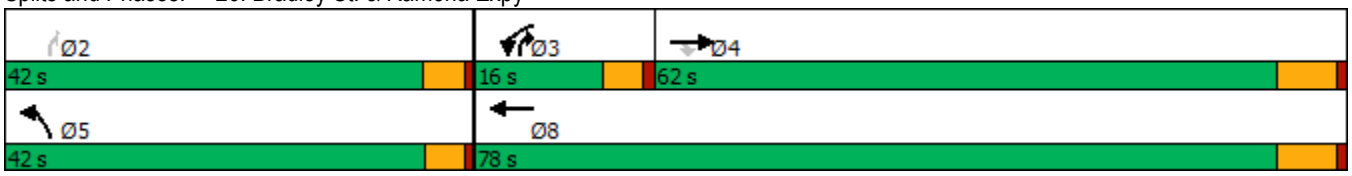
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1414	71	12	1080	179	18	
Future Volume (vph)	1414	71	12	1080	179	18	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	62.0	62.0	16.0	78.0	42.0	16.0	42.0
Total Split (%)	51.7%	51.7%	13.3%	65.0%	35.0%	13.3%	35%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	40.4	40.4	5.8	45.5	15.2	25.9	
Actuated g/C Ratio	0.56	0.56	0.08	0.63	0.21	0.36	
v/c Ratio	0.76	0.08	0.09	0.51	0.51	0.03	
Control Delay	16.1	3.5	42.2	7.9	35.3	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.1	3.5	42.2	7.9	35.3	14.8	
LOS	B	A	D	A	D	B	
Approach Delay	15.5			8.3	33.5		
Approach LOS	B			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1414	71	12	1080	179	18
Future Volume (veh/h)	1414	71	12	1080	179	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1520	74	13	1161	192	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2080	906	29	2423	255	253
Arrive On Green	0.58	0.58	0.02	0.67	0.14	0.14
Sat Flow, veh/h	3705	1573	1810	3705	1810	1610
Grp Volume(v), veh/h	1520	74	13	1161	192	9
Grp Sat Flow(s),veh/h/ln	1805	1573	1810	1805	1810	1610
Q Serve(g_s), s	18.0	1.2	0.4	9.1	6.0	0.3
Cycle Q Clear(g_c), s	18.0	1.2	0.4	9.1	6.0	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2080	906	29	2423	255	253
V/C Ratio(X)	0.73	0.08	0.44	0.48	0.75	0.04
Avail Cap(c_a), veh/h	3427	1493	353	4414	1161	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	5.5	28.5	4.7	24.1	20.9
Incr Delay (d2), s/veh	0.5	0.0	3.8	0.1	4.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.2	0.2	1.2	2.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	5.5	32.3	4.8	28.7	21.0
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1594			1174	201	
Approach Delay, s/veh	9.4			5.1	28.3	
Approach LOS	A			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.7	5.6	40.2		45.7
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		37.5	11.4	55.5		71.5
Max Q Clear Time (g_c+I1), s		8.0	2.4	20.0		11.1
Green Ext Time (p_c), s		0.6	0.0	13.7		9.4

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	15	9	39	5	2
Future Vol, veh/h	81	15	9	39	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	16	10	42	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	104	0	158	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1500	-	838	966
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1500	-	832	966
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	959	-

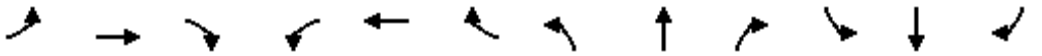
Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	-	-	1500	-
HCM Lane V/C Ratio	0.009	-	-	0.007	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1113	609	1081	1270	2	249
Future Volume (vph)	1113	609	1081	1270	2	249
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	29.0	74.0	36.0	36.0	36.0
Total Split (%)	40.9%	26.4%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	39.0	24.5	68.0	30.5	30.5	30.5
Actuated g/C Ratio	0.35	0.22	0.62	0.28	0.28	0.28
v/c Ratio	1.35	1.56	0.50	1.38	1.38	0.50
Control Delay	192.2	283.7	2.7	215.3	216.7	23.7
Queue Delay	0.1	0.0	0.4	33.9	33.9	0.0
Total Delay	192.2	283.7	3.1	249.3	250.7	23.7
LOS	F	F	A	F	F	C
Approach Delay	192.2		104.2		212.9	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 168.2	Intersection LOS: F
Intersection Capacity Utilization 196.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1113	551	609	1081	0	0	0	0	1270	2	249
Future Volume (veh/h)	0	1113	551	609	1081	0	0	0	0	1270	2	249
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1147	416	628	1114	0				1310	0	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	926	328	403	2232	0				1003	0	446
Arrive On Green	0.00	0.35	0.35	0.22	0.62	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2707	926	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	785	778	628	1114	0				1310	0	199
Grp Sat Flow(s),veh/h/ln	0	1805	1733	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	39.0	39.0	24.5	18.7	0.0				30.5	0.0	11.2
Cycle Q Clear(g_c), s	0.0	39.0	39.0	24.5	18.7	0.0				30.5	0.0	11.2
Prop In Lane	0.00		0.53	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	640	615	403	2232	0				1003	0	446
V/C Ratio(X)	0.00	1.23	1.27	1.56	0.50	0.00				1.31	0.00	0.45
Avail Cap(c_a), veh/h	0	640	615	403	2232	0				1003	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.33	0.33	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.5	35.5	42.8	11.6	0.0				39.7	0.0	32.8
Incr Delay (d2), s/veh	0.0	115.1	132.6	255.2	0.3	0.0				144.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	36.3	37.8	38.9	6.4	0.0				33.0	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	150.6	168.1	298.0	11.9	0.0				184.5	0.0	33.5
LnGrp LOS	A	F	F	F	B	A				F	A	C
Approach Vol, veh/h		1563			1742						1509	
Approach Delay, s/veh		159.4			115.0						164.6	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	45.0		36.0		74.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	24.5	39.0		30.5		68.0
Max Q Clear Time (g_c+I1), s	26.5	41.0		32.5		20.7
Green Ext Time (p_c), s	0.0	0.0		0.0		5.2

Intersection Summary		
HCM 6th Ctrl Delay		144.9
HCM 6th LOS		F

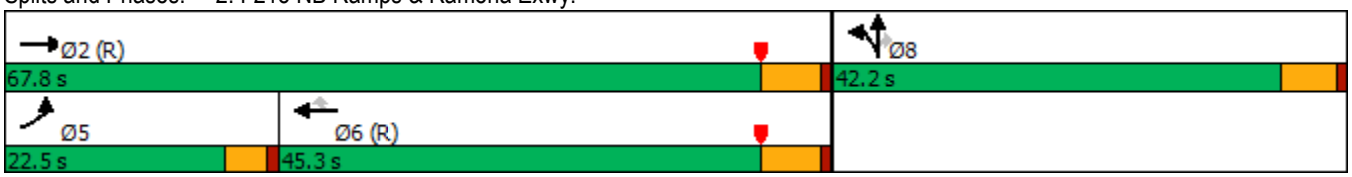
Notes

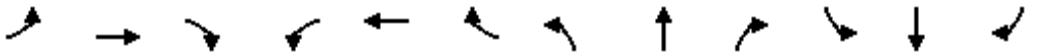
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	367	2017	1198	1150	442	3	527
Future Volume (vph)	367	2017	1198	1150	442	3	527
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.5	67.8	45.3	45.3	42.2	42.2	42.2
Total Split (%)	20.5%	61.6%	41.2%	41.2%	38.4%	38.4%	38.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.7	62.5	39.3	39.3	36.0	36.0	36.0
Actuated g/C Ratio	0.17	0.57	0.36	0.36	0.33	0.33	0.33
v/c Ratio	1.26	1.03	0.98	1.16	0.41	0.42	0.96
Control Delay	152.0	48.6	55.9	97.8	31.3	31.4	61.1
Queue Delay	0.0	28.9	0.0	0.0	0.0	0.0	0.0
Total Delay	152.0	77.5	55.9	97.8	31.3	31.4	61.1
LOS	F	E	E	F	C	C	E
Approach Delay		88.9	76.4			47.5	
Approach LOS		F	E			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 76.7	Intersection LOS: E
Intersection Capacity Utilization 196.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	2017	0	0	1198	1150	442	3	527	0	0	0
Future Volume (veh/h)	367	2017	0	0	1198	1150	442	3	527	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	386	2123	0	0	1261	1126	467	0	453			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	296	2131	0	0	1393	621	1104	0	491			
Arrive On Green	0.33	1.00	0.00	0.00	0.39	0.39	0.31	0.00	0.31			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	386	2123	0	0	1261	1126	467	0	453			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	18.0	0.0	0.0	0.0	36.3	42.4	11.3	0.0	29.9			
Cycle Q Clear(g_c), s	18.0	0.0	0.0	0.0	36.3	42.4	11.3	0.0	29.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	296	2131	0	0	1393	621	1104	0	491			
V/C Ratio(X)	1.30	1.00	0.00	0.00	0.91	1.81	0.42	0.00	0.92			
Avail Cap(c_a), veh/h	296	2131	0	0	1393	621	1207	0	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.0	0.0	0.0	0.0	31.9	33.8	30.5	0.0	37.0			
Incr Delay (d2), s/veh	138.9	5.0	0.0	0.0	10.0	372.5	0.3	0.0	20.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	17.4	1.5	0.0	0.0	16.5	79.4	4.8	0.0	14.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	175.9	5.0	0.0	0.0	41.9	406.2	30.8	0.0	57.6			
LnGrp LOS	F	A	A	A	D	F	C	A	E			
Approach Vol, veh/h		2509			2387			920				
Approach Delay, s/veh		31.3			213.8			44.0				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.9			22.5	48.4		39.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.8			18.0	39.3		36.7				
Max Q Clear Time (g_c+I1), s		2.0			20.0	44.4		31.9				
Green Ext Time (p_c), s		17.1			0.0	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	108.2
HCM 6th LOS	F

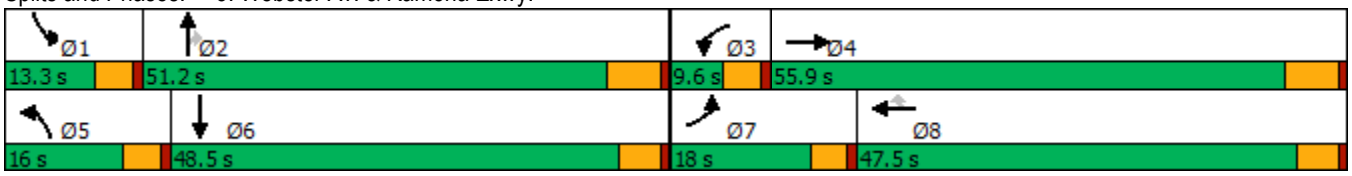
Notes

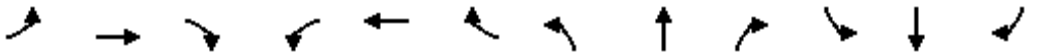
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	171	1820	13	2184	62	195	30	19	85	49
Future Volume (vph)	171	1820	13	2184	62	195	30	19	85	49
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	18.0	55.9	9.6	47.5	47.5	16.0	51.2	51.2	13.3	48.5
Total Split (%)	13.8%	43.0%	7.4%	36.5%	36.5%	12.3%	39.4%	39.4%	10.2%	37.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.5	58.4	5.1	42.9	42.9	11.5	16.6	16.6	16.4	15.7
Actuated g/C Ratio	0.13	0.57	0.05	0.42	0.42	0.11	0.16	0.16	0.16	0.15
v/c Ratio	0.76	0.70	0.16	1.07	0.09	1.02	0.10	0.05	0.31	0.57
Control Delay	66.0	20.2	55.8	70.5	0.2	115.2	35.0	0.3	48.8	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	20.2	55.8	70.5	0.2	115.2	35.0	0.3	48.8	22.4
LOS	E	C	E	E	A	F	C	A	D	C
Approach Delay		23.9		68.5			96.3			30.4
Approach LOS		C		E			F			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 103.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 48.5	Intersection LOS: D
Intersection Capacity Utilization 90.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1820	106	13	2184	62	195	30	19	85	49	147
Future Volume (veh/h)	171	1820	106	13	2184	62	195	30	19	85	49	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	1916	106	14	2299	53	205	32	13	89	52	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	2714	150	29	2273	705	213	300	254	114	86	93
Arrive On Green	0.12	0.54	0.54	0.02	0.44	0.44	0.12	0.16	0.16	0.06	0.10	0.10
Sat Flow, veh/h	1810	5030	278	1810	5187	1608	1810	1900	1610	1810	837	901
Grp Volume(v), veh/h	180	1315	707	14	2299	53	205	32	13	89	0	108
Grp Sat Flow(s),veh/h/ln	1810	1729	1850	1810	1729	1608	1810	1900	1610	1810	0	1738
Q Serve(g_s), s	9.4	27.4	27.5	0.7	42.4	1.9	10.9	1.4	0.7	4.7	0.0	5.8
Cycle Q Clear(g_c), s	9.4	27.4	27.5	0.7	42.4	1.9	10.9	1.4	0.7	4.7	0.0	5.8
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	213	1866	998	29	2273	705	213	300	254	114	0	179
V/C Ratio(X)	0.85	0.70	0.71	0.48	1.01	0.08	0.96	0.11	0.05	0.78	0.00	0.60
Avail Cap(c_a), veh/h	251	1866	998	93	2273	705	213	884	749	163	0	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.8	16.6	16.6	47.2	27.2	15.8	42.5	34.9	34.6	44.7	0.0	41.5
Incr Delay (d2), s/veh	17.8	1.2	2.3	4.4	21.8	0.0	50.3	0.2	0.1	8.6	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	9.4	10.5	0.4	19.8	0.6	7.7	0.6	0.3	2.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	17.8	18.9	51.6	49.0	15.8	92.8	35.0	34.7	53.3	0.0	44.7
LnGrp LOS	E	B	B	D	F	B	F	D	C	D	A	D
Approach Vol, veh/h		2202			2366			250			197	
Approach Delay, s/veh		21.6			48.2			82.4			48.6	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	21.5	6.2	58.4	16.0	16.2	16.0	48.6
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	8.7	45.0	5.0	49.7	11.4	* 43	13.4	* 42
Max Q Clear Time (g_c+I1), s	6.7	3.4	2.7	29.5	12.9	7.8	11.4	44.4
Green Ext Time (p_c), s	0.0	0.2	0.0	13.2	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

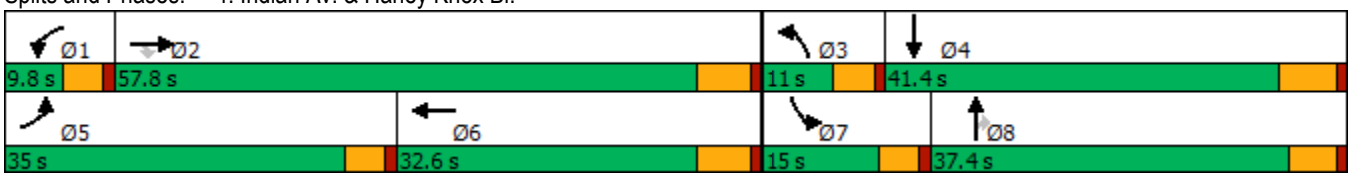
Notes

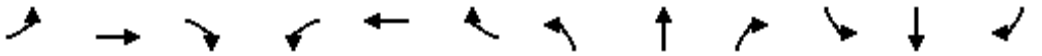
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	375	589	99	41	860	155	239	72	94	293
Future Volume (vph)	375	589	99	41	860	155	239	72	94	293
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	35.0	57.8	57.8	9.8	32.6	11.0	37.4	37.4	15.0	41.4
Total Split (%)	29.2%	48.2%	48.2%	8.2%	27.2%	9.2%	31.2%	31.2%	12.5%	34.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.4	54.0	54.0	5.2	26.8	6.4	32.5	32.5	9.9	35.2
Actuated g/C Ratio	0.25	0.45	0.45	0.04	0.22	0.05	0.27	0.27	0.08	0.29
v/c Ratio	1.04	0.32	0.16	0.68	1.00	1.05	0.31	0.17	0.80	1.17dr
Control Delay	96.7	22.1	4.0	95.1	71.9	135.1	36.1	1.2	89.3	60.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	22.1	4.0	95.1	71.9	135.1	36.1	1.2	89.3	60.7
LOS	F	C	A	F	E	F	D	A	F	E
Approach Delay		46.7			72.9		63.6			63.0
Approach LOS		D			E		E			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 60.9	Intersection LOS: E
Intersection Capacity Utilization 92.9%	ICU Level of Service F
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	589	99	41	860	47	155	239	72	94	293	752
Future Volume (veh/h)	375	589	99	41	860	47	155	239	72	94	293	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	746	117	52	1089	41	196	303	81	119	371	781
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	458	2280	708	67	1146	43	187	963	429	145	529	472
Arrive On Green	0.25	0.44	0.44	0.04	0.22	0.22	0.05	0.27	0.27	0.08	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	1810	5130	193	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	475	746	117	52	734	396	196	303	81	119	371	781
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1865	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	30.4	11.3	5.3	3.4	25.1	25.1	6.4	8.1	4.7	7.8	21.9	35.2
Cycle Q Clear(g_c), s	30.4	11.3	5.3	3.4	25.1	25.1	6.4	8.1	4.7	7.8	21.9	35.2
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	2280	708	67	772	417	187	963	429	145	529	472
V/C Ratio(X)	1.04	0.33	0.17	0.77	0.95	0.95	1.05	0.31	0.19	0.82	0.70	1.65
Avail Cap(c_a), veh/h	458	2280	708	78	772	417	187	963	429	157	529	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	22.0	20.3	57.3	45.9	46.0	56.8	35.2	34.0	54.4	37.7	42.4
Incr Delay (d2), s/veh	51.7	0.1	0.1	27.3	21.1	31.8	78.7	0.2	0.2	24.5	4.1	303.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	4.3	1.9	2.0	12.7	14.9	4.8	3.5	1.8	4.4	9.9	53.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.5	22.1	20.4	84.6	67.0	77.7	135.5	35.4	34.2	78.9	41.8	345.8
LnGrp LOS	F	C	C	F	E	E	F	D	C	E	D	F
Approach Vol, veh/h		1338			1182			580			1271	
Approach Delay, s/veh		48.4			71.4			69.0			232.1	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	58.5	11.0	41.4	35.0	32.6	14.2	38.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.2	52.0	6.4	35.2	30.4	26.8	10.4	* 32
Max Q Clear Time (g_c+I1), s	5.4	13.3	8.4	37.2	32.4	27.1	9.8	10.1
Green Ext Time (p_c), s	0.0	5.5	0.0	0.0	0.0	0.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	110.8
HCM 6th LOS	F

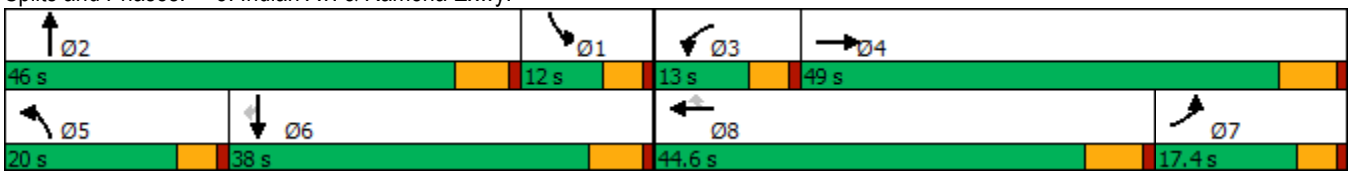
Notes

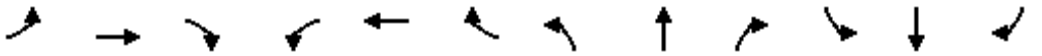
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	397	1835	82	1649	188	170	242	178	171	190
Future Volume (vph)	397	1835	82	1649	188	170	242	178	171	190
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.4	49.0	13.0	44.6	44.6	20.0	46.0	12.0	38.0	38.0
Total Split (%)	14.5%	40.8%	10.8%	37.2%	37.2%	16.7%	38.3%	10.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	43.5	8.0	38.7	38.7	14.1	17.7	10.4	14.0	14.0
Actuated g/C Ratio	0.13	0.43	0.08	0.38	0.38	0.14	0.18	0.10	0.14	0.14
v/c Ratio	1.96	0.99	0.65	0.94	0.29	0.77	0.56	1.09	0.39	0.53
Control Delay	474.1	46.9	68.5	42.0	7.3	63.3	36.6	137.2	41.4	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	474.1	46.9	68.5	42.0	7.3	63.3	36.6	137.2	41.4	10.0
LOS	F	D	E	D	A	E	D	F	D	A
Approach Delay		119.6		39.7			45.9		61.9	
Approach LOS		F		D			D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.96	
Intersection Signal Delay: 77.9	Intersection LOS: E
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	1835	103	82	1649	188	170	242	75	178	171	190
Future Volume (veh/h)	397	1835	103	82	1649	188	170	242	75	178	171	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	451	2085	102	93	1874	192	193	275	70	202	194	188
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	2389	116	119	2022	628	226	384	96	179	435	194
Arrive On Green	0.13	0.47	0.47	0.07	0.39	0.39	0.13	0.13	0.13	0.10	0.12	0.12
Sat Flow, veh/h	1810	5063	247	1810	5187	1610	1810	2861	715	1810	3610	1610
Grp Volume(v), veh/h	451	1421	766	93	1874	192	193	172	173	202	194	188
Grp Sat Flow(s),veh/h/ln	1810	1729	1852	1810	1729	1610	1810	1805	1771	1810	1805	1610
Q Serve(g_s), s	12.8	36.0	36.4	4.9	33.7	8.1	10.2	8.9	9.2	9.7	4.9	8.1
Cycle Q Clear(g_c), s	12.8	36.0	36.4	4.9	33.7	8.1	10.2	8.9	9.2	9.7	4.9	8.1
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	237	1631	874	119	2022	628	226	242	238	179	435	194
V/C Ratio(X)	1.90	0.87	0.88	0.78	0.93	0.31	0.85	0.71	0.73	1.13	0.45	0.97
Avail Cap(c_a), veh/h	237	1631	874	156	2040	633	285	743	729	179	1191	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	23.1	23.2	44.9	28.5	20.6	41.8	40.4	40.6	44.0	39.9	21.6
Incr Delay (d2), s/veh	420.9	5.4	10.0	12.7	7.9	0.3	15.1	3.8	4.3	105.2	0.7	23.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	33.1	13.9	16.2	2.5	14.0	2.8	5.4	4.1	4.1	9.4	2.1	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	463.3	28.6	33.2	57.6	36.4	20.9	57.0	44.2	44.8	149.2	40.6	45.1
LnGrp LOS	F	C	C	E	D	C	E	D	D	F	D	D
Approach Vol, veh/h		2638			2159			538			584	
Approach Delay, s/veh		104.2			35.9			49.0			79.6	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	18.9	11.0	52.3	16.8	17.6	19.0	44.3
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	7.4	* 40	8.4	42.8	15.4	32.2	12.8	* 38
Max Q Clear Time (g_c+I1), s	11.7	11.2	6.9	38.4	12.2	10.1	14.8	35.7
Green Ext Time (p_c), s	0.0	1.9	0.0	3.9	0.1	1.7	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	71.9
HCM 6th LOS	E

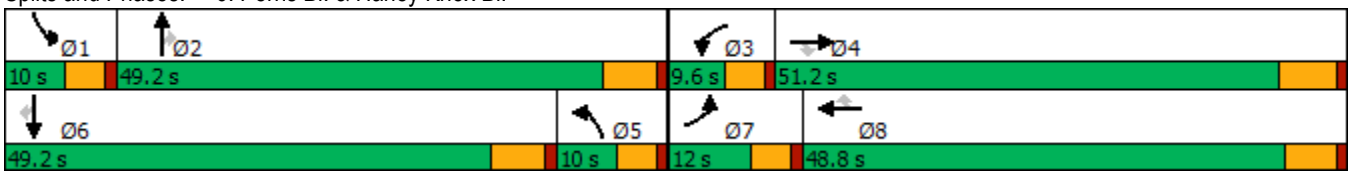
Notes

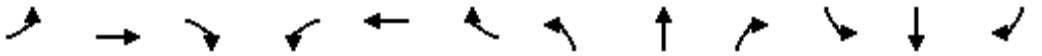
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	368	109	21	546	147	91	870	7	216	1141	298
Future Volume (vph)	265	368	109	21	546	147	91	870	7	216	1141	298
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	10.0	49.2	49.2	10.0	49.2	49.2
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.3%	41.0%	41.0%	8.3%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	30.1	30.1	5.2	21.4	21.4	5.6	35.2	35.2	5.6	35.2	35.2
Actuated g/C Ratio	0.08	0.33	0.33	0.06	0.23	0.23	0.06	0.39	0.39	0.06	0.39	0.39
v/c Ratio	2.10	0.37	0.20	0.13	0.53	0.35	0.51	0.52	0.01	1.21	0.68	0.48
Control Delay	540.0	25.7	2.8	49.5	32.0	7.7	55.0	23.3	0.0	167.9	26.1	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	540.0	25.7	2.8	49.5	32.0	7.7	55.0	23.3	0.0	167.9	26.1	12.6
LOS	F	C	A	D	C	A	E	C	A	F	C	B
Approach Delay		205.8			27.5			26.1			42.2	
Approach LOS		F			C			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.10	
Intersection Signal Delay: 65.6	Intersection LOS: E
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	368	109	21	546	147	91	870	7	216	1141	298
Future Volume (veh/h)	265	368	109	21	546	147	91	870	7	216	1141	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	438	107	25	650	126	108	1036	7	257	1358	291
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	949	423	93	1030	320	196	1996	612	232	1973	605
Arrive On Green	0.09	0.26	0.26	0.03	0.20	0.20	0.06	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	315	438	107	25	650	126	108	1036	7	257	1358	291
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	7.4	8.3	3.1	0.6	9.4	5.6	2.4	12.5	0.2	5.4	17.9	7.3
Cycle Q Clear(g_c), s	7.4	8.3	3.1	0.6	9.4	5.6	2.4	12.5	0.2	5.4	17.9	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	949	423	93	1030	320	196	1996	612	232	1973	605
V/C Ratio(X)	1.92	0.46	0.25	0.27	0.63	0.39	0.55	0.52	0.01	1.11	0.69	0.48
Avail Cap(c_a), veh/h	164	1990	888	215	2732	848	232	2758	845	232	2758	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	25.2	12.5	39.0	30.0	28.4	37.5	19.3	15.5	38.1	21.2	8.1
Incr Delay (d2), s/veh	435.9	0.4	0.3	0.6	0.6	0.8	0.9	0.2	0.0	90.6	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	3.3	1.5	0.2	3.7	2.1	1.0	4.5	0.1	5.1	6.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	473.0	25.6	12.8	39.5	30.6	29.2	38.4	19.5	15.5	128.7	21.7	8.7
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		860			801			1151			1906	
Approach Delay, s/veh		187.9			30.7			21.3			34.1	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	37.2	6.8	27.7	10.4	36.8	12.0	22.4
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	43.4	5.0	45.0	5.4	* 43	7.4	* 43
Max Q Clear Time (g_c+I1), s	7.4	14.5	2.6	10.3	4.4	19.9	9.4	11.4
Green Ext Time (p_c), s	0.0	7.6	0.0	3.0	0.0	11.1	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	58.4
HCM 6th LOS	E

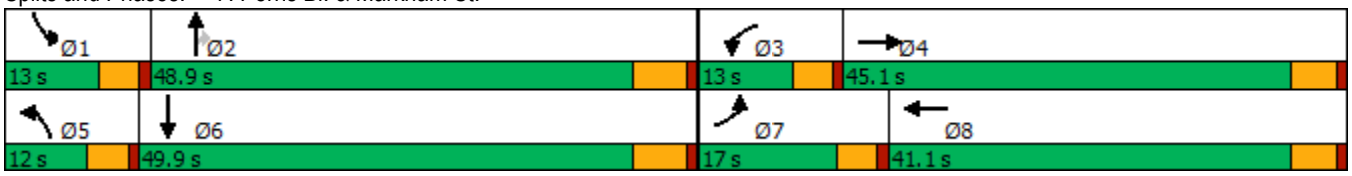
Notes

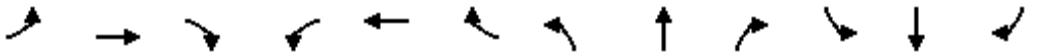
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	61	37	58	30	871	35	32	1026
Future Volume (vph)	58	61	37	58	30	871	35	32	1026
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	17.0	45.1	13.0	41.1	12.0	48.9	48.9	13.0	49.9
Total Split (%)	14.2%	37.6%	10.8%	34.3%	10.0%	40.8%	40.8%	10.8%	41.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.1	18.5	6.9	14.6	6.6	28.9	28.9	6.8	29.0
Actuated g/C Ratio	0.11	0.26	0.10	0.20	0.09	0.40	0.40	0.09	0.40
v/c Ratio	0.33	0.16	0.24	0.15	0.20	0.68	0.06	0.21	0.58
Control Delay	42.2	14.5	43.8	19.5	44.2	23.5	0.1	43.6	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	14.5	43.8	19.5	44.2	23.5	0.1	43.6	20.3
LOS	D	B	D	B	D	C	A	D	C
Approach Delay		23.0		26.3		23.3			21.0
Approach LOS		C		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.8	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	61	70	37	58	37	30	871	35	32	1026	43
Future Volume (veh/h)	58	61	70	37	58	37	30	871	35	32	1026	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	69	39	42	66	30	34	990	35	36	1166	42
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	425	223	77	423	181	66	1409	619	69	2014	73
Arrive On Green	0.06	0.19	0.19	0.04	0.17	0.17	0.04	0.39	0.39	0.04	0.39	0.39
Sat Flow, veh/h	1810	2288	1201	1810	2462	1052	1810	3610	1585	1810	5140	185
Grp Volume(v), veh/h	66	53	55	42	47	49	34	990	35	36	784	424
Grp Sat Flow(s),veh/h/ln	1810	1805	1684	1810	1805	1709	1810	1805	1585	1810	1729	1867
Q Serve(g_s), s	2.1	1.4	1.6	1.3	1.3	1.4	1.1	13.5	0.8	1.1	10.4	10.4
Cycle Q Clear(g_c), s	2.1	1.4	1.6	1.3	1.3	1.4	1.1	13.5	0.8	1.1	10.4	10.4
Prop In Lane	1.00		0.71	1.00		0.62	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	102	335	313	77	310	293	66	1409	619	69	1355	732
V/C Ratio(X)	0.65	0.16	0.17	0.55	0.15	0.17	0.52	0.70	0.06	0.53	0.58	0.58
Avail Cap(c_a), veh/h	384	1235	1152	260	1112	1052	229	2662	1169	260	2609	1409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	20.0	20.0	27.4	20.6	20.6	27.7	15.0	11.1	27.6	14.0	14.0
Incr Delay (d2), s/veh	2.6	0.2	0.3	2.3	0.2	0.3	2.3	0.6	0.0	2.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.6	0.6	0.6	0.5	0.5	0.5	4.4	0.2	0.5	3.3	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	20.2	20.3	29.7	20.8	20.9	30.0	15.6	11.1	29.9	14.4	14.7
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		174			138			1059			1244	
Approach Delay, s/veh		23.8			23.6			15.9			14.9	
Approach LOS		C			C			B			B	

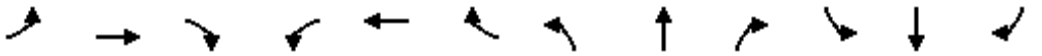
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	28.6	7.1	15.9	6.7	28.7	7.9	15.1
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	8.4	43.1	8.4	40.0	7.4	44.1	12.4	36.0
Max Q Clear Time (g_c+I1), s	3.1	15.5	3.3	3.6	3.1	12.4	4.1	3.4
Green Ext Time (p_c), s	0.0	7.3	0.0	0.6	0.0	8.7	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	3	28	4	241	930	6	1175
Future Volume (vph)	4	3	28	4	241	930	6	1175
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	12.0	33.0	12.0	33.0	12.0	63.0	12.0	63.0
Total Split (%)	10.0%	27.5%	10.0%	27.5%	10.0%	52.5%	10.0%	52.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.3	14.5	6.9	18.6	9.1	47.9	6.3	29.9
Actuated g/C Ratio	0.10	0.22	0.10	0.28	0.14	0.72	0.10	0.45
v/c Ratio	0.03	0.08	0.18	0.03	1.18	0.32	0.04	0.62
Control Delay	43.0	14.5	42.1	17.5	151.2	9.8	42.8	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	14.5	42.1	17.5	151.2	9.8	42.8	17.2
LOS	D	B	D	B	F	A	D	B
Approach Delay		18.3		34.9		37.9		17.3
Approach LOS		B		C		D		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	23	28	4	7	241	930	42	6	1175	11
Future Volume (veh/h)	4	3	23	28	4	7	241	930	42	6	1175	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	4	10	34	5	3	294	1134	51	7	1433	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	36	90	65	116	69	222	2820	127	17	2339	21
Arrive On Green	0.01	0.07	0.07	0.04	0.10	0.10	0.12	0.55	0.55	0.01	0.44	0.44
Sat Flow, veh/h	1810	480	1201	1810	1112	667	1810	5083	228	1810	5301	48
Grp Volume(v), veh/h	5	0	14	34	0	8	294	771	414	7	935	511
Grp Sat Flow(s),veh/h/ln	1810	0	1681	1810	0	1780	1810	1729	1853	1810	1729	1891
Q Serve(g_s), s	0.2	0.0	0.5	1.1	0.0	0.2	7.4	7.7	7.7	0.2	12.5	12.5
Cycle Q Clear(g_c), s	0.2	0.0	0.5	1.1	0.0	0.2	7.4	7.7	7.7	0.2	12.5	12.5
Prop In Lane	1.00		0.71	1.00		0.38	1.00		0.12	1.00		0.03
Lane Grp Cap(c), veh/h	12	0	126	65	0	185	222	1919	1028	17	1526	835
V/C Ratio(X)	0.41	0.00	0.11	0.52	0.00	0.04	1.32	0.40	0.40	0.42	0.61	0.61
Avail Cap(c_a), veh/h	222	0	792	222	0	839	222	3282	1759	222	3282	1795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	26.0	28.5	0.0	24.3	26.4	7.7	7.7	29.7	12.9	12.9
Incr Delay (d2), s/veh	8.2	0.0	0.4	2.4	0.0	0.1	173.2	0.1	0.3	6.2	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.5	0.0	0.1	13.5	2.0	2.1	0.1	3.8	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	26.4	30.9	0.0	24.4	199.7	7.8	7.9	35.9	13.3	13.6
LnGrp LOS	D	A	C	C	A	C	F	A	A	D	B	B
Approach Vol, veh/h		19			42			1479			1453	
Approach Delay, s/veh		29.5			29.7			46.0			13.5	
Approach LOS		C			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	39.2	6.8	9.1	12.0	32.4	5.0	10.9
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	57.2	7.4	28.4	7.4	57.2	7.4	28.4
Max Q Clear Time (g_c+I1), s	2.2	9.7	3.1	2.5	9.4	14.5	2.2	2.2
Green Ext Time (p_c), s	0.0	9.1	0.0	0.0	0.0	12.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	114	1098	90	0	1456
Future Vol, veh/h	0	114	1098	90	0	1456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	124	1193	98	0	1583

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	646	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*679	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*679	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	679	-
HCM Lane V/C Ratio	-	-	0.182	-
HCM Control Delay (s)	-	-	11.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	100	1088	133	0	1456
Future Vol, veh/h	0	100	1088	133	0	1456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	109	1183	145	0	1583

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	664	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*679	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*679	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	679	-
HCM Lane V/C Ratio	-	-	0.16	-
HCM Control Delay (s)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	83	1138	51	0	1456
Future Vol, veh/h	0	83	1138	51	0	1456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	90	1237	55	0	1583

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	646	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*657	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*657	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

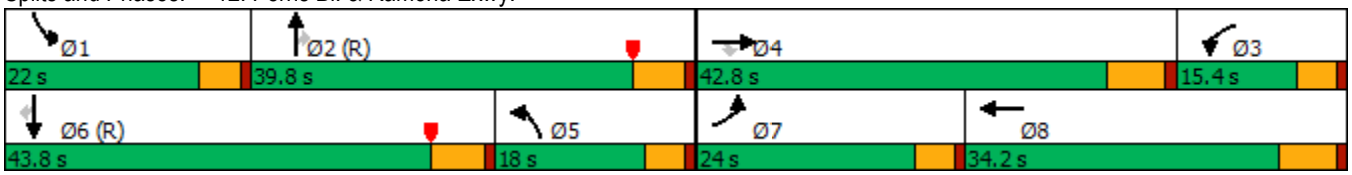
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	657	-
HCM Lane V/C Ratio	-	-	0.137	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

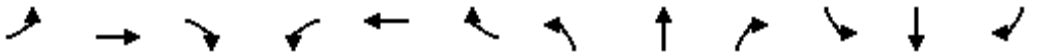
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	460	1446	300	189	1297	347	543	124	441	713	326
Future Volume (vph)	460	1446	300	189	1297	347	543	124	441	713	326
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	42.8	42.8	15.4	34.2	18.0	39.8	39.8	22.0	43.8	43.8
Total Split (%)	20.0%	35.7%	35.7%	12.8%	28.5%	15.0%	33.2%	33.2%	18.3%	36.5%	36.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.6	36.6	36.6	10.8	28.8	13.4	34.3	34.3	17.1	38.0	38.0
Actuated g/C Ratio	0.16	0.30	0.30	0.09	0.24	0.11	0.29	0.29	0.14	0.32	0.32
v/c Ratio	0.88	0.94	0.46	0.62	1.31	0.92	0.54	0.22	0.91	0.64	0.48
Control Delay	67.5	53.5	8.7	54.9	179.7	81.6	38.7	2.8	74.4	38.3	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	53.5	8.7	54.9	179.7	81.6	38.7	2.8	74.4	38.3	10.0
LOS	E	D	A	D	F	F	D	A	E	D	B
Approach Delay		50.3			166.3		49.0			42.8	
Approach LOS		D			F		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 80.1	Intersection LOS: F
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	1446	300	189	1297	278	347	543	124	441	713	326
Future Volume (veh/h)	460	1446	300	189	1297	278	347	543	124	441	713	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	1491	210	195	1337	261	358	560	80	455	735	278
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	529	1575	489	253	1036	202	699	1377	614	506	1143	510
Arrive On Green	0.15	0.30	0.30	0.05	0.16	0.16	0.20	0.38	0.38	0.14	0.32	0.32
Sat Flow, veh/h	3510	5187	1609	3510	4345	848	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	474	1491	210	195	1064	534	358	560	80	455	735	278
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1755	1729	1734	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.9	33.7	12.5	6.6	28.6	28.6	10.9	13.6	3.4	15.3	21.0	13.5
Cycle Q Clear(g_c), s	15.9	33.7	12.5	6.6	28.6	28.6	10.9	13.6	3.4	15.3	21.0	13.5
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	529	1575	489	253	824	413	699	1377	614	506	1143	510
V/C Ratio(X)	0.90	0.95	0.43	0.77	1.29	1.29	0.51	0.41	0.13	0.90	0.64	0.55
Avail Cap(c_a), veh/h	568	1582	491	316	824	413	699	1377	614	509	1143	510
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	40.8	33.5	56.1	50.4	50.4	42.9	27.2	18.3	50.5	35.2	20.9
Incr Delay (d2), s/veh	1.8	1.6	0.1	6.6	139.9	148.4	0.3	0.8	0.4	18.2	2.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	13.8	4.7	3.1	28.5	29.6	4.6	5.8	1.5	7.8	9.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	42.4	33.5	62.8	190.3	198.8	43.1	28.0	18.7	68.6	38.0	25.1
LnGrp LOS	D	D	C	E	F	F	D	C	B	E	D	C
Approach Vol, veh/h		2175			1793			998			1468	
Approach Delay, s/veh		43.6			179.0			32.7			45.0	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	51.6	14.8	42.6	29.7	43.8	22.7	34.8
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	17.4	34.0	10.8	* 37	13.4	* 38	19.4	28.0
Max Q Clear Time (g_c+I1), s	17.3	15.6	8.6	35.7	12.9	23.0	17.9	30.6
Green Ext Time (p_c), s	0.0	3.4	0.1	0.7	0.0	4.9	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	79.9
HCM 6th LOS	E

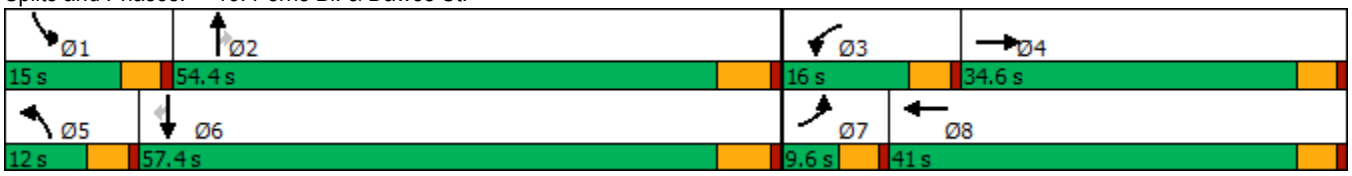
Notes

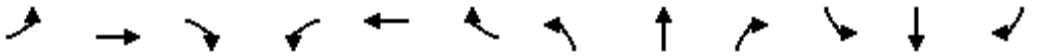
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø7
Lane Configurations									
Traffic Volume (vph)	38	0	2	969	32	37	1103		
Future Volume (vph)	38	0	2	969	32	37	1103		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA		
Protected Phases	3	8	5	2		1	6	4	7
Permitted Phases					2				
Detector Phase	3	8	5	2	2	1	6		
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	9.6	34.6	9.6	22.8	22.8	9.6	26.8	34.6	9.6
Total Split (s)	16.0	41.0	12.0	54.4	54.4	15.0	57.4	34.6	9.6
Total Split (%)	13.3%	34.2%	10.0%	45.3%	45.3%	12.5%	47.8%	29%	8%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8	4.6	5.8		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	7.9	15.9	6.3	37.9	37.9	7.2	40.6		
Actuated g/C Ratio	0.14	0.28	0.11	0.68	0.68	0.13	0.73		
v/c Ratio	0.15	0.06	0.01	0.40	0.03	0.16	0.30		
Control Delay	33.5	0.2	39.0	12.7	0.1	34.8	8.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.5	0.2	39.0	12.7	0.1	34.8	8.7		
LOS	C	A	D	B	A	C	A		
Approach Delay		17.3		12.4			9.5		
Approach LOS		B		B			A		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 55.9	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 48.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	38	0	36	2	969	32	37	1103	0
Future Volume (veh/h)	0	0	0	38	0	36	2	969	32	37	1103	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	39	0	37	2	989	33	38	1126	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	5	0	79	0	235	5	1611	718	77	2522	783
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.15	0.00	0.45	0.45	0.04	0.49	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1588	1810	3610	1608	1810	5187	1610
Grp Volume(v), veh/h	0	0	0	39	0	37	2	989	33	38	1126	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1588	1810	1805	1608	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.8	0.0	8.6	0.5	0.8	5.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.8	0.0	8.6	0.5	0.8	5.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	5	0	79	0	235	5	1611	718	77	2522	783
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.16	0.40	0.61	0.05	0.49	0.45	0.00
Avail Cap(c_a), veh/h	219	1380	0	500	0	1400	324	4249	1893	456	6482	2012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.3	0.0	15.4	20.6	8.7	6.5	19.3	7.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.3	18.3	0.4	0.0	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.4	0.0	0.3	0.0	2.0	0.1	0.3	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	21.1	0.0	15.7	38.9	9.1	6.5	21.1	7.1	0.0
LnGrp LOS	A	A	A	C	A	B	D	A	A	C	A	A
Approach Vol, veh/h		0			76			1024			1164	
Approach Delay, s/veh		0.0			18.4			9.1			7.5	
Approach LOS					B			A			A	

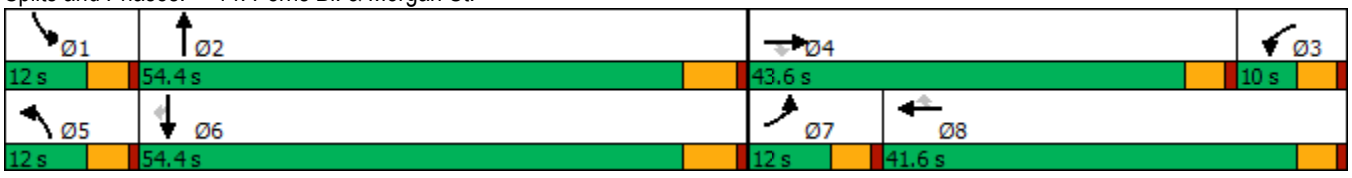
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	24.2	6.4	4.3	4.7	25.9	0.0	10.7
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	10.4	48.6	11.4	30.0	7.4	51.6	5.0	36.4
Max Q Clear Time (g_c+I1), s	2.8	10.6	2.9	0.0	2.0	7.9	0.0	2.8
Green Ext Time (p_c), s	0.0	7.8	0.0	0.0	0.0	9.2	0.0	0.2

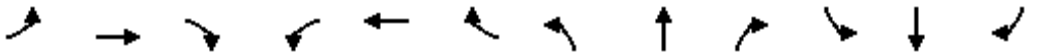
Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	21	96	25	14	203	63	24	901	29	1008	18
Future Volume (vph)	21	96	25	14	203	63	24	901	29	1008	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	43.6	43.6	10.0	41.6	41.6	12.0	54.4	12.0	54.4	54.4
Total Split (%)	10.0%	36.3%	36.3%	8.3%	34.7%	34.7%	10.0%	45.3%	10.0%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	19.5	19.5	7.2	18.5	18.5	6.9	29.2	7.0	31.7	31.7
Actuated g/C Ratio	0.10	0.28	0.28	0.10	0.27	0.27	0.10	0.42	0.10	0.46	0.46
v/c Ratio	0.13	0.11	0.05	0.09	0.45	0.14	0.15	0.47	0.18	0.68	0.02
Control Delay	45.5	24.1	0.2	42.6	28.9	2.3	45.2	17.3	45.0	20.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	24.1	0.2	42.6	28.9	2.3	45.2	17.3	45.0	20.1	0.1
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		23.0			23.7			18.0		20.4	
Approach LOS		C			C			B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.2	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 20.0	Intersection LOS: C
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	96	25	14	203	63	24	901	14	29	1008	18
Future Volume (veh/h)	21	96	25	14	203	63	24	901	14	29	1008	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	107	14	16	226	57	27	1001	15	32	1120	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	613	270	54	328	278	55	2280	34	63	1579	704
Arrive On Green	0.03	0.17	0.17	0.03	0.17	0.17	0.03	0.43	0.43	0.03	0.44	0.44
Sat Flow, veh/h	1810	3610	1589	1810	1900	1610	1810	5264	79	1810	3610	1610
Grp Volume(v), veh/h	23	107	14	16	226	57	27	657	359	32	1120	17
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1900	1610	1810	1729	1885	1810	1805	1610
Q Serve(g_s), s	0.7	1.5	0.3	0.5	6.6	1.8	0.9	7.8	7.8	1.0	14.9	0.4
Cycle Q Clear(g_c), s	0.7	1.5	0.3	0.5	6.6	1.8	0.9	7.8	7.8	1.0	14.9	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	48	613	270	54	328	278	55	1498	816	63	1579	704
V/C Ratio(X)	0.48	0.17	0.05	0.30	0.69	0.21	0.49	0.44	0.44	0.51	0.71	0.02
Avail Cap(c_a), veh/h	227	2392	1052	166	1194	1012	227	2855	1556	227	2980	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	20.9	12.3	28.0	22.9	20.9	28.1	11.7	11.7	27.9	13.5	9.4
Incr Delay (d2), s/veh	2.7	0.1	0.1	1.1	2.6	0.4	2.5	0.2	0.4	2.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.2	0.2	3.0	0.7	0.4	2.4	2.6	0.4	4.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	21.0	12.4	29.1	25.4	21.2	30.6	11.9	12.1	30.3	14.1	9.4
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		144			299			1043			1169	
Approach Delay, s/veh		21.8			24.8			12.4			14.5	
Approach LOS		C			C			B			B	

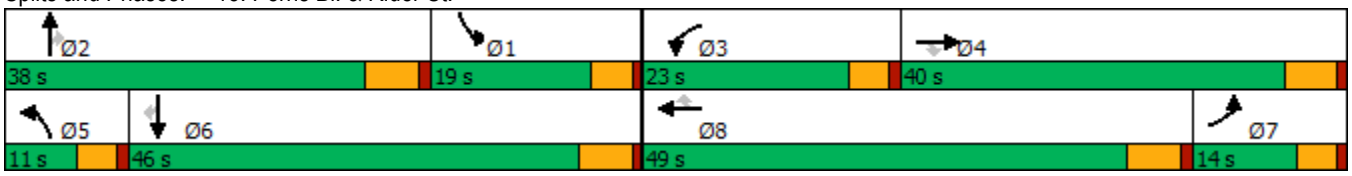
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	31.3	6.3	14.6	6.4	31.6	6.2	14.8
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	48.6	5.4	39.0	7.4	48.6	7.4	37.0
Max Q Clear Time (g_c+I1), s	3.0	9.8	2.5	3.5	2.9	16.9	2.7	8.6
Green Ext Time (p_c), s	0.0	7.2	0.0	0.7	0.0	8.9	0.0	1.6

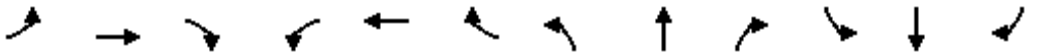
Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	200	77	211	92	237	21	627	216	204	817	19
Future Volume (vph)	53	200	77	211	92	237	21	627	216	204	817	19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	14.0	40.0	40.0	23.0	49.0	49.0	11.0	38.0	38.0	19.0	46.0	46.0
Total Split (%)	11.7%	33.3%	33.3%	19.2%	40.8%	40.8%	9.2%	31.7%	31.7%	15.8%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.1	14.1	14.1	15.4	22.1	22.1	5.7	18.9	18.9	14.9	34.7	34.7
Actuated g/C Ratio	0.14	0.17	0.17	0.18	0.26	0.26	0.07	0.22	0.22	0.18	0.41	0.41
v/c Ratio	0.22	0.36	0.21	0.70	0.11	0.43	0.19	0.59	0.44	0.70	0.42	0.03
Control Delay	37.0	33.5	1.2	47.3	28.7	6.4	47.4	32.5	7.2	49.6	21.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	33.5	1.2	47.3	28.7	6.4	47.4	32.5	7.2	49.6	21.0	0.1
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		26.5			26.1			26.5			26.3	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.7	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	200	77	211	92	237	21	627	216	204	817	19
Future Volume (veh/h)	53	200	77	211	92	237	21	627	216	204	817	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	217	42	229	100	183	23	682	186	222	888	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	551	245	276	582	259	47	1167	362	268	1891	586
Arrive On Green	0.13	0.15	0.15	0.15	0.16	0.16	0.03	0.22	0.22	0.15	0.36	0.36
Sat Flow, veh/h	1810	3610	1607	1810	3610	1607	1810	5187	1608	1810	5187	1608
Grp Volume(v), veh/h	58	217	42	229	100	183	23	682	186	222	888	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1607	1810	1729	1608	1810	1729	1608
Q Serve(g_s), s	2.0	3.7	1.6	8.4	1.6	7.4	0.9	8.0	4.2	8.1	9.0	0.2
Cycle Q Clear(g_c), s	2.0	3.7	1.6	8.4	1.6	7.4	0.9	8.0	4.2	8.1	9.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	551	245	276	582	259	47	1167	362	268	1891	586
V/C Ratio(X)	0.25	0.39	0.17	0.83	0.17	0.71	0.49	0.58	0.51	0.83	0.47	0.02
Avail Cap(c_a), veh/h	249	1805	804	487	2280	1015	169	2442	757	381	3049	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	26.1	25.2	28.1	24.7	27.1	32.9	23.7	8.5	28.3	16.7	4.0
Incr Delay (d2), s/veh	0.2	0.5	0.3	2.4	0.1	3.5	2.9	0.5	1.1	7.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.5	0.6	3.5	0.6	2.8	0.4	3.0	2.3	3.7	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	26.6	25.5	30.5	24.9	30.7	35.8	24.1	9.7	35.3	16.8	4.0
LnGrp LOS	C	C	C	C	C	C	D	C	A	D	B	A
Approach Vol, veh/h		317			512			891			1121	
Approach Delay, s/veh		26.5			29.5			21.4			20.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	21.2	15.0	16.2	6.4	30.7	14.5	16.8
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	14.4	* 32	18.4	34.2	6.4	40.2	9.4	* 43
Max Q Clear Time (g_c+I1), s	10.1	10.0	10.4	5.7	2.9	11.0	4.0	9.4
Green Ext Time (p_c), s	0.1	5.0	0.2	1.4	0.0	6.3	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

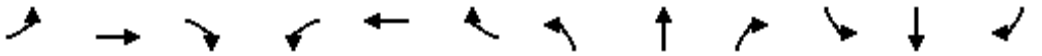
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	30	177	83	107	117	154	882	114	156	1200	27
Future Volume (vph)	30	177	83	107	117	154	882	114	156	1200	27
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	11.0	31.0	15.0	35.0	35.0	10.0	48.0	48.0	26.0	64.0	64.0
Total Split (%)	9.2%	25.8%	12.5%	29.2%	29.2%	8.3%	40.0%	40.0%	21.7%	53.3%	53.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	23.3	8.7	28.0	28.0	5.7	37.0	37.0	14.2	45.5	45.5
Actuated g/C Ratio	0.06	0.23	0.09	0.28	0.28	0.06	0.37	0.37	0.14	0.45	0.45
v/c Ratio	0.30	0.82	0.57	0.22	0.23	1.64	0.72	0.18	0.66	0.79	0.04
Control Delay	59.4	51.8	64.5	32.8	4.5	361.3	32.8	4.0	56.9	28.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	51.8	64.5	32.8	4.5	361.3	32.8	4.0	56.9	28.4	0.1
LOS	E	D	E	C	A	F	C	A	E	C	A
Approach Delay		52.4		30.5			74.1			31.1	
Approach LOS		D		C			E			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.64	
Intersection Signal Delay: 48.9	Intersection LOS: D
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	177	154	83	107	117	154	882	114	156	1200	27
Future Volume (veh/h)	30	177	154	83	107	117	154	882	114	156	1200	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	190	156	89	115	50	166	948	93	168	1290	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	217	178	114	490	414	105	1402	623	204	1598	695
Arrive On Green	0.03	0.22	0.22	0.06	0.26	0.26	0.06	0.39	0.39	0.11	0.44	0.44
Sat Flow, veh/h	1810	965	792	1810	1900	1608	1810	3610	1604	1810	3610	1571
Grp Volume(v), veh/h	32	0	346	89	115	50	166	948	93	168	1290	24
Grp Sat Flow(s),veh/h/ln	1810	0	1757	1810	1900	1608	1810	1805	1604	1810	1805	1571
Q Serve(g_s), s	1.6	0.0	17.6	4.5	4.4	2.2	5.4	20.2	3.5	8.4	28.8	0.8
Cycle Q Clear(g_c), s	1.6	0.0	17.6	4.5	4.4	2.2	5.4	20.2	3.5	8.4	28.8	0.8
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	0	395	114	490	414	105	1402	623	204	1598	695
V/C Ratio(X)	0.58	0.00	0.88	0.78	0.23	0.12	1.58	0.68	0.15	0.83	0.81	0.03
Avail Cap(c_a), veh/h	125	0	500	203	623	527	105	1642	730	417	2264	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	34.7	42.8	27.2	26.4	43.7	23.5	18.4	40.3	22.4	14.6
Incr Delay (d2), s/veh	3.6	0.0	13.4	4.2	0.2	0.1	299.7	0.9	0.1	3.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	8.9	2.1	2.0	0.9	11.1	8.0	1.3	3.8	11.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	48.2	47.0	27.5	26.5	343.4	24.4	18.5	43.5	23.9	14.7
LnGrp LOS	D	A	D	D	C	C	F	C	B	D	C	B
Approach Vol, veh/h		378			254			1207			1482	
Approach Delay, s/veh		48.2			34.1			67.9			26.0	
Approach LOS		D			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	41.8	10.5	25.4	10.0	46.9	7.4	28.5
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	21.4	42.2	10.4	26.4	5.4	58.2	6.4	30.4
Max Q Clear Time (g_c+I1), s	10.4	22.2	6.5	19.6	7.4	30.8	3.6	6.4
Green Ext Time (p_c), s	0.1	6.4	0.0	1.2	0.0	10.3	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	8	3	40	0	8
Future Vol, veh/h	43	8	3	40	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	9	3	43	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	56	0	-	52
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1562	-	0	1021
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	-	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1021	-	-	1562	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	0	10	43	0	11
Future Vol, veh/h	51	0	10	43	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	55	0	11	47	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	-	55
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1563	-	0	1018
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	-	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1018	-	-	1563	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	0	10	53	0	11
Future Vol, veh/h	62	0	10	53	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	67	0	11	58	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	-	67
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1547	-	0	1002
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	-	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1002	-	-	1547	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1641	1012	117	0	125
Future Vol, veh/h	0	1641	1012	117	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1784	1100	127	0	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	614
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*699
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*699
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

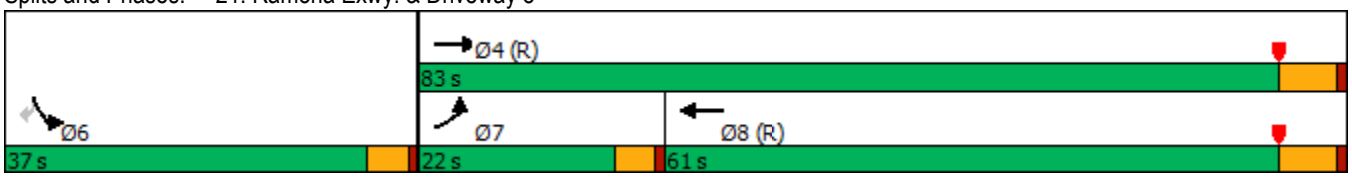
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	699
HCM Lane V/C Ratio	-	-	-	0.194
HCM Control Delay (s)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

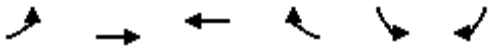
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	79	2130	1694	122	96
Future Volume (vph)	79	2130	1694	122	96
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	23.2	31.6	31.6
Total Split (s)	22.0	83.0	61.0	37.0	37.0
Total Split (%)	18.3%	69.2%	50.8%	30.8%	30.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	11.0	93.3	79.9	15.9	15.9
Actuated g/C Ratio	0.09	0.78	0.67	0.13	0.13
v/c Ratio	0.52	0.57	0.59	0.56	0.34
Control Delay	54.6	8.0	13.9	56.3	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	8.0	13.9	56.3	10.8
LOS	D	A	B	E	B
Approach Delay		9.7	13.9	36.4	
Approach LOS		A	B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113.8 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: Ramona Exwy. & Driveway 8





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	2130	1694	163	122	96
Future Volume (veh/h)	79	2130	1694	163	122	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	2315	1841	177	133	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	110	4231	3451	330	171	152
Arrive On Green	0.08	1.00	0.72	0.72	0.09	0.09
Sat Flow, veh/h	1810	5358	4985	461	1810	1610
Grp Volume(v), veh/h	86	2315	1320	698	133	104
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1817	1810	1610
Q Serve(g_s), s	5.6	0.0	21.0	21.2	8.6	7.5
Cycle Q Clear(g_c), s	5.6	0.0	21.0	21.2	8.6	7.5
Prop In Lane	1.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	110	4231	2479	1303	171	152
V/C Ratio(X)	0.78	0.55	0.53	0.54	0.78	0.69
Avail Cap(c_a), veh/h	262	4231	2479	1303	489	435
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.26	0.26	1.00	1.00
Uniform Delay (d), s/veh	54.4	0.0	7.8	7.8	53.1	52.6
Incr Delay (d2), s/veh	11.6	0.5	0.2	0.4	7.5	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.2	6.1	6.5	4.3	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.0	0.5	8.0	8.2	60.6	58.0
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		2401	2018		237	
Approach Delay, s/veh		2.9	8.1		59.5	
Approach LOS		A	A		E	

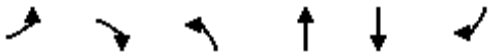
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	104.1	15.9	11.9	92.2
Change Period (Y+Rc), s	6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s	76.8	32.4	17.4	54.8
Max Q Clear Time (g_c+I1), s	2.0	10.6	7.6	23.2
Green Ext Time (p_c), s	35.3	0.7	0.1	17.4

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	88	114	64	529	529
Future Volume (vph)	88	114	64	529	529
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	29.0	28.0	28.0	91.0	63.0
Total Split (%)	24.2%	23.3%	23.3%	75.8%	52.5%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.3	20.8	7.4	34.6	20.7
Actuated g/C Ratio	0.24	0.40	0.14	0.66	0.40
v/c Ratio	0.27	0.21	0.33	0.29	0.52
Control Delay	20.6	2.8	27.3	6.2	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	2.8	27.3	6.2	15.6
LOS	C	A	C	A	B
Approach Delay	10.5			8.4	15.6
Approach LOS	B			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 40.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	114	64	529	529	32
Future Volume (veh/h)	88	114	64	529	529	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	91	85	705	705	42
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	399	476	137	1893	1167	70
Arrive On Green	0.22	0.22	0.08	0.52	0.34	0.34
Sat Flow, veh/h	1810	1610	1810	3705	3557	206
Grp Volume(v), veh/h	117	91	85	705	367	380
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1863
Q Serve(g_s), s	2.2	1.7	1.9	4.8	7.0	7.0
Cycle Q Clear(g_c), s	2.2	1.7	1.9	4.8	7.0	7.0
Prop In Lane	1.00	1.00	1.00			0.11
Lane Grp Cap(c), veh/h	399	476	137	1893	609	628
V/C Ratio(X)	0.29	0.19	0.62	0.37	0.60	0.60
Avail Cap(c_a), veh/h	1051	1056	1029	7507	2526	2607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	10.8	18.5	5.8	11.4	11.4
Incr Delay (d2), s/veh	0.4	0.2	1.7	0.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.8	0.7	0.9	2.1	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	11.0	20.2	5.9	12.3	12.3
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	208			790	747	
Approach Delay, s/veh	12.6			7.4	12.3	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.0		14.2	7.7	19.3
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		85.6		23.9	23.4	57.6
Max Q Clear Time (g_c+I1), s		6.8		4.2	3.9	9.0
Green Ext Time (p_c), s		5.3		0.5	0.1	4.9

Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	49	13	593	667	26
Future Vol, veh/h	39	49	13	593	667	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	65	17	791	889	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1337	462	924	0	-	0
Stage 1	907	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	147	552	748	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	552	748	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	629	-	-	-	-	-

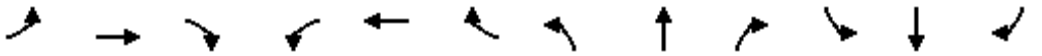
Approach	EB	NB	SB
HCM Control Delay, s	16.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	748	-	264	552	-	-
HCM Lane V/C Ratio	0.023	-	0.197	0.118	-	-
HCM Control Delay (s)	9.9	-	22	12.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1983	94	268	1540	425	109	115	472	143	100
Future Volume (vph)	175	1983	94	268	1540	425	109	115	472	143	100
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.1	38.8	38.8	11.1	39.8	39.8	11.2	43.5	26.6	58.9	58.9
Total Split (%)	8.4%	32.3%	32.3%	9.3%	33.2%	33.2%	9.3%	36.3%	22.2%	49.1%	49.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	32.8	32.8	6.5	33.8	33.8	6.6	21.1	22.2	36.6	36.6
Actuated g/C Ratio	0.05	0.32	0.32	0.06	0.33	0.33	0.06	0.20	0.21	0.35	0.35
v/c Ratio	1.94	1.28	0.17	2.52	0.97	0.59	1.01	0.75	1.30	0.23	0.16
Control Delay	487.5	164.4	1.6	728.3	50.9	10.9	136.4	41.5	188.8	23.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	487.5	164.4	1.6	728.3	50.9	10.9	136.4	41.5	188.8	23.6	4.0
LOS	F	F	A	F	D	B	F	D	F	C	A
Approach Delay		182.7			124.6			67.8		130.0	
Approach LOS		F			F			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 103.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.52	
Intersection Signal Delay: 144.7	Intersection LOS: F
Intersection Capacity Utilization 113.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1983	94	268	1540	425	109	115	170	472	143	100
Future Volume (veh/h)	175	1983	94	268	1540	425	109	115	170	472	143	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	2110	77	285	1638	405	116	122	143	502	152	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1673	508	116	1724	528	118	145	170	394	650	551
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.07	0.18	0.18	0.22	0.34	0.34
Sat Flow, veh/h	1810	5187	1574	1810	5187	1590	1810	797	935	1810	1900	1610
Grp Volume(v), veh/h	186	2110	77	285	1638	405	116	0	265	502	152	93
Grp Sat Flow(s),veh/h/ln	1810	1729	1574	1810	1729	1590	1810	0	1732	1810	1900	1610
Q Serve(g_s), s	5.5	32.6	3.5	6.5	31.1	11.6	6.5	0.0	14.9	22.0	5.8	4.1
Cycle Q Clear(g_c), s	5.5	32.6	3.5	6.5	31.1	11.6	6.5	0.0	14.9	22.0	5.8	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	98	1673	508	116	1724	528	118	0	315	394	650	551
V/C Ratio(X)	1.89	1.26	0.15	2.45	0.95	0.77	0.98	0.00	0.84	1.27	0.23	0.17
Avail Cap(c_a), veh/h	98	1673	508	116	1724	528	118	0	653	394	1006	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	34.2	24.4	47.3	32.9	7.6	47.2	0.0	39.9	39.5	23.8	23.2
Incr Delay (d2), s/veh	435.8	122.6	0.1	677.3	11.9	6.7	76.7	0.0	6.0	142.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	31.5	1.3	24.7	13.8	4.0	5.4	0.0	6.7	24.9	2.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	483.5	156.8	24.5	724.6	44.9	14.3	123.8	0.0	46.0	181.6	24.0	23.4
LnGrp LOS	F	F	C	F	D	B	F	A	D	F	C	C
Approach Vol, veh/h		2373			2328			381			747	
Approach Delay, s/veh		178.1			122.8			69.7			129.8	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	23.8	11.1	38.8	11.2	40.0	10.1	39.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	22.0	* 38	6.5	32.6	6.6	53.5	5.5	33.6
Max Q Clear Time (g_c+I1), s	24.0	16.9	8.5	34.6	8.5	7.8	7.5	33.1
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	1.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	142.7
HCM 6th LOS	F

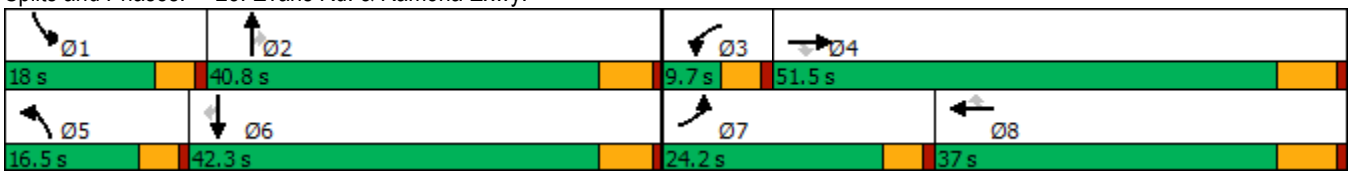
Notes

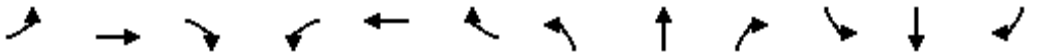
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	415	1806	204	23	1639	224	233	271	15	294	462	367
Future Volume (vph)	415	1806	204	23	1639	224	233	271	15	294	462	367
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.2	51.5	51.5	9.7	37.0	37.0	16.5	40.8	40.8	18.0	42.3	42.3
Total Split (%)	20.2%	42.9%	42.9%	8.1%	30.8%	30.8%	13.8%	34.0%	34.0%	15.0%	35.3%	35.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.6	50.7	50.7	5.7	33.5	33.5	11.1	21.6	21.6	12.7	23.3	23.3
Actuated g/C Ratio	0.16	0.50	0.50	0.06	0.33	0.33	0.11	0.21	0.21	0.13	0.23	0.23
v/c Ratio	0.74	0.71	0.23	0.24	1.41	0.36	0.62	0.36	0.03	0.69	0.57	0.63
Control Delay	49.5	23.6	4.2	56.0	217.1	12.7	52.2	35.0	0.1	52.4	37.2	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	23.6	4.2	56.0	217.1	12.7	52.2	35.0	0.1	52.4	37.2	13.4
LOS	D	C	A	E	F	B	D	C	A	D	D	B
Approach Delay		26.4			190.9			41.8			33.4	
Approach LOS		C			F			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 81.2	Intersection LOS: F
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	1806	204	23	1639	224	233	271	15	294	462	367
Future Volume (veh/h)	415	1806	204	23	1639	224	233	271	15	294	462	367
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	1862	0	24	1690	167	240	279	7	303	476	252
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	530	2468		57	1285	573	337	744	332	400	810	361
Arrive On Green	0.15	0.48	0.00	0.03	0.36	0.36	0.10	0.21	0.21	0.11	0.22	0.22
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	428	1862	0	24	1690	167	240	279	7	303	476	252
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	10.9	27.2	0.0	1.2	33.0	6.9	6.1	6.2	0.3	7.8	10.9	13.3
Cycle Q Clear(g_c), s	10.9	27.2	0.0	1.2	33.0	6.9	6.1	6.2	0.3	7.8	10.9	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	530	2468		57	1285	573	337	744	332	400	810	361
V/C Ratio(X)	0.81	0.75		0.42	1.31	0.29	0.71	0.37	0.02	0.76	0.59	0.70
Avail Cap(c_a), veh/h	765	2658		111	1285	573	473	1433	639	530	1492	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	19.9	0.0	44.1	29.8	21.4	40.7	31.6	29.3	39.8	32.1	33.1
Incr Delay (d2), s/veh	2.6	1.2	0.0	1.9	147.3	0.3	1.2	0.3	0.0	2.9	0.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	9.4	0.0	0.5	38.8	2.4	2.6	2.6	0.1	3.4	4.6	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	21.0	0.0	45.9	177.1	21.7	41.9	32.0	29.4	42.7	32.8	35.5
LnGrp LOS	D	C		D	F	C	D	C	C	D	C	D
Approach Vol, veh/h		2290			1881			526			1031	
Approach Delay, s/veh		24.7			161.6			36.5			36.4	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	23.1	6.9	48.1	12.9	24.8	18.0	37.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	13.4	35.0	5.1	45.0	11.9	36.5	19.6	30.5
Max Q Clear Time (g_c+I1), s	9.8	8.2	3.2	29.2	8.1	15.3	12.9	35.0
Green Ext Time (p_c), s	0.2	1.6	0.0	10.4	0.2	3.7	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.9
HCM 6th LOS	E

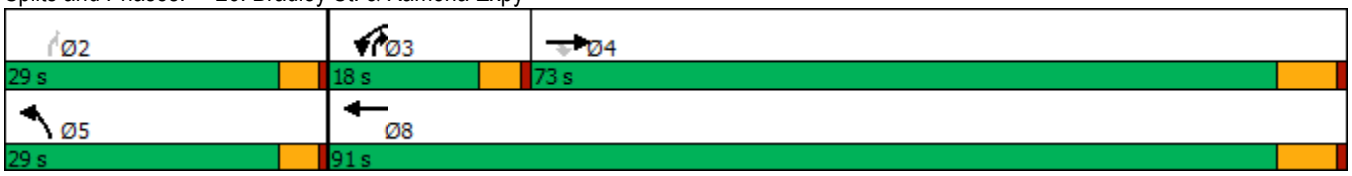
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1295	201	28	1517	111	20	
Future Volume (vph)	1295	201	28	1517	111	20	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	18.0	91.0	29.0	18.0	29.0
Total Split (%)	60.8%	60.8%	15.0%	75.8%	24.2%	15.0%	24%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	42.1	42.1	6.7	47.7	11.7	19.0	
Actuated g/C Ratio	0.65	0.65	0.10	0.73	0.18	0.29	
v/c Ratio	0.59	0.20	0.16	0.61	0.37	0.04	
Control Delay	11.9	1.9	37.8	7.4	33.2	10.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.9	1.9	37.8	7.4	33.2	10.1	
LOS	B	A	D	A	C	B	
Approach Delay	10.5			7.9	29.6		
Approach LOS	B			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 64.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1295	201	28	1517	111	20
Future Volume (veh/h)	1295	201	28	1517	111	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1392	210	30	1631	119	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2071	905	61	2513	167	203
Arrive On Green	0.57	0.57	0.03	0.70	0.09	0.09
Sat Flow, veh/h	3705	1577	1810	3705	1810	1610
Grp Volume(v), veh/h	1392	210	30	1631	119	12
Grp Sat Flow(s),veh/h/ln	1805	1577	1810	1805	1810	1610
Q Serve(g_s), s	13.9	3.4	0.8	13.0	3.3	0.3
Cycle Q Clear(g_c), s	13.9	3.4	0.8	13.0	3.3	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2071	905	61	2513	167	203
V/C Ratio(X)	0.67	0.23	0.49	0.65	0.71	0.06
Avail Cap(c_a), veh/h	4623	2019	467	5874	854	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	5.4	24.6	4.4	22.9	20.0
Incr Delay (d2), s/veh	0.4	0.1	2.2	0.3	5.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.5	0.3	0.6	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.1	5.6	26.9	4.7	28.5	20.1
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1602			1661	131	
Approach Delay, s/veh	7.7			5.1	27.7	
Approach LOS	A			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.3	6.4	36.3	42.6
Change Period (Y+Rc), s	4.5	4.6	6.5	6.5
Max Green Setting (Gmax), s	24.5	13.4	66.5	84.5
Max Q Clear Time (g_c+I1), s	5.3	2.8	15.9	15.0
Green Ext Time (p_c), s	0.3	0.0	13.9	17.6

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	8	4	43	20	12
Future Vol, veh/h	65	8	4	43	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	71	9	4	47	22	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	131	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1531	-	868	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1531	-	865	991
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1531	-
HCM Lane V/C Ratio	0.039	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX 6.3: EAC (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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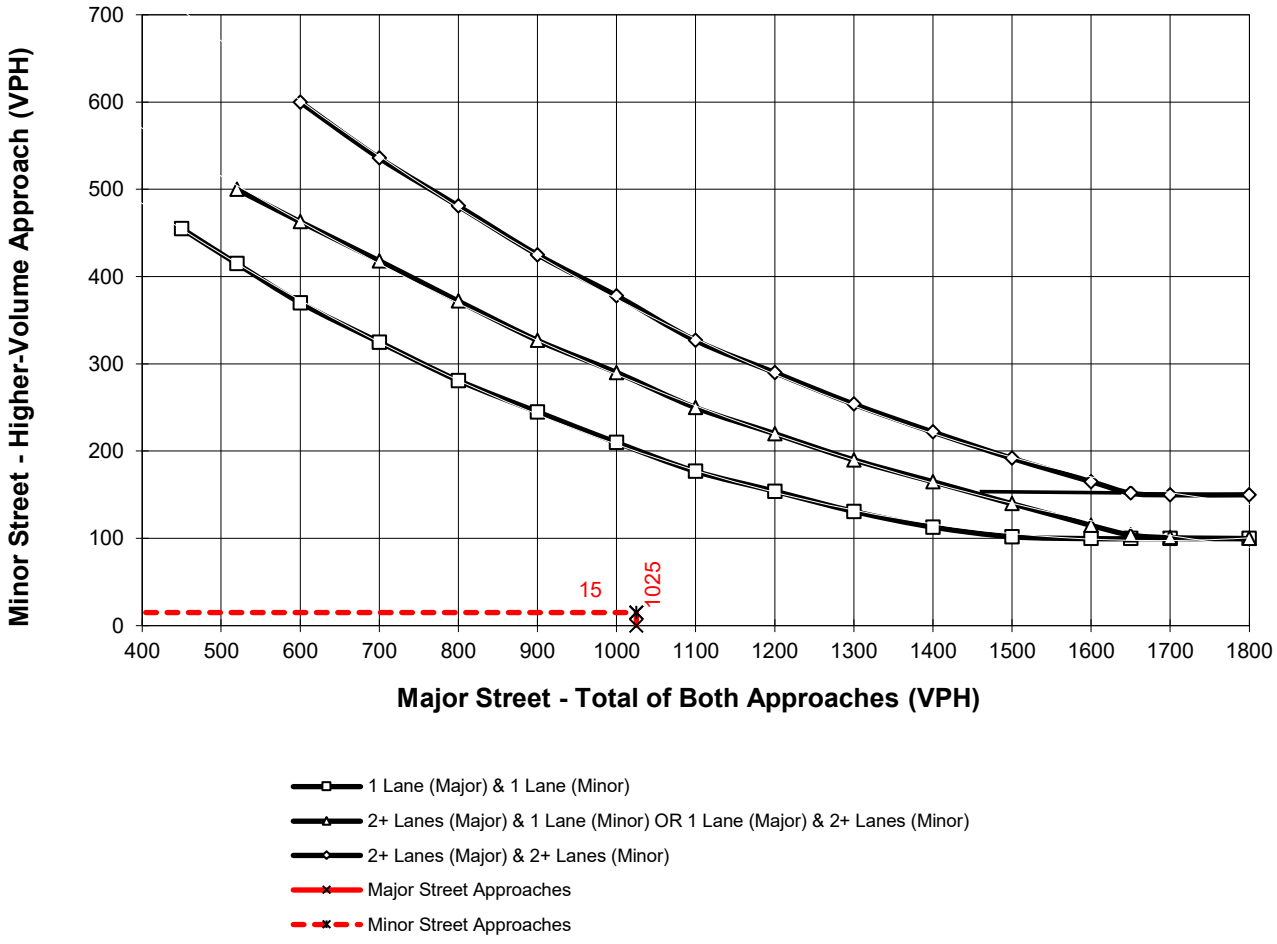
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAC (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Redlands Av.**
Total of Both Approaches (VPH) = **1025**
Number of Approach Lanes on Major Street = **3**

Minor Street Name = **Perry St.**
High Volume Approach (VPH) = **15**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 6.4: EAPC (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2024)
				CALC CP	DATE	10/12/22
Jurisdiction: City of Perris				CHK CP	DATE	10/12/22
Major Street: Perry St.				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 5				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,333** vpd Minor Street Future ADT = **193** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **1,333** / *1* **193**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **1,333** / *1* **193**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 8% B: 11%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAPC (2024)
				CALC CP	DATE	10/12/22
Jurisdiction: City of Perris				CHK CP	DATE	10/12/22
Major Street: Perry St.				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 6				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,361** vpd Minor Street Future ADT = **345** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,361**	*1* **345**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,361**	*1* **345**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	A: 14% B: 11%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

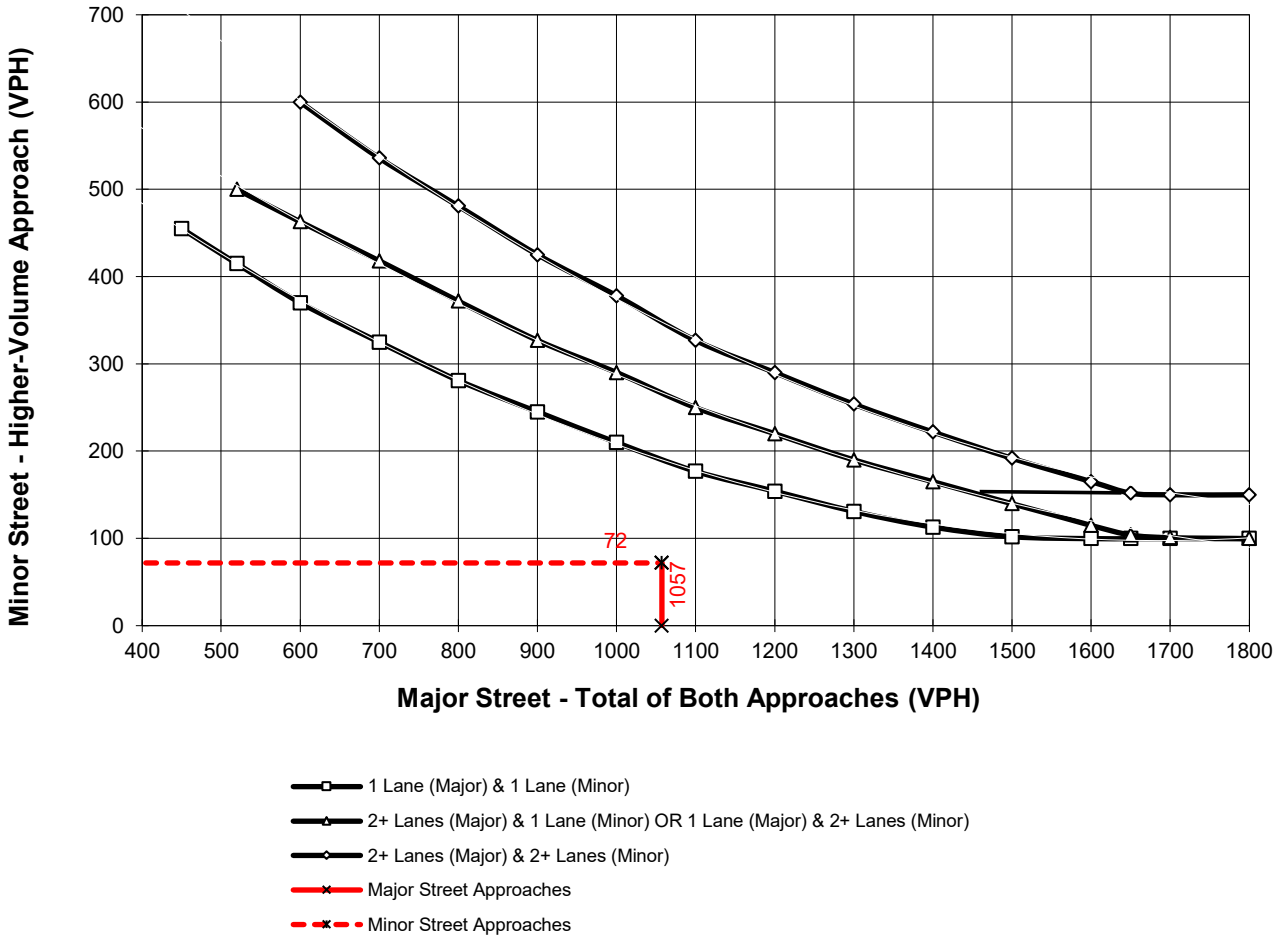
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Redlands Av.**
Total of Both Approaches (VPH) = **1057**
Number of Approach Lanes on Major Street = **3**

Minor Street Name = **Perry St.**
High Volume Approach (VPH) = **72**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 6.5: EAC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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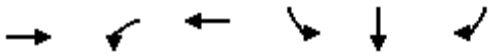


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1243	245	1145	583	583	406
v/c Ratio	0.88	0.88	0.54	1.12	1.12	0.74
Control Delay	37.1	58.3	4.1	112.2	112.2	36.4
Queue Delay	0.3	0.0	0.4	12.3	12.3	0.0
Total Delay	37.4	58.3	4.5	124.5	124.5	36.4
Queue Length 50th (ft)	398	61	32	~498	~498	207
Queue Length 95th (ft)	#513	#289	36	#725	#725	327
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1413	287	2133	522	522	549
Starvation Cap Reductn	0	0	431	0	0	0
Spillback Cap Reductn	18	0	0	338	338	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.85	0.67	3.17	3.17	0.74

Intersection Summary

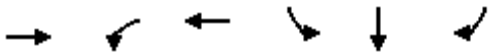
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	254	1757	883	907	266	262	570
v/c Ratio	0.90	0.88	0.68	0.85	0.46	0.45	0.95
Control Delay	63.7	25.9	33.7	14.2	31.0	30.9	58.3
Queue Delay	0.0	48.1	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	74.0	33.7	14.2	31.0	30.9	58.3
Queue Length 50th (ft)	186	684	282	65	150	148	344
Queue Length 95th (ft)	m208	m656	356	#345	231	227	#569
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	287	2004	1294	1069	600	602	613
Starvation Cap Reductn	0	935	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	1.64	0.68	0.85	0.44	0.44	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1698	571	1096	627	630	257
v/c Ratio	1.33	1.42	0.49	1.32	1.32	0.49
Control Delay	186.0	222.5	2.6	192.1	193.5	23.0
Queue Delay	0.1	0.0	0.4	30.4	30.8	0.0
Total Delay	186.0	222.5	2.9	222.5	224.2	23.0
Queue Length 50th (ft)	~806	~503	26	~603	~607	88
Queue Length 95th (ft)	#947	m#564	m30	#835	#837	168
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1272	402	2231	475	476	522
Starvation Cap Reductn	0	0	558	0	0	0
Spillback Cap Reductn	21	0	0	398	400	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.36	1.42	0.66	8.14	8.29	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	386	2049	1184	1148	232	236	501
v/c Ratio	1.14	0.97	0.92	1.10	0.44	0.44	0.91
Control Delay	102.2	31.6	46.2	73.1	32.6	32.7	52.7
Queue Delay	0.0	44.3	0.0	0.0	0.0	0.0	0.0
Total Delay	102.2	75.9	46.2	73.1	32.6	32.7	52.7
Queue Length 50th (ft)	~337	808	416	~562	131	134	285
Queue Length 95th (ft)	m207	m601	#552	#820	207	210	#475
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	339	2115	1289	1044	572	573	588
Starvation Cap Reductn	0	1024	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	1.88	0.92	1.10	0.41	0.41	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 6.6: EAPC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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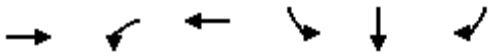


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1275	306	1166	633	633	406
v/c Ratio	0.91	1.07	0.55	1.21	1.21	0.74
Control Delay	40.7	97.5	3.8	147.3	147.3	37.0
Queue Delay	0.6	0.0	0.4	15.1	15.1	0.0
Total Delay	41.2	97.5	4.2	162.3	162.3	37.0
Queue Length 50th (ft)	417	~169	32	~576	~576	209
Queue Length 95th (ft)	#562	m#358	36	#809	#809	330
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1396	287	2133	522	522	546
Starvation Cap Reductn	0	0	440	0	0	0
Spillback Cap Reductn	18	0	0	365	365	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.07	0.69	4.03	4.03	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

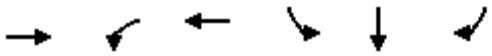
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	254	1892	965	970	266	262	668
v/c Ratio	0.90	0.96	0.77	0.91	0.44	0.44	1.09
Control Delay	62.1	29.8	36.8	21.2	30.4	30.2	94.6
Queue Delay	0.0	44.9	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	74.8	36.8	21.2	30.4	30.2	94.6
Queue Length 50th (ft)	187	737	317	146	150	148	~497
Queue Length 95th (ft)	m200	m668	397	#510	231	227	#725
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	287	1969	1259	1061	600	602	613
Starvation Cap Reductn	0	934	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	1.83	0.77	0.91	0.44	0.44	1.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1715	628	1114	654	657	257
v/c Ratio	1.35	1.56	0.50	1.38	1.38	0.50
Control Delay	192.2	283.7	2.7	215.3	216.7	23.7
Queue Delay	0.1	0.0	0.4	33.9	33.9	0.0
Total Delay	192.2	283.7	3.1	249.3	250.7	23.7
Queue Length 50th (ft)	~820	~588	26	~645	~649	91
Queue Length 95th (ft)	#962	m#597	m28	#881	#883	172
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1271	402	2231	475	476	519
Starvation Cap Reductn	0	0	563	0	0	0
Spillback Cap Reductn	21	0	0	407	408	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.37	1.56	0.67	9.62	9.66	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	386	2123	1261	1211	232	236	555
v/c Ratio	1.26	1.03	0.98	1.16	0.41	0.42	0.96
Control Delay	152.0	48.6	55.9	97.8	31.3	31.4	61.1
Queue Delay	0.0	28.9	0.0	0.0	0.0	0.0	0.0
Total Delay	152.0	77.5	55.9	97.8	31.3	31.4	61.1
Queue Length 50th (ft)	~336	~862	458	~657	131	134	338
Queue Length 95th (ft)	m204	m604	#613	#916	207	210	#562
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	307	2052	1289	1044	572	573	588
Starvation Cap Reductn	0	1024	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.26	2.07	0.98	1.16	0.41	0.41	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 6.7: EAC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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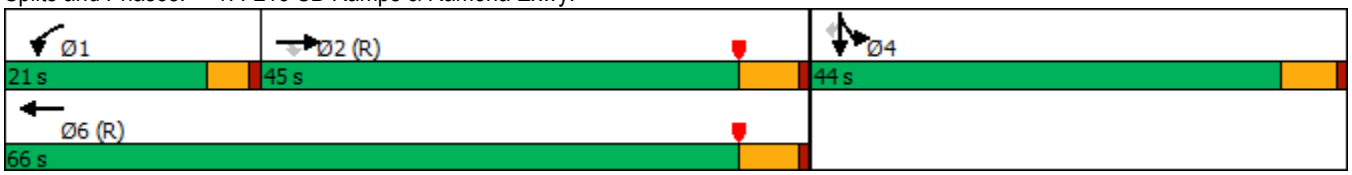
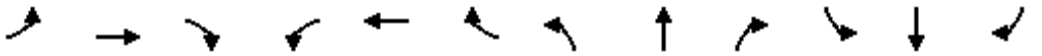
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	799	406	238	1111	1131	0	394
Future Volume (vph)	799	406	238	1111	1131	0	394
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	45.0	21.0	66.0	44.0	44.0	44.0
Total Split (%)	40.9%	40.9%	19.1%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	45.8	45.8	13.0	63.3	35.2	35.2	35.2
Actuated g/C Ratio	0.42	0.42	0.12	0.58	0.32	0.32	0.32
v/c Ratio	0.38	0.46	0.59	0.38	0.74	0.73	0.72
Control Delay	24.0	4.2	25.2	6.5	37.9	41.8	34.0
Queue Delay	0.0	0.0	0.0	0.2	52.0	57.3	0.0
Total Delay	24.0	4.2	25.2	6.6	89.8	99.1	34.0
LOS	C	A	C	A	F	F	C
Approach Delay	17.3			9.9		77.7	
Approach LOS	B			A		E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰	↲	↱
Traffic Volume (veh/h)	0	799	406	238	1111	0	0	0	0	1131	0	394
Future Volume (veh/h)	0	799	406	238	1111	0	0	0	0	1131	0	394
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	824	344	245	1145	0				1166	0	357
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2548	791	317	3229	0				1482	0	440
Arrive On Green	0.00	0.49	0.49	0.09	0.62	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	824	344	245	1145	0				1166	0	357
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	10.6	15.2	7.5	11.8	0.0				21.9	0.0	22.8
Cycle Q Clear(g_c), s	0.0	10.6	15.2	7.5	11.8	0.0				21.9	0.0	22.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2548	791	317	3229	0				1482	0	440
V/C Ratio(X)	0.00	0.32	0.43	0.77	0.35	0.00				0.79	0.00	0.81
Avail Cap(c_a), veh/h	0	2548	791	527	3229	0				1900	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.9	18.1	48.9	10.1	0.0				37.0	0.0	37.3
Incr Delay (d2), s/veh	0.0	0.3	1.7	3.6	0.3	0.0				1.7	0.0	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	5.5	3.3	3.9	0.0				9.5	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.3	19.8	52.6	10.3	0.0				38.8	0.0	44.3
LnGrp LOS	A	B	B	D	B	A				D	A	D
Approach Vol, veh/h		1168			1390						1523	
Approach Delay, s/veh		18.0			17.8						40.1	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.4	60.0		35.5		74.5
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	16.5	39.0		38.5		60.0
Max Q Clear Time (g_c+I1), s	9.5	17.2		24.8		13.8
Green Ext Time (p_c), s	0.4	3.9		5.3		5.3

Intersection Summary		
HCM 6th Ctrl Delay		26.2
HCM 6th LOS		C

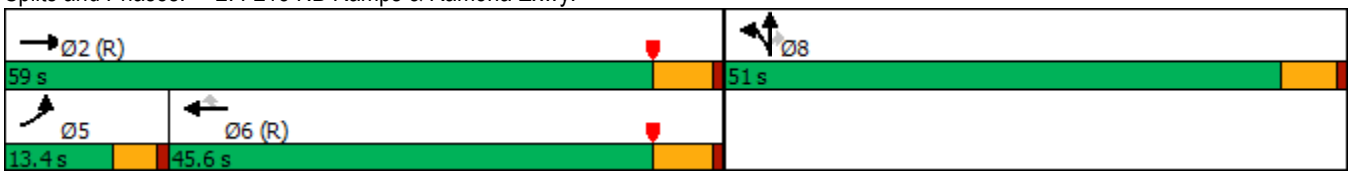
Notes

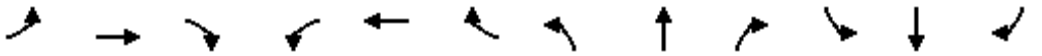
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	244	1687	848	871	501	6	547
Future Volume (vph)	244	1687	848	871	501	6	547
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	13.4	59.0	45.6	45.6	51.0	51.0	51.0
Total Split (%)	12.2%	53.6%	41.5%	41.5%	46.4%	46.4%	46.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	10.5	57.7	42.8	42.8	40.8	40.8	40.8
Actuated g/C Ratio	0.10	0.52	0.39	0.39	0.37	0.37	0.37
v/c Ratio	0.76	0.65	0.44	0.78	0.42	0.41	0.88
Control Delay	63.8	22.6	26.4	7.4	27.1	26.9	44.1
Queue Delay	0.0	23.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	45.7	26.4	7.4	27.1	26.9	44.1
LOS	E	D	C	A	C	C	D
Approach Delay		48.0	16.8			35.8	
Approach LOS		D	B			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1687	0	0	848	871	501	6	547	0	0	0
Future Volume (veh/h)	244	1687	0	0	848	871	501	6	547	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	254	1757	0	0	883	0	526	0	436			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	284	3063	0	0	2431		1104	0	491			
Arrive On Green	0.16	1.00	0.00	0.00	0.47	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	254	1757	0	0	883	0	526	0	436			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	7.8	0.0	0.0	0.0	12.0	0.0	13.0	0.0	28.4			
Cycle Q Clear(g_c), s	7.8	0.0	0.0	0.0	12.0	0.0	13.0	0.0	28.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	284	3063	0	0	2431		1104	0	491			
V/C Ratio(X)	0.89	0.57	0.00	0.00	0.36		0.48	0.00	0.89			
Avail Cap(c_a), veh/h	284	3063	0	0	2431		1497	0	666			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.6	0.0	0.0	0.0	18.7	0.0	31.1	0.0	36.4			
Incr Delay (d2), s/veh	24.1	0.6	0.0	0.0	0.4	0.0	0.3	0.0	10.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.0	0.2	0.0	0.0	4.5	0.0	5.5	0.0	12.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	0.6	0.0	0.0	19.1	0.0	31.4	0.0	47.4			
LnGrp LOS	E	A	A	A	B		C	A	D			
Approach Vol, veh/h		2011			883			962				
Approach Delay, s/veh		9.4			19.1			38.6				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.9			13.4	57.5		39.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		53.0			8.9	39.6		45.5				
Max Q Clear Time (g_c+I1), s		2.0			9.8	14.0		30.4				
Green Ext Time (p_c), s		10.4			0.0	3.7		3.2				

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

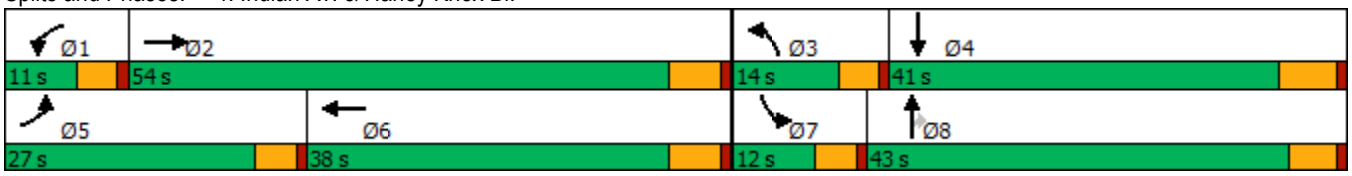
User approved volume balancing among the lanes for turning movement.

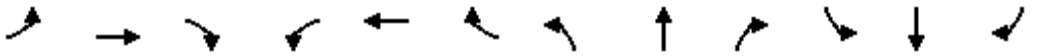
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	639	716	72	810	129	252	38	21	106
Future Volume (vph)	639	716	72	810	129	252	38	21	106
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	27.0	54.0	11.0	38.0	14.0	43.0	43.0	12.0	41.0
Total Split (%)	22.5%	45.0%	9.2%	31.7%	11.7%	35.8%	35.8%	10.0%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.0	39.6	6.5	23.1	7.8	23.3	23.3	5.8	14.0
Actuated g/C Ratio	0.26	0.44	0.07	0.26	0.09	0.26	0.26	0.06	0.16
v/c Ratio	0.76	0.41	0.59	0.71	0.45	0.29	0.08	0.19	0.52
Control Delay	39.4	17.6	63.6	33.6	46.7	28.9	0.3	48.8	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	17.6	63.6	33.6	46.7	28.9	0.3	48.8	13.5
LOS	D	B	E	C	D	C	A	D	B
Approach Delay		26.9		35.8		31.8			15.5
Approach LOS		C		D		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	639	716	143	72	810	71	129	252	38	21	106	244
Future Volume (veh/h)	639	716	143	72	810	71	129	252	38	21	106	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	680	762	138	77	862	54	137	268	30	22	113	226
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	785	1856	333	99	1257	79	218	799	357	44	332	296
Arrive On Green	0.22	0.42	0.42	0.05	0.25	0.25	0.06	0.22	0.22	0.02	0.18	0.18
Sat Flow, veh/h	3510	4412	792	1810	4990	312	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	680	596	304	77	597	319	137	268	30	22	113	226
Grp Sat Flow(s),veh/h/ln	1755	1729	1746	1810	1729	1844	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.2	9.2	9.3	3.2	11.9	11.9	2.9	4.8	1.1	0.9	4.1	10.1
Cycle Q Clear(g_c), s	14.2	9.2	9.3	3.2	11.9	11.9	2.9	4.8	1.1	0.9	4.1	10.1
Prop In Lane	1.00		0.45	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	785	1455	734	99	871	464	218	799	357	44	332	296
V/C Ratio(X)	0.87	0.41	0.41	0.77	0.69	0.69	0.63	0.34	0.08	0.50	0.34	0.76
Avail Cap(c_a), veh/h	1033	2190	1105	152	1463	780	434	1783	795	176	825	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	15.4	15.5	35.5	25.7	25.8	34.8	24.9	23.5	36.7	27.0	29.5
Incr Delay (d2), s/veh	5.1	0.2	0.4	5.4	1.0	1.8	1.1	0.2	0.1	3.2	0.6	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	3.1	3.2	1.5	4.5	5.0	1.2	1.9	0.4	0.4	1.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	15.6	15.8	40.9	26.7	27.6	36.0	25.2	23.6	39.9	27.7	33.6
LnGrp LOS	C	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1580			993			435			361	
Approach Delay, s/veh		23.4			28.1			28.5			32.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	37.8	9.3	20.2	21.6	25.0	6.5	23.1
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	6.4	48.2	9.4	34.8	22.4	32.2	7.4	* 38
Max Q Clear Time (g_c+I1), s	5.2	11.3	4.9	12.1	16.2	13.9	2.9	6.8
Green Ext Time (p_c), s	0.0	6.0	0.1	1.8	0.8	5.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

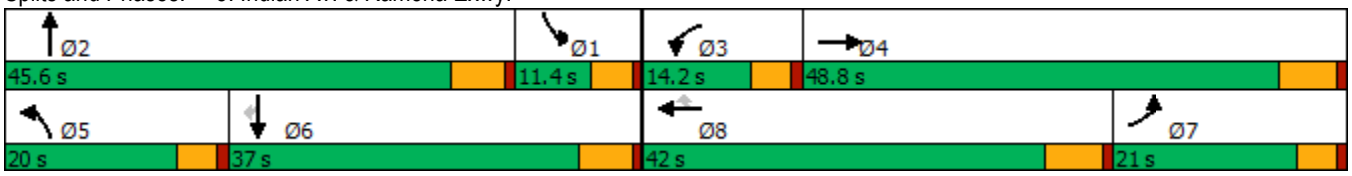
Notes

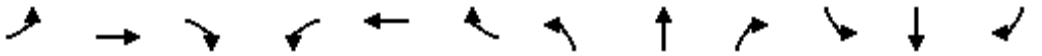
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	277	1294	40	1479	102	117	82	32	107	177
Future Volume (vph)	277	1294	40	1479	102	117	82	32	107	177
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	21.0	48.8	14.2	42.0	42.0	20.0	45.6	11.4	37.0	37.0
Total Split (%)	17.5%	40.7%	11.8%	35.0%	35.0%	16.7%	38.0%	9.5%	30.8%	30.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.7	46.6	6.8	32.2	32.2	10.6	20.3	8.1	13.3	13.3
Actuated g/C Ratio	0.18	0.49	0.07	0.34	0.34	0.11	0.22	0.09	0.14	0.14
v/c Ratio	0.92	0.47	0.32	0.70	0.16	0.61	0.14	0.22	0.22	0.48
Control Delay	74.5	18.5	52.2	29.7	0.7	55.1	26.7	48.0	37.8	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	18.5	52.2	29.7	0.7	55.1	26.7	48.0	37.8	9.9
LOS	E	B	D	C	A	E	C	D	D	A
Approach Delay		27.7		28.4			41.8		23.3	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.4	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	1294	124	40	1479	102	117	82	21	32	107	177
Future Volume (veh/h)	277	1294	124	40	1479	102	117	82	21	32	107	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	292	1362	122	42	1557	83	123	86	10	34	113	170
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	329	3110	278	67	2235	551	156	388	44	130	429	192
Arrive On Green	0.18	0.51	0.51	0.04	0.34	0.34	0.09	0.12	0.12	0.07	0.12	0.12
Sat Flow, veh/h	1810	6153	550	1810	6536	1610	1810	3264	374	1810	3610	1610
Grp Volume(v), veh/h	292	1084	400	42	1557	83	123	47	49	34	113	170
Grp Sat Flow(s),veh/h/ln	1810	1634	1801	1810	1634	1610	1810	1805	1833	1810	1805	1610
Q Serve(g_s), s	13.2	11.8	11.9	1.9	17.3	3.0	5.6	2.0	2.0	1.5	2.4	5.5
Cycle Q Clear(g_c), s	13.2	11.8	11.9	1.9	17.3	3.0	5.6	2.0	2.0	1.5	2.4	5.5
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	329	2478	910	67	2235	551	156	215	218	130	429	192
V/C Ratio(X)	0.89	0.44	0.44	0.62	0.70	0.15	0.79	0.22	0.23	0.26	0.26	0.89
Avail Cap(c_a), veh/h	353	2484	913	207	2783	686	331	854	868	146	1340	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	13.2	13.2	39.9	23.9	19.2	37.7	33.5	33.5	36.9	33.7	14.6
Incr Delay (d2), s/veh	20.9	0.1	0.3	3.5	0.6	0.1	3.3	0.5	0.5	0.4	0.3	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.6	4.1	0.9	6.0	1.0	2.5	0.9	0.9	0.6	1.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	13.3	13.5	43.4	24.5	19.3	41.0	34.0	34.0	37.3	34.0	27.4
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1776			1682			219			317	
Approach Delay, s/veh		20.1			24.7			37.9			30.8	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	15.8	7.7	48.7	11.8	15.8	21.5	34.9
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	6.8	* 40	9.6	42.6	15.4	31.2	16.4	* 36
Max Q Clear Time (g_c+I1), s	3.5	4.0	3.9	13.9	7.6	7.5	15.2	19.3
Green Ext Time (p_c), s	0.0	0.5	0.0	10.9	0.1	1.1	0.1	9.4

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

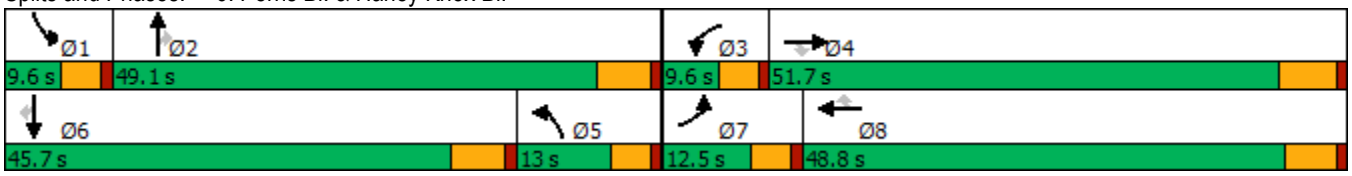
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	573	47	10	483	229	159	970	19	105	607	306
Future Volume (vph)	214	573	47	10	483	229	159	970	19	105	607	306
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.5	51.7	51.7	9.6	48.8	48.8	13.0	49.1	49.1	9.6	45.7	45.7
Total Split (%)	10.4%	43.1%	43.1%	8.0%	40.7%	40.7%	10.8%	40.9%	40.9%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	28.9	28.9	5.3	17.3	17.3	10.0	23.6	23.6	5.3	18.9	18.9
Actuated g/C Ratio	0.11	0.38	0.38	0.07	0.23	0.23	0.13	0.31	0.31	0.07	0.25	0.25
v/c Ratio	0.58	0.43	0.07	0.04	0.43	0.48	0.36	0.63	0.04	0.44	0.49	0.54
Control Delay	43.4	20.1	0.2	43.5	26.2	12.5	37.7	24.9	0.1	46.2	26.4	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	20.1	0.2	43.5	26.2	12.5	37.7	24.9	0.1	46.2	26.4	10.9
LOS	D	C	A	D	C	B	D	C	A	D	C	B
Approach Delay		25.0			22.1			26.3			23.8	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	573	47	10	483	229	159	970	19	105	607	306
Future Volume (veh/h)	214	573	47	10	483	229	159	970	19	105	607	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	591	35	10	498	192	164	1000	17	108	626	267
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	321	1010	445	45	1042	323	489	1613	494	233	1139	354
Arrive On Green	0.09	0.28	0.28	0.01	0.20	0.20	0.14	0.31	0.31	0.07	0.22	0.22
Sat Flow, veh/h	3510	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	221	591	35	10	498	192	164	1000	17	108	626	267
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	3.9	9.1	0.6	0.2	5.5	7.0	2.7	10.6	0.5	1.9	6.9	6.7
Cycle Q Clear(g_c), s	3.9	9.1	0.6	0.2	5.5	7.0	2.7	10.6	0.5	1.9	6.9	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	1010	445	45	1042	323	489	1613	494	233	1139	354
V/C Ratio(X)	0.69	0.59	0.08	0.22	0.48	0.59	0.34	0.62	0.03	0.46	0.55	0.76
Avail Cap(c_a), veh/h	432	2557	1126	273	3472	1078	489	3496	1071	273	3222	1000
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	19.9	5.1	31.4	22.7	23.3	25.0	18.9	15.4	28.9	22.2	10.7
Incr Delay (d2), s/veh	1.2	0.5	0.1	0.9	0.3	1.7	0.1	0.4	0.0	0.5	0.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.3	0.3	0.1	2.0	2.5	1.0	3.7	0.2	0.7	2.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	20.5	5.2	32.3	23.0	25.0	25.1	19.3	15.4	29.4	22.7	14.0
LnGrp LOS	C	C	A	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		847			700			1181			1001	
Approach Delay, s/veh		22.2			23.7			20.0			21.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	25.8	5.4	24.2	14.7	19.9	10.5	19.1
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.3	5.0	45.5	8.4	* 40	7.9	* 43
Max Q Clear Time (g_c+I1), s	3.9	12.6	2.2	11.1	4.7	8.9	5.9	9.0
Green Ext Time (p_c), s	0.0	7.4	0.0	3.9	0.1	5.2	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

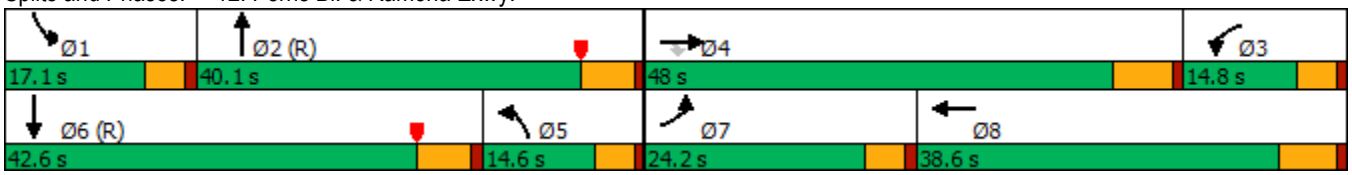
Notes

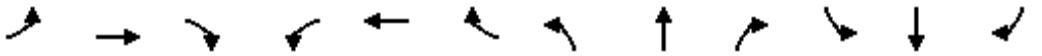
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	350	980	189	143	1177	313	956	173	412
Future Volume (vph)	350	980	189	143	1177	313	956	173	412
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	24.2	48.0	48.0	14.8	38.6	14.6	40.1	17.1	42.6
Total Split (%)	20.2%	40.0%	40.0%	12.3%	32.2%	12.2%	33.4%	14.3%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	16.5	33.2	33.2	18.8	35.5	10.0	36.5	10.3	36.8
Actuated g/C Ratio	0.14	0.28	0.28	0.16	0.30	0.08	0.30	0.09	0.31
v/c Ratio	0.77	0.72	0.34	0.28	0.97	1.13	0.70	0.60	0.38
Control Delay	60.6	41.9	5.6	45.6	57.1	141.9	39.7	61.3	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	41.9	5.6	45.6	57.1	141.9	39.7	61.3	28.6
LOS	E	D	A	D	E	F	D	E	C
Approach Delay		41.7			56.0		63.3		36.2
Approach LOS		D			E		E		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 94.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	980	189	143	1177	227	313	956	83	173	412	159
Future Volume (veh/h)	350	980	189	143	1177	227	313	956	83	173	412	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	1032	137	151	1239	160	329	1006	41	182	434	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	429	1328	412	432	1255	162	401	1853	75	240	1319	275
Arrive On Green	0.12	0.26	0.26	0.08	0.18	0.18	0.11	0.36	0.36	0.07	0.31	0.31
Sat Flow, veh/h	3510	5187	1610	3510	4650	600	3510	5112	208	3510	4300	896
Grp Volume(v), veh/h	368	1032	137	151	921	478	329	680	367	182	347	180
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1792	1755	1729	1862	1755	1729	1738
Q Serve(g_s), s	12.3	22.2	8.3	4.9	31.9	31.9	11.0	18.7	18.8	6.1	9.3	9.6
Cycle Q Clear(g_c), s	12.3	22.2	8.3	4.9	31.9	31.9	11.0	18.7	18.8	6.1	9.3	9.6
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.11	1.00		0.52
Lane Grp Cap(c), veh/h	429	1328	412	432	934	484	401	1254	675	240	1060	533
V/C Ratio(X)	0.86	0.78	0.33	0.35	0.99	0.99	0.82	0.54	0.54	0.76	0.33	0.34
Avail Cap(c_a), veh/h	573	1807	561	432	934	484	401	1254	675	366	1060	533
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	41.5	36.3	50.5	48.9	48.9	51.9	30.3	30.4	54.9	32.1	32.2
Incr Delay (d2), s/veh	6.9	1.4	0.4	0.2	26.2	37.4	11.3	1.6	2.9	1.8	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	9.2	3.2	2.1	17.3	19.4	5.3	7.8	8.6	2.7	3.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	42.8	36.7	50.7	75.1	86.4	63.2	31.9	33.3	56.8	32.9	33.9
LnGrp LOS	E	D	D	D	E	F	E	C	C	E	C	C
Approach Vol, veh/h		1537			1550			1376			709	
Approach Delay, s/veh		46.0			76.2			39.8			39.3	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	49.3	21.0	36.9	19.5	42.6	19.3	38.6
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	12.5	34.3	10.2	* 42	10.0	* 37	19.6	32.4
Max Q Clear Time (g_c+I1), s	8.1	20.8	6.9	24.2	13.0	11.6	14.3	33.9
Green Ext Time (p_c), s	0.1	5.3	0.1	6.6	0.0	3.1	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

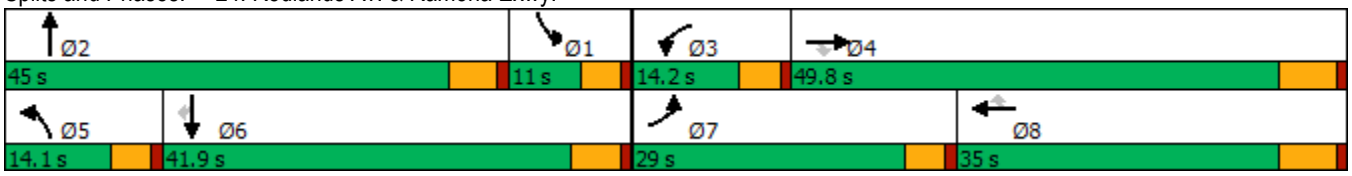
Notes

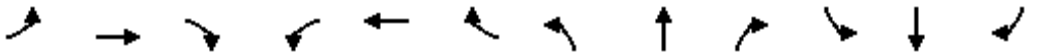
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	71	1084	78	143	1445	525	58	195	373	122	55
Future Volume (vph)	71	1084	78	143	1445	525	58	195	373	122	55
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	29.0	49.8	49.8	14.2	35.0	35.0	14.1	45.0	11.0	41.9	41.9
Total Split (%)	24.2%	41.5%	41.5%	11.8%	29.2%	29.2%	11.8%	37.5%	9.2%	34.9%	34.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	26.6	26.6	9.8	30.4	30.4	7.5	29.5	6.5	31.0	31.0
Actuated g/C Ratio	0.09	0.28	0.28	0.10	0.32	0.32	0.08	0.32	0.07	0.33	0.33
v/c Ratio	0.46	0.61	0.15	0.79	0.71	0.62	0.42	0.85	1.59	0.20	0.09
Control Delay	52.7	31.0	0.6	73.7	32.1	6.2	53.8	40.7	317.9	25.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	31.0	0.6	73.7	32.1	6.2	53.8	40.7	317.9	25.8	0.3
LOS	D	C	A	E	C	A	D	D	F	C	A
Approach Delay		30.3			28.5			42.1		221.6	
Approach LOS		C			C			D		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.59	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1084	78	143	1445	525	58	195	281	373	122	55
Future Volume (veh/h)	71	1084	78	143	1445	525	58	195	281	373	122	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1129	66	149	1505	400	60	203	248	389	127	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	1781	428	183	2092	509	80	233	284	261	648	540
Arrive On Green	0.05	0.27	0.27	0.10	0.32	0.32	0.04	0.30	0.30	0.07	0.34	0.34
Sat Flow, veh/h	1810	6536	1570	1810	6536	1590	1810	772	944	3510	1900	1586
Grp Volume(v), veh/h	74	1129	66	149	1505	400	60	0	451	389	127	55
Grp Sat Flow(s),veh/h/ln	1810	1634	1570	1810	1634	1590	1810	0	1716	1755	1900	1586
Q Serve(g_s), s	3.5	13.1	2.8	6.9	17.5	13.6	2.8	0.0	21.5	6.4	4.1	2.0
Cycle Q Clear(g_c), s	3.5	13.1	2.8	6.9	17.5	13.6	2.8	0.0	21.5	6.4	4.1	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	97	1781	428	183	2092	509	80	0	517	261	648	540
V/C Ratio(X)	0.77	0.63	0.15	0.81	0.72	0.79	0.75	0.00	0.87	1.49	0.20	0.10
Avail Cap(c_a), veh/h	512	3307	794	202	2185	531	200	0	789	261	805	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	27.6	23.8	37.9	25.9	12.8	40.7	0.0	28.5	39.9	20.1	19.4
Incr Delay (d2), s/veh	4.7	0.4	0.2	18.4	1.1	7.4	5.2	0.0	6.9	240.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.7	1.0	3.8	6.3	5.0	1.3	0.0	9.2	11.4	1.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	27.9	24.0	56.4	27.0	20.2	45.9	0.0	35.4	280.4	20.2	19.5
LnGrp LOS	D	C	C	E	C	C	D	A	D	F	C	B
Approach Vol, veh/h		1269			2054			511			571	
Approach Delay, s/veh		28.7			27.8			36.7			197.4	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	31.4	13.3	29.7	8.4	34.8	9.2	33.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	6.4	* 40	9.6	43.6	9.5	36.5	24.4	28.8
Max Q Clear Time (g_c+I1), s	8.4	23.5	8.9	15.1	4.8	6.1	5.5	19.5
Green Ext Time (p_c), s	0.0	2.5	0.0	8.4	0.0	0.8	0.1	6.6

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D

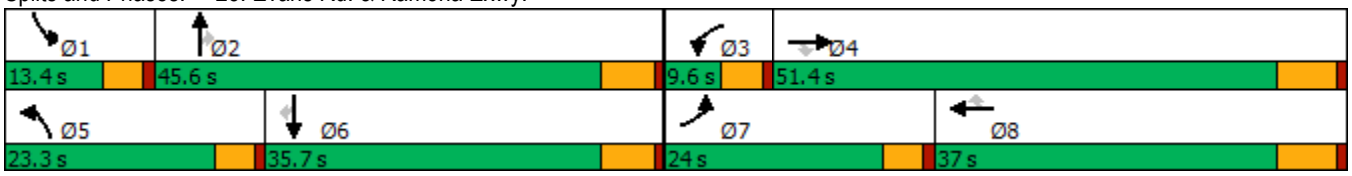
Notes

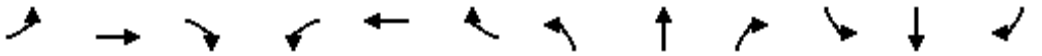
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	1301	50	6	1447	242	323	408	19	214	163	324
Future Volume (vph)	345	1301	50	6	1447	242	323	408	19	214	163	324
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.0	51.4	51.4	9.6	37.0	37.0	23.3	45.6	45.6	13.4	35.7	35.7
Total Split (%)	20.0%	42.8%	42.8%	8.0%	30.8%	30.8%	19.4%	38.0%	38.0%	11.2%	29.8%	29.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.5	50.6	50.6	5.7	33.6	33.6	13.9	21.1	21.1	9.3	16.5	16.5
Actuated g/C Ratio	0.15	0.53	0.53	0.06	0.35	0.35	0.15	0.22	0.22	0.10	0.17	0.17
v/c Ratio	0.67	0.48	0.06	0.06	0.81	0.36	0.65	0.52	0.04	0.64	0.27	0.64
Control Delay	45.6	16.6	0.1	49.8	33.8	9.1	45.7	34.4	0.2	52.9	35.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	16.6	0.1	49.8	33.8	9.1	45.7	34.4	0.2	52.9	35.4	13.4
LOS	D	B	A	D	C	A	D	C	A	D	D	B
Approach Delay		22.0			30.4			38.3			30.6	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	1301	50	6	1447	242	323	408	19	214	163	324
Future Volume (veh/h)	345	1301	50	6	1447	242	323	408	19	214	163	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	356	1341	0	6	1492	154	333	421	6	221	168	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	471	2524		27	1906	592	447	778	342	324	651	290
Arrive On Green	0.13	0.49	0.00	0.01	0.37	0.37	0.13	0.22	0.22	0.09	0.18	0.18
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1587	3510	3610	1610
Grp Volume(v), veh/h	356	1341	0	6	1492	154	333	421	6	221	168	199
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1587	1755	1805	1610
Q Serve(g_s), s	8.2	15.0	0.0	0.3	21.4	5.6	7.7	8.7	0.2	5.1	3.4	9.7
Cycle Q Clear(g_c), s	8.2	15.0	0.0	0.3	21.4	5.6	7.7	8.7	0.2	5.1	3.4	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	471	2524		27	1906	592	447	778	342	324	651	290
V/C Ratio(X)	0.76	0.53		0.22	0.78	0.26	0.74	0.54	0.02	0.68	0.26	0.69
Avail Cap(c_a), veh/h	837	2931		121	2041	633	808	1790	787	393	1364	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	14.9	0.0	40.8	23.6	18.6	35.3	29.2	25.9	36.9	29.6	32.2
Incr Delay (d2), s/veh	0.9	0.2	0.0	1.5	1.9	0.2	0.9	0.6	0.0	2.3	0.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.8	0.0	0.1	7.8	1.9	3.1	3.6	0.1	2.2	1.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	15.1	0.0	42.4	25.5	18.8	36.2	29.8	25.9	39.1	29.8	35.0
LnGrp LOS	D	B		D	C	B	D	C	C	D	C	D
Approach Vol, veh/h		1697			1652			760			588	
Approach Delay, s/veh		19.5			24.9			32.6			35.1	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	22.1	5.3	44.8	14.7	19.1	15.2	34.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.8	39.8	5.0	44.9	18.7	29.9	19.4	30.5
Max Q Clear Time (g_c+I1), s	7.1	10.7	2.3	17.0	9.7	11.7	10.2	23.4
Green Ext Time (p_c), s	0.1	2.6	0.0	9.7	0.4	1.4	0.4	4.9

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

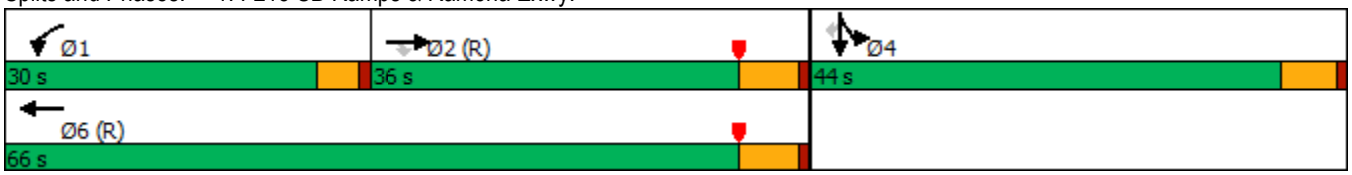
Notes

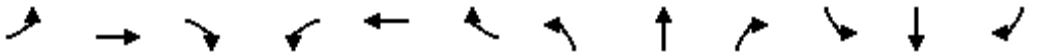
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1096	551	554	1063	1217	2	249
Future Volume (vph)	1096	551	554	1063	1217	2	249
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	36.0	36.0	30.0	66.0	44.0	44.0	44.0
Total Split (%)	32.7%	32.7%	27.3%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	35.7	35.7	22.4	62.6	35.9	35.9	35.9
Actuated g/C Ratio	0.32	0.32	0.20	0.57	0.33	0.33	0.33
v/c Ratio	0.67	0.63	0.80	0.37	0.79	0.77	0.45
Control Delay	35.7	6.7	21.2	4.5	39.2	43.9	22.3
Queue Delay	0.0	0.0	0.0	0.0	52.8	58.7	0.0
Total Delay	35.7	6.7	21.2	4.5	92.0	102.6	22.3
LOS	D	A	C	A	F	F	C
Approach Delay	26.0			10.2		83.1	
Approach LOS	C			B		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 38.3	Intersection LOS: D
Intersection Capacity Utilization 116.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1096	551	554	1063	0	0	0	0	1217	2	249
Future Volume (veh/h)	0	1096	551	554	1063	0	0	0	0	1217	2	249
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1130	416	571	1096	0				1256	0	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2016	626	655	3196	0				1516	0	450
Arrive On Green	0.00	0.39	0.39	0.19	0.62	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1130	416	571	1096	0				1256	0	199
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	18.7	23.4	17.4	11.3	0.0				23.9	0.0	11.2
Cycle Q Clear(g_c), s	0.0	18.7	23.4	17.4	11.3	0.0				23.9	0.0	11.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2016	626	655	3196	0				1516	0	450
V/C Ratio(X)	0.00	0.56	0.66	0.87	0.34	0.00				0.83	0.00	0.44
Avail Cap(c_a), veh/h	0	2016	626	814	3196	0				1900	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.80	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.3	27.7	43.5	10.3	0.0				37.2	0.0	32.6
Incr Delay (d2), s/veh	0.0	1.1	5.5	7.1	0.2	0.0				2.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.4	9.3	7.8	3.7	0.0				10.4	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.4	33.2	50.5	10.5	0.0				39.8	0.0	33.3
LnGrp LOS	A	C	C	D	B	A				D	A	C
Approach Vol, veh/h		1546			1667						1455	
Approach Delay, s/veh		29.0			24.2						38.9	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	48.7		36.2		73.8
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	25.5	30.0		38.5		60.0
Max Q Clear Time (g_c+I1), s	19.4	25.4		25.9		13.3
Green Ext Time (p_c), s	1.1	2.4		4.9		5.0

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

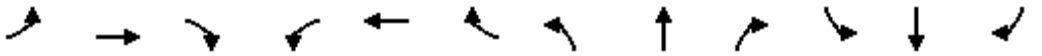
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	367	1947	1125	1091	442	3	476
Future Volume (vph)	367	1947	1125	1091	442	3	476
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	21.0	61.0	40.0		49.0	49.0	49.0
Total Split (%)	19.1%	55.5%	36.4%		44.5%	44.5%	44.5%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	15.9	61.9	41.5	110.0	36.6	36.6	36.6
Actuated g/C Ratio	0.14	0.56	0.38	1.00	0.33	0.33	0.33
v/c Ratio	0.76	0.70	0.61	0.72	0.41	0.41	0.85
Control Delay	45.1	24.7	30.7	2.8	29.4	29.5	43.1
Queue Delay	0.0	47.7	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	72.4	30.7	2.8	29.4	29.5	43.1
LOS	D	E	C	A	C	C	D
Approach Delay		68.1	17.0			36.5	
Approach LOS		E	B			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 116.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	1947	0	0	1125	1091	442	3	476	0	0	0
Future Volume (veh/h)	367	1947	0	0	1125	1091	442	3	476	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	386	2049	0	0	1184	0	467	0	399			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	446	3189	0	0	2318		1016	0	452			
Arrive On Green	0.25	1.00	0.00	0.00	0.45	0.00	0.28	0.00	0.28			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	386	2049	0	0	1184	0	467	0	399			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	11.6	0.0	0.0	0.0	18.0	0.0	11.7	0.0	26.1			
Cycle Q Clear(g_c), s	11.6	0.0	0.0	0.0	18.0	0.0	11.7	0.0	26.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	446	3189	0	0	2318		1016	0	452			
V/C Ratio(X)	0.87	0.64	0.00	0.00	0.51		0.46	0.00	0.88			
Avail Cap(c_a), veh/h	527	3189	0	0	2318		1431	0	637			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.62	0.62	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.1	0.0	0.0	0.0	21.8	0.0	32.7	0.0	37.8			
Incr Delay (d2), s/veh	8.2	0.6	0.0	0.0	0.8	0.0	0.3	0.0	10.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	0.2	0.0	0.0	6.9	0.0	5.0	0.0	11.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	0.6	0.0	0.0	22.6	0.0	33.0	0.0	48.2			
LnGrp LOS	D	A	A	A	C		C	A	D			
Approach Vol, veh/h		2435			1184			866				
Approach Delay, s/veh		8.2			22.6			40.0				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.6			18.5	55.1		36.4				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		55.0			16.5	34.0		43.5				
Max Q Clear Time (g_c+I1), s		2.0			13.6	20.0		28.1				
Green Ext Time (p_c), s		13.9			0.4	4.4		2.8				

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

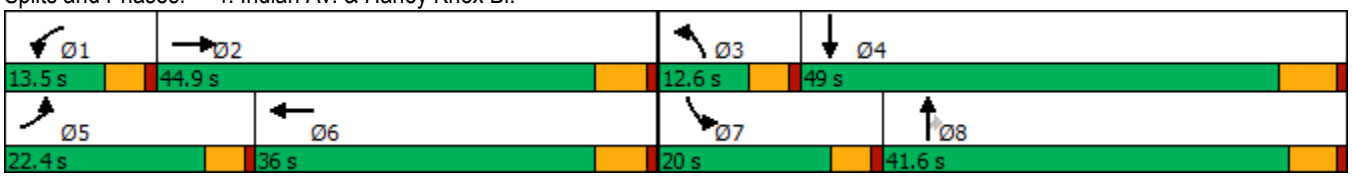
User approved volume balancing among the lanes for turning movement.

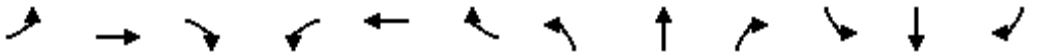
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	375	559	41	826	155	239	72	88	293
Future Volume (vph)	375	559	41	826	155	239	72	88	293
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	22.4	44.9	13.5	36.0	12.6	41.6	41.6	20.0	49.0
Total Split (%)	18.7%	37.4%	11.3%	30.0%	10.5%	34.7%	34.7%	16.7%	40.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.5	41.4	7.4	29.3	8.0	40.2	40.2	11.4	42.8
Actuated g/C Ratio	0.15	0.35	0.06	0.25	0.07	0.34	0.34	0.10	0.36
v/c Ratio	0.92	0.47	0.46	0.86	0.83	0.25	0.14	0.64	1.25dr
Control Delay	74.9	30.6	67.3	50.6	83.2	30.1	0.4	68.3	51.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.9	30.6	67.3	50.6	83.2	30.1	0.4	68.3	51.5
LOS	E	C	E	D	F	C	A	E	D
Approach Delay		46.7		51.4		43.1			52.8
Approach LOS		D		D		D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 49.4	Intersection LOS: D
Intersection Capacity Utilization 82.0%	ICU Level of Service E
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	559	99	41	826	41	155	239	72	88	293	752
Future Volume (veh/h)	375	559	99	41	826	41	155	239	72	88	293	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	708	117	52	1046	34	196	303	81	111	371	515
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	532	1593	261	67	1241	40	249	1241	553	138	630	562
Arrive On Green	0.15	0.35	0.35	0.04	0.24	0.24	0.07	0.34	0.34	0.08	0.35	0.35
Sat Flow, veh/h	3510	4491	735	1810	5160	168	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	475	543	282	52	701	379	196	303	81	111	371	515
Grp Sat Flow(s),veh/h/ln	1755	1729	1768	1810	1729	1870	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.0	13.6	13.8	3.2	21.7	21.8	6.2	6.8	3.9	6.8	19.0	34.5
Cycle Q Clear(g_c), s	15.0	13.6	13.8	3.2	21.7	21.8	6.2	6.8	3.9	6.8	19.0	34.5
Prop In Lane	1.00		0.42	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	532	1227	627	67	832	450	249	1241	553	138	630	562
V/C Ratio(X)	0.89	0.44	0.45	0.77	0.84	0.84	0.79	0.24	0.15	0.80	0.59	0.92
Avail Cap(c_a), veh/h	555	1227	627	143	927	501	249	1241	553	247	686	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	27.8	27.9	53.8	40.8	40.8	51.5	26.5	25.6	51.2	30.1	35.1
Incr Delay (d2), s/veh	15.7	0.3	0.5	6.8	6.5	11.5	14.1	0.1	0.1	4.1	1.1	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	5.3	5.6	1.5	9.6	11.0	3.1	2.8	1.5	3.2	8.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	28.1	28.4	60.6	47.3	52.2	65.6	26.6	25.7	55.3	31.2	53.1
LnGrp LOS	E	C	C	E	D	D	E	C	C	E	C	D
Approach Vol, veh/h		1300			1132			580			997	
Approach Delay, s/veh		40.8			49.6			39.6			45.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	45.8	12.6	45.5	21.7	32.9	13.2	44.9
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	8.9	39.1	8.0	42.8	17.8	30.2	15.4	* 36
Max Q Clear Time (g_c+I1), s	5.2	15.8	8.2	36.5	17.0	23.8	8.8	8.8
Green Ext Time (p_c), s	0.0	4.9	0.0	2.8	0.1	3.3	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

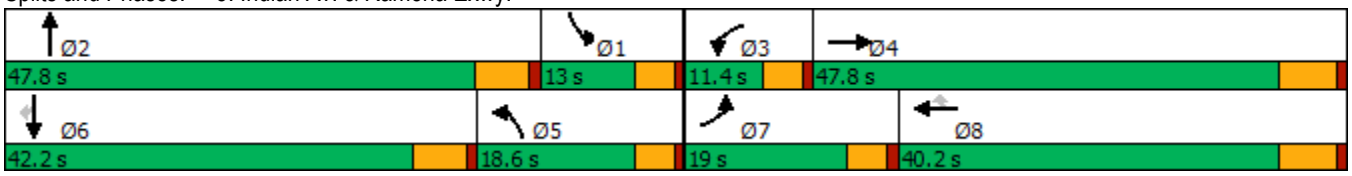
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	397	1714	64	1517	174	170	242	162	171	190
Future Volume (vph)	397	1714	64	1517	174	170	242	162	171	190
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	19.0	47.8	11.4	40.2	40.2	18.6	47.8	13.0	42.2	42.2
Total Split (%)	15.8%	39.8%	9.5%	33.5%	33.5%	15.5%	39.8%	10.8%	35.2%	35.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.5	44.0	6.6	33.8	33.8	14.3	17.2	10.7	13.6	13.6
Actuated g/C Ratio	0.15	0.45	0.07	0.35	0.35	0.15	0.18	0.11	0.14	0.14
v/c Ratio	1.68	0.71	0.60	0.76	0.29	0.73	0.53	0.93	0.39	0.53
Control Delay	352.6	25.0	67.3	31.9	5.6	58.2	35.8	94.0	40.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	352.6	25.0	67.3	31.9	5.6	58.2	35.8	94.0	40.0	9.9
LOS	F	C	E	C	A	E	D	F	D	A
Approach Delay		83.7		30.6			43.9		45.8	
Approach LOS		F		C			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 57.2	Intersection LOS: E
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	1714	103	64	1517	174	170	242	58	162	171	190
Future Volume (veh/h)	397	1714	103	64	1517	174	170	242	58	162	171	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	451	1948	102	73	1724	176	193	275	51	184	194	131
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	2966	155	94	2291	564	229	400	73	199	414	185
Arrive On Green	0.17	0.46	0.46	0.05	0.35	0.35	0.13	0.13	0.13	0.11	0.11	0.11
Sat Flow, veh/h	1810	6402	335	1810	6536	1610	1810	3047	557	1810	3610	1610
Grp Volume(v), veh/h	451	1492	558	73	1724	176	193	161	165	184	194	131
Grp Sat Flow(s),veh/h/ln	1810	1634	1835	1810	1634	1610	1810	1805	1800	1810	1805	1610
Q Serve(g_s), s	14.4	20.5	20.5	3.5	20.3	4.4	9.1	7.4	7.6	8.8	4.4	4.6
Cycle Q Clear(g_c), s	14.4	20.5	20.5	3.5	20.3	4.4	9.1	7.4	7.6	8.8	4.4	4.6
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	299	2272	850	94	2291	564	229	237	236	199	414	185
V/C Ratio(X)	1.51	0.66	0.66	0.77	0.75	0.31	0.84	0.68	0.70	0.92	0.47	0.71
Avail Cap(c_a), veh/h	299	2338	875	141	2547	628	290	869	866	199	1506	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	18.1	18.1	40.8	25.0	8.5	37.2	36.1	36.2	38.5	36.1	17.2
Incr Delay (d2), s/veh	246.1	0.7	1.7	6.9	1.2	0.3	13.4	3.4	3.7	42.2	0.8	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.3	6.7	7.8	1.6	7.2	2.3	4.7	3.4	3.4	6.1	1.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	282.5	18.7	19.8	47.7	26.2	8.8	50.6	39.6	39.9	80.6	37.0	22.1
LnGrp LOS	F	B	B	D	C	A	D	D	D	F	D	C
Approach Vol, veh/h		2501			1973			519			509	
Approach Delay, s/veh		66.5			25.4			43.8			48.9	
Approach LOS		E			C			D			D	

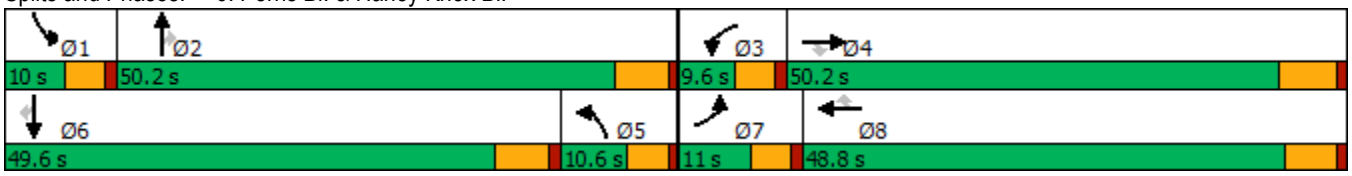
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	17.3	9.1	46.6	15.7	15.8	19.0	36.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2
Max Green Setting (Gmax), s	8.4	42.0	6.8	41.6	14.0	36.4	14.4	34.0
Max Q Clear Time (g_c+I1), s	10.8	9.6	5.5	22.5	11.1	6.6	16.4	22.3
Green Ext Time (p_c), s	0.0	1.8	0.0	12.6	0.1	1.6	0.0	8.3

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	349	92	21	525	147	73	852	7	216	1124	298
Future Volume (vph)	265	349	92	21	525	147	73	852	7	216	1124	298
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	50.2	50.2	9.6	48.8	48.8	10.6	50.2	50.2	10.0	49.6	49.6
Total Split (%)	9.2%	41.8%	41.8%	8.0%	40.7%	40.7%	8.8%	41.8%	41.8%	8.3%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	28.4	28.4	5.3	20.5	20.5	6.0	32.5	32.5	5.7	35.0	35.0
Actuated g/C Ratio	0.08	0.33	0.33	0.06	0.23	0.23	0.07	0.37	0.37	0.07	0.40	0.40
v/c Ratio	1.17	0.35	0.17	0.12	0.51	0.35	0.36	0.52	0.01	1.13	0.64	0.47
Control Delay	148.3	25.4	1.6	48.4	30.7	7.7	49.7	22.7	0.0	141.2	24.3	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.3	25.4	1.6	48.4	30.7	7.7	49.7	22.7	0.0	141.2	24.3	11.7
LOS	F	C	A	D	C	A	D	C	A	F	C	B
Approach Delay		68.4			26.3			24.7			37.4	
Approach LOS		E			C			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	349	92	21	525	147	73	852	7	216	1124	298
Future Volume (veh/h)	265	349	92	21	525	147	73	852	7	216	1124	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	415	87	25	625	126	87	1014	7	257	1338	291
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	286	903	403	94	1012	314	190	1992	611	242	1989	610
Arrive On Green	0.08	0.25	0.25	0.03	0.20	0.20	0.05	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	315	415	87	25	625	126	87	1014	7	257	1338	291
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	6.4	7.6	2.4	0.5	8.6	5.4	1.9	11.7	0.2	5.4	16.8	7.1
Cycle Q Clear(g_c), s	6.4	7.6	2.4	0.5	8.6	5.4	1.9	11.7	0.2	5.4	16.8	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	903	403	94	1012	314	190	1992	611	242	1989	610
V/C Ratio(X)	1.10	0.46	0.22	0.27	0.62	0.40	0.46	0.51	0.01	1.06	0.67	0.48
Avail Cap(c_a), veh/h	286	2025	903	224	2844	883	269	2936	900	242	2897	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.9	12.2	37.4	28.9	27.6	36.0	18.5	14.9	36.5	20.1	7.8
Incr Delay (d2), s/veh	82.5	0.4	0.3	0.6	0.6	0.8	0.6	0.2	0.0	75.6	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.0	1.2	0.2	3.4	2.0	0.8	4.2	0.1	4.7	6.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.5	25.3	12.5	38.0	29.5	28.4	36.6	18.7	15.0	112.1	20.5	8.4
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		817			776			1108			1886	
Approach Delay, s/veh		59.9			29.6			20.1			31.1	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.9	6.7	25.8	10.0	35.9	11.0	21.5
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	44.4	5.0	44.0	6.0	* 44	6.4	* 43
Max Q Clear Time (g_c+I1), s	7.4	13.7	2.5	9.6	3.9	18.8	8.4	10.6
Green Ext Time (p_c), s	0.0	7.5	0.0	2.8	0.0	11.3	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

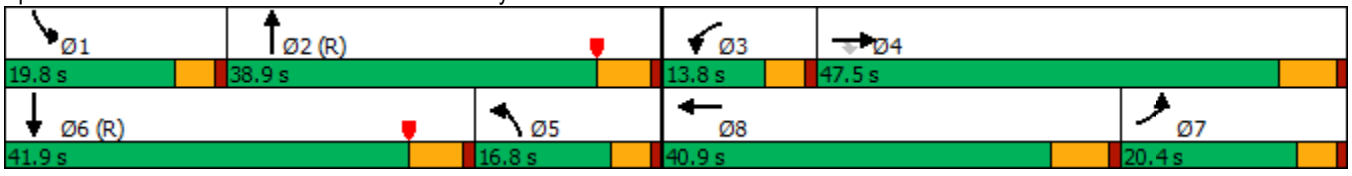
Notes

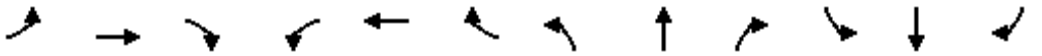
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	336	1416	300	160	1262	347	492	317	687
Future Volume (vph)	336	1416	300	160	1262	347	492	317	687
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	20.4	47.5	47.5	13.8	40.9	16.8	38.9	19.8	41.9
Total Split (%)	17.0%	39.6%	39.6%	11.5%	34.1%	14.0%	32.4%	16.5%	34.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.0	41.0	41.0	8.7	34.7	12.2	35.0	14.1	36.9
Actuated g/C Ratio	0.12	0.34	0.34	0.07	0.29	0.10	0.29	0.12	0.31
v/c Ratio	0.79	0.82	0.43	0.65	1.01	1.01	0.42	0.79	0.57
Control Delay	64.6	40.9	7.2	68.0	67.2	102.9	32.9	66.1	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	40.9	7.2	68.0	67.2	102.9	32.9	66.1	34.3
LOS	E	D	A	E	E	F	C	E	C
Approach Delay		39.8			67.3		58.1		42.7
Approach LOS		D			E		E		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	1416	300	160	1262	199	347	492	124	317	687	197
Future Volume (veh/h)	336	1416	300	160	1262	199	347	492	124	317	687	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	346	1460	210	165	1301	117	358	507	80	327	708	74
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	403	1813	562	218	1372	123	444	1485	230	384	1436	149
Arrive On Green	0.11	0.35	0.35	0.12	0.57	0.57	0.13	0.33	0.33	0.11	0.30	0.30
Sat Flow, veh/h	3510	5187	1609	3510	4838	435	3510	4530	702	3510	4774	495
Grp Volume(v), veh/h	346	1460	210	165	930	488	358	385	202	327	511	271
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1755	1729	1815	1755	1729	1774	1755	1729	1811
Q Serve(g_s), s	11.6	30.6	8.1	5.5	30.2	30.2	11.9	10.1	10.4	11.0	14.6	14.7
Cycle Q Clear(g_c), s	11.6	30.6	8.1	5.5	30.2	30.2	11.9	10.1	10.4	11.0	14.6	14.7
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.40	1.00		0.27
Lane Grp Cap(c), veh/h	403	1813	562	218	980	515	444	1133	581	384	1040	545
V/C Ratio(X)	0.86	0.81	0.37	0.76	0.95	0.95	0.81	0.34	0.35	0.85	0.49	0.50
Avail Cap(c_a), veh/h	462	1813	562	269	1000	525	444	1133	581	445	1040	545
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	35.3	14.0	51.7	25.2	25.2	51.0	30.5	30.6	52.5	34.4	34.5
Incr Delay (d2), s/veh	8.0	1.7	0.3	6.9	17.3	26.7	9.4	0.8	1.6	11.7	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	12.4	4.1	2.4	9.3	11.1	5.7	4.2	4.5	5.3	6.2	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	37.1	14.2	58.6	42.4	51.8	60.4	31.3	32.2	64.2	36.1	37.7
LnGrp LOS	E	D	B	E	D	D	E	C	C	E	D	D
Approach Vol, veh/h		2016			1583			945			1109	
Approach Delay, s/veh		38.7			47.0			42.5			44.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	45.2	12.1	48.1	21.1	41.9	20.0	40.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	6.2	* 6.2
Max Green Setting (Gmax), s	15.2	33.1	9.2	41.3	12.2	* 36	15.8	* 35
Max Q Clear Time (g_c+I1), s	13.0	12.4	7.5	32.6	13.9	16.7	13.6	32.2
Green Ext Time (p_c), s	0.2	3.3	0.0	5.9	0.0	4.5	0.2	1.8

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

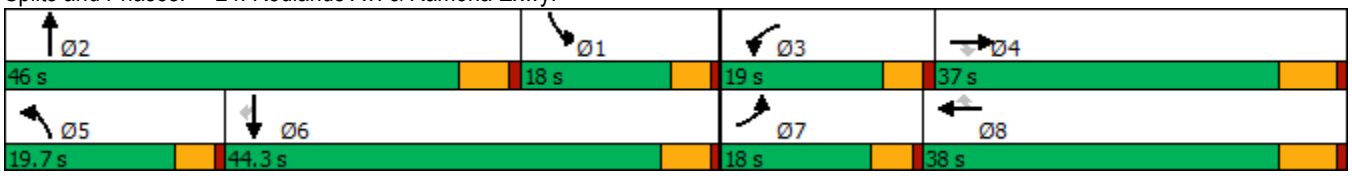
Notes

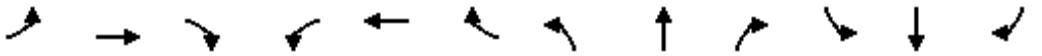
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	66	1926	94	268	1478	419	93	113	456	125	84
Future Volume (vph)	66	1926	94	268	1478	419	93	113	456	125	84
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	18.0	37.0	37.0	19.0	38.0	38.0	19.7	46.0	18.0	44.3	44.3
Total Split (%)	15.0%	30.8%	30.8%	15.8%	31.7%	31.7%	16.4%	38.3%	15.0%	36.9%	36.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	31.0	31.0	14.5	39.4	39.4	9.8	20.6	13.5	26.6	26.6
Actuated g/C Ratio	0.08	0.31	0.31	0.14	0.39	0.39	0.10	0.20	0.13	0.26	0.26
v/c Ratio	0.47	1.02	0.17	1.10	0.61	0.50	0.56	0.74	1.03	0.26	0.17
Control Delay	56.2	59.8	1.7	126.4	28.4	5.1	57.0	39.4	94.4	32.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	59.8	1.7	126.4	28.4	5.1	57.0	39.4	94.4	32.2	3.9
LOS	E	E	A	F	C	A	E	D	F	C	A
Approach Delay		57.0			36.0			43.8		71.3	
Approach LOS		E			D			D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 49.3	Intersection LOS: D
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1926	94	268	1478	419	93	113	170	456	125	84
Future Volume (veh/h)	66	1926	94	268	1478	419	93	113	170	456	125	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	2049	77	285	1572	399	99	120	143	485	133	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	2053	494	266	2685	653	126	144	171	480	489	414
Arrive On Green	0.05	0.31	0.31	0.15	0.41	0.41	0.07	0.18	0.18	0.14	0.26	0.26
Sat Flow, veh/h	1810	6536	1574	1810	6536	1590	1810	790	941	3510	1900	1610
Grp Volume(v), veh/h	70	2049	77	285	1572	399	99	0	263	485	133	76
Grp Sat Flow(s),veh/h/ln	1810	1634	1574	1810	1634	1590	1810	0	1731	1755	1900	1610
Q Serve(g_s), s	3.7	30.7	3.5	14.4	18.3	11.0	5.3	0.0	14.4	13.4	5.5	3.6
Cycle Q Clear(g_c), s	3.7	30.7	3.5	14.4	18.3	11.0	5.3	0.0	14.4	13.4	5.5	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	91	2053	494	266	2685	653	126	0	315	480	489	414
V/C Ratio(X)	0.77	1.00	0.16	1.07	0.59	0.61	0.78	0.00	0.83	1.01	0.27	0.18
Avail Cap(c_a), veh/h	247	2053	494	266	2685	653	279	0	717	480	754	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	33.6	24.3	41.8	22.4	7.3	44.9	0.0	38.7	42.3	29.1	28.4
Incr Delay (d2), s/veh	5.1	19.4	0.1	75.8	0.3	1.7	4.0	0.0	5.8	43.9	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.9	1.2	11.6	6.4	5.9	2.4	0.0	6.4	8.5	2.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	53.0	24.4	117.6	22.7	9.0	48.9	0.0	44.4	86.2	29.4	28.6
LnGrp LOS	D	D	C	F	C	A	D	A	D	F	C	C
Approach Vol, veh/h		2196			2256			362			694	
Approach Delay, s/veh		51.9			32.3			45.7			69.0	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	23.3	19.0	37.0	11.4	30.6	9.5	46.5
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 41	14.4	30.8	15.1	38.9	13.4	31.8
Max Q Clear Time (g_c+I1), s	15.4	16.4	16.4	32.7	7.3	7.5	5.7	20.3
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.1	0.9	0.0	8.1

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

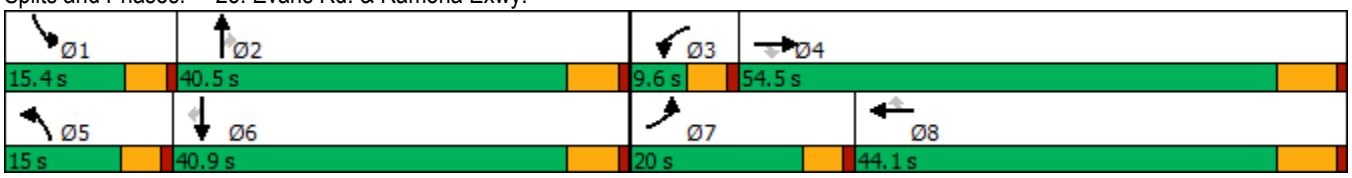
Notes

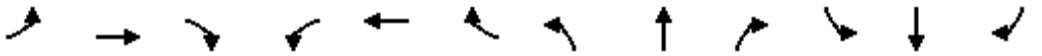
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	397	1769	186	23	1605	224	216	271	15	294	462	350
Future Volume (vph)	397	1769	186	23	1605	224	216	271	15	294	462	350
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	20.0	54.5	54.5	9.6	44.1	44.1	15.0	40.5	40.5	15.4	40.9	40.9
Total Split (%)	16.7%	45.4%	45.4%	8.0%	36.8%	36.8%	12.5%	33.8%	33.8%	12.8%	34.1%	34.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.4	55.9	55.9	5.6	40.0	40.0	10.3	22.1	22.1	11.5	23.3	23.3
Actuated g/C Ratio	0.15	0.53	0.53	0.05	0.38	0.38	0.10	0.21	0.21	0.11	0.22	0.22
v/c Ratio	0.80	0.66	0.20	0.25	0.84	0.33	0.65	0.37	0.03	0.79	0.60	0.70
Control Delay	57.0	21.3	3.4	57.9	35.5	10.4	56.7	36.3	0.1	63.0	39.8	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	21.3	3.4	57.9	35.5	10.4	56.7	36.3	0.1	63.0	39.8	22.8
LOS	E	C	A	E	D	B	E	D	A	E	D	C
Approach Delay		25.9			32.7			44.1			40.6	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 32.5	Intersection LOS: C
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	1769	186	23	1605	224	216	271	15	294	462	350
Future Volume (veh/h)	397	1769	186	23	1605	224	216	271	15	294	462	350
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	409	1824	0	24	1655	167	223	279	7	303	476	235
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	500	2612		56	2033	631	314	682	304	391	761	339
Arrive On Green	0.14	0.50	0.00	0.03	0.39	0.39	0.09	0.19	0.19	0.11	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	409	1824	0	24	1655	167	223	279	7	303	476	235
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	10.9	26.0	0.0	1.3	27.5	6.8	6.0	6.6	0.3	8.1	11.6	13.0
Cycle Q Clear(g_c), s	10.9	26.0	0.0	1.3	27.5	6.8	6.0	6.6	0.3	8.1	11.6	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	2612		56	2033	631	314	682	304	391	761	339
V/C Ratio(X)	0.82	0.70		0.43	0.81	0.26	0.71	0.41	0.02	0.78	0.63	0.69
Avail Cap(c_a), veh/h	581	2709		105	2151	668	399	1363	608	414	1378	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	18.4	0.0	46.0	26.2	19.9	42.8	34.5	31.9	41.8	34.7	35.3
Incr Delay (d2), s/veh	6.8	0.8	0.0	1.9	2.4	0.2	2.6	0.4	0.0	7.5	0.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	9.0	0.0	0.6	10.4	2.3	2.6	2.8	0.1	3.8	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	19.2	0.0	48.0	28.6	20.2	45.4	34.9	32.0	49.3	35.5	37.8
LnGrp LOS	D	B		D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		2233			1846			509			1014	
Approach Delay, s/veh		24.3			28.1			39.4			40.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	22.3	7.0	52.7	12.6	24.4	17.8	41.9
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.8	34.7	5.0	48.0	10.4	35.1	15.4	37.6
Max Q Clear Time (g_c+I1), s	10.1	8.6	3.3	28.0	8.0	15.0	12.9	29.5
Green Ext Time (p_c), s	0.0	1.6	0.0	12.0	0.1	3.5	0.2	5.9

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 6.8: EAPC (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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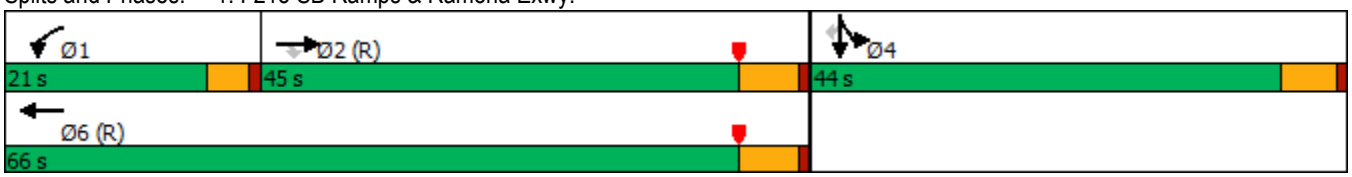
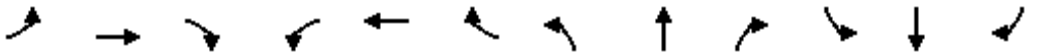
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	830	406	297	1131	1228	0	394
Future Volume (vph)	830	406	297	1131	1228	0	394
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	45.0	21.0	66.0	44.0	44.0	44.0
Total Split (%)	40.9%	40.9%	19.1%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	43.4	43.4	14.4	62.2	36.3	36.3	36.3
Actuated g/C Ratio	0.39	0.39	0.13	0.57	0.33	0.33	0.33
v/c Ratio	0.42	0.47	0.67	0.40	0.78	0.77	0.70
Control Delay	25.8	4.4	24.5	6.4	38.9	43.5	32.7
Queue Delay	0.0	0.0	0.0	0.2	52.4	57.9	0.0
Total Delay	25.8	4.4	24.5	6.6	91.3	101.5	32.7
LOS	C	A	C	A	F	F	C
Approach Delay	18.7			10.3		79.6	
Approach LOS	B			B		E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 39.0	Intersection LOS: D
Intersection Capacity Utilization 155.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰	↲	↱
Traffic Volume (veh/h)	0	830	406	297	1131	0	0	0	0	1228	0	394
Future Volume (veh/h)	0	830	406	297	1131	0	0	0	0	1228	0	394
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	856	344	306	1166	0				1266	0	357
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2397	744	378	3167	0				1546	0	459
Arrive On Green	0.00	0.46	0.46	0.11	0.61	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	856	344	306	1166	0				1266	0	357
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	11.7	16.1	9.4	12.4	0.0				23.9	0.0	22.4
Cycle Q Clear(g_c), s	0.0	11.7	16.1	9.4	12.4	0.0				23.9	0.0	22.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2397	744	378	3167	0				1546	0	459
V/C Ratio(X)	0.00	0.36	0.46	0.81	0.37	0.00				0.82	0.00	0.78
Avail Cap(c_a), veh/h	0	2397	744	527	3167	0				1900	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.87	0.87	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.1	20.2	48.0	10.8	0.0				36.7	0.0	36.1
Incr Delay (d2), s/veh	0.0	0.4	2.1	5.7	0.3	0.0				2.4	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	5.9	4.2	4.2	0.0				10.4	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.5	22.3	53.7	11.0	0.0				39.1	0.0	41.7
LnGrp LOS	A	B	C	D	B	A				D	A	D
Approach Vol, veh/h		1200			1472						1623	
Approach Delay, s/veh		20.3			19.9						39.7	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.3	56.8		36.8		73.2
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	16.5	39.0		38.5		60.0
Max Q Clear Time (g_c+I1), s	11.4	18.1		25.9		14.4
Green Ext Time (p_c), s	0.5	4.0		5.4		5.5

Intersection Summary		
HCM 6th Ctrl Delay		27.5
HCM 6th LOS		C

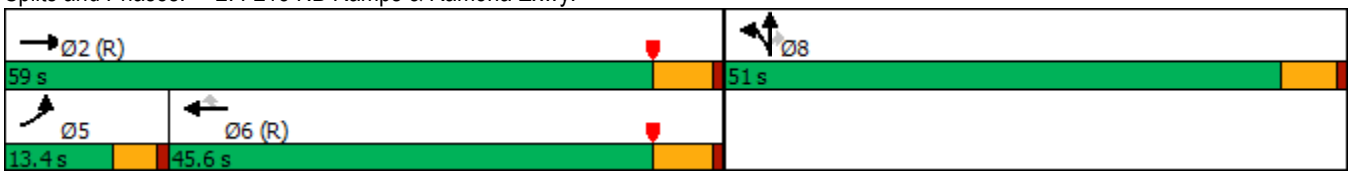
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	244	1816	926	931	501	6	641
Future Volume (vph)	244	1816	926	931	501	6	641
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	13.4	59.0	45.6	45.6	51.0	51.0	51.0
Total Split (%)	12.2%	53.6%	41.5%	41.5%	46.4%	46.4%	46.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	9.3	54.0	40.2	40.2	44.5	44.5	44.5
Actuated g/C Ratio	0.08	0.49	0.37	0.37	0.40	0.40	0.40
v/c Ratio	0.86	0.74	0.51	0.84	0.38	0.38	0.96
Control Delay	75.0	28.4	28.5	11.4	24.8	24.7	54.3
Queue Delay	0.0	48.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	76.4	28.5	11.4	24.8	24.7	54.3
LOS	E	E	C	B	C	C	D
Approach Delay		76.2	19.9			41.2	
Approach LOS		E	B			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 47.6	Intersection LOS: D
Intersection Capacity Utilization 155.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	1816	0	0	926	931	501	6	641	0	0	0
Future Volume (veh/h)	244	1816	0	0	926	931	501	6	641	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	254	1892	0	0	965	0	526	0	534			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	284	2774	0	0	2142		1305	0	581			
Arrive On Green	0.16	1.00	0.00	0.00	0.41	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	254	1892	0	0	965	0	526	0	534			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	7.8	0.0	0.0	0.0	14.8	0.0	12.0	0.0	34.9			
Cycle Q Clear(g_c), s	7.8	0.0	0.0	0.0	14.8	0.0	12.0	0.0	34.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	284	2774	0	0	2142		1305	0	581			
V/C Ratio(X)	0.89	0.68	0.00	0.00	0.45		0.40	0.00	0.92			
Avail Cap(c_a), veh/h	284	2774	0	0	2142		1497	0	666			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.77	0.77	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.6	0.0	0.0	0.0	23.3	0.0	26.3	0.0	33.6			
Incr Delay (d2), s/veh	23.2	1.1	0.0	0.0	0.7	0.0	0.2	0.0	16.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.9	0.3	0.0	0.0	5.7	0.0	5.0	0.0	15.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	1.1	0.0	0.0	24.0	0.0	26.5	0.0	50.4			
LnGrp LOS	E	A	A	A	C		C	A	D			
Approach Vol, veh/h		2146			965			1060				
Approach Delay, s/veh		9.1			24.0			38.5				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.8			13.4	51.4		45.2				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		53.0			8.9	39.6		45.5				
Max Q Clear Time (g_c+I1), s		2.0			9.8	16.8		36.9				
Green Ext Time (p_c), s		11.9			0.0	4.0		2.8				

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Notes

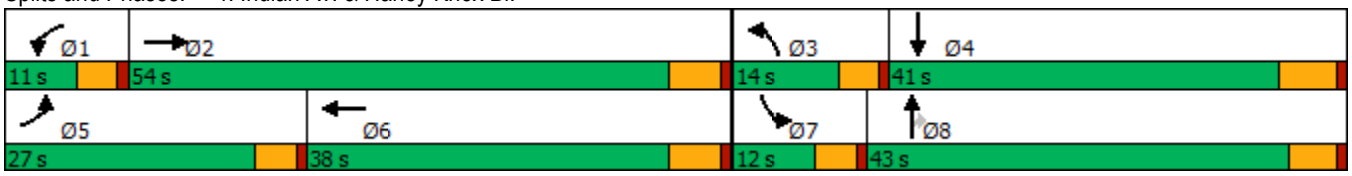
User approved volume balancing among the lanes for turning movement.

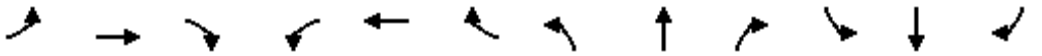
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	639	755	72	841	129	252	38	32	106
Future Volume (vph)	639	755	72	841	129	252	38	32	106
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	27.0	54.0	11.0	38.0	14.0	43.0	43.0	12.0	41.0
Total Split (%)	22.5%	45.0%	9.2%	31.7%	11.7%	35.8%	35.8%	10.0%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.9	40.6	6.5	24.2	7.8	20.9	20.9	6.2	14.1
Actuated g/C Ratio	0.25	0.45	0.07	0.27	0.09	0.23	0.23	0.07	0.16
v/c Ratio	0.77	0.42	0.60	0.71	0.46	0.32	0.08	0.28	0.52
Control Delay	40.3	17.8	64.7	33.6	47.3	31.6	0.3	50.7	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	17.8	64.7	33.6	47.3	31.6	0.3	50.7	13.7
LOS	D	B	E	C	D	C	A	D	B
Approach Delay		27.2		35.9		33.6			16.8
Approach LOS		C		D		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	639	755	143	72	841	78	129	252	38	32	106	244
Future Volume (veh/h)	639	755	143	72	841	78	129	252	38	32	106	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	680	803	138	77	895	61	137	268	30	34	113	226
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	783	1901	324	99	1286	87	216	762	340	61	330	295
Arrive On Green	0.22	0.43	0.43	0.05	0.26	0.26	0.06	0.21	0.21	0.03	0.18	0.18
Sat Flow, veh/h	3510	4451	759	1810	4960	337	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	680	622	319	77	623	333	137	268	30	34	113	226
Grp Sat Flow(s),veh/h/ln	1755	1729	1752	1810	1729	1839	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.5	9.8	9.9	3.3	12.6	12.7	3.0	4.9	1.2	1.4	4.2	10.3
Cycle Q Clear(g_c), s	14.5	9.8	9.9	3.3	12.6	12.7	3.0	4.9	1.2	1.4	4.2	10.3
Prop In Lane	1.00		0.43	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	783	1477	748	99	896	477	216	762	340	61	330	295
V/C Ratio(X)	0.87	0.42	0.43	0.77	0.70	0.70	0.63	0.35	0.09	0.56	0.34	0.77
Avail Cap(c_a), veh/h	1014	2149	1089	149	1436	764	426	1750	781	173	810	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	15.5	15.5	36.2	26.0	26.0	35.5	26.1	24.6	36.9	27.6	30.1
Incr Delay (d2), s/veh	5.5	0.2	0.4	6.4	1.0	1.9	1.2	0.3	0.1	3.0	0.6	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	3.3	3.4	1.5	4.8	5.3	1.2	2.0	0.4	0.6	1.7	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	15.7	15.9	42.5	26.9	27.8	36.7	26.4	24.7	39.9	28.2	34.3
LnGrp LOS	C	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1621			1033			435			373	
Approach Delay, s/veh		23.6			28.4			29.5			33.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	38.9	9.4	20.4	21.9	25.9	7.2	22.6
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	6.4	48.2	9.4	34.8	22.4	32.2	7.4	* 38
Max Q Clear Time (g_c+I1), s	5.3	11.9	5.0	12.3	16.5	14.7	3.4	6.9
Green Ext Time (p_c), s	0.0	6.3	0.1	1.8	0.8	5.4	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

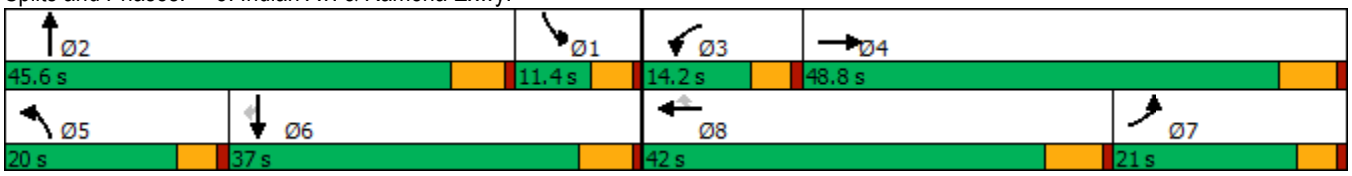
Notes

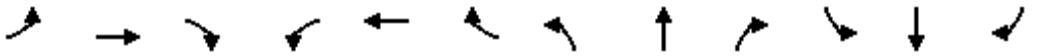
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	277	1517	60	1617	121	117	82	60	107	177
Future Volume (vph)	277	1517	60	1617	121	117	82	60	107	177
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	21.0	48.8	14.2	42.0	42.0	20.0	45.6	11.4	37.0	37.0
Total Split (%)	17.5%	40.7%	11.8%	35.0%	35.0%	16.7%	38.0%	9.5%	30.8%	30.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.6	45.8	7.5	34.4	34.4	10.7	17.3	8.9	13.3	13.3
Actuated g/C Ratio	0.17	0.47	0.08	0.36	0.36	0.11	0.18	0.09	0.14	0.14
v/c Ratio	0.94	0.56	0.45	0.73	0.18	0.62	0.22	0.38	0.23	0.49
Control Delay	80.4	21.1	56.0	30.2	2.1	56.5	22.4	51.6	38.4	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.4	21.1	56.0	30.2	2.1	56.5	22.4	51.6	38.4	10.1
LOS	F	C	E	C	A	E	C	D	D	B
Approach Delay		29.7		29.2			38.3		26.1	
Approach LOS		C		C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	1517	124	60	1617	121	117	82	52	60	107	177
Future Volume (veh/h)	277	1517	124	60	1617	121	117	82	52	60	107	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	292	1597	122	63	1702	103	123	86	43	63	113	170
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	327	3184	243	82	2328	573	155	274	129	131	415	185
Arrive On Green	0.18	0.51	0.51	0.05	0.36	0.36	0.09	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	1810	6240	476	1810	6536	1610	1810	2384	1120	1810	3610	1610
Grp Volume(v), veh/h	292	1254	465	63	1702	103	123	64	65	63	113	170
Grp Sat Flow(s),veh/h/ln	1810	1634	1814	1810	1634	1610	1810	1805	1698	1810	1805	1610
Q Serve(g_s), s	13.7	14.6	14.7	3.0	19.7	3.8	5.8	2.8	3.1	2.9	2.5	5.8
Cycle Q Clear(g_c), s	13.7	14.6	14.7	3.0	19.7	3.8	5.8	2.8	3.1	2.9	2.5	5.8
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	327	2502	926	82	2328	573	155	208	195	131	415	185
V/C Ratio(X)	0.89	0.50	0.50	0.77	0.73	0.18	0.79	0.31	0.33	0.48	0.27	0.92
Avail Cap(c_a), veh/h	341	2502	926	200	2690	663	320	826	777	141	1295	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	14.0	14.0	41.1	24.4	19.3	39.0	35.3	35.4	38.8	35.2	15.6
Incr Delay (d2), s/veh	22.8	0.2	0.4	5.7	0.9	0.1	3.4	0.8	1.0	1.0	0.4	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	4.6	5.1	1.4	6.9	1.3	2.6	1.2	1.3	1.3	1.1	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	14.2	14.4	46.8	25.3	19.4	42.4	36.1	36.4	39.8	35.5	31.9
LnGrp LOS	E	B	B	D	C	B	D	D	D	D	D	C
Approach Vol, veh/h		2011			1868			252			346	
Approach Delay, s/veh		20.5			25.7			39.3			34.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	15.8	8.5	50.6	12.1	15.8	21.9	37.2
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	6.8	* 40	9.6	42.6	15.4	31.2	16.4	* 36
Max Q Clear Time (g_c+I1), s	4.9	5.1	5.0	16.7	7.8	7.8	15.7	21.7
Green Ext Time (p_c), s	0.0	0.7	0.0	12.5	0.1	1.1	0.0	9.3

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

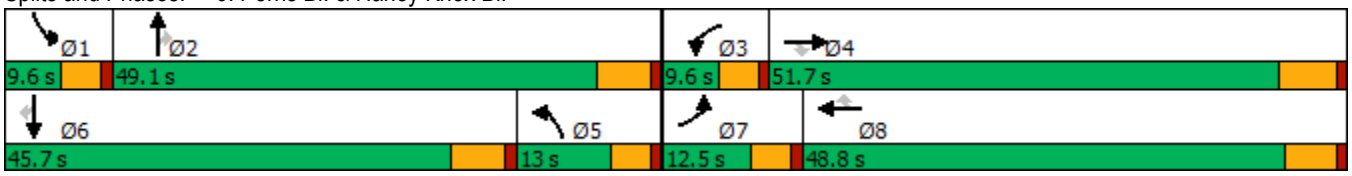
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	592	78	10	502	229	179	990	19	105	638	306
Future Volume (vph)	214	592	78	10	502	229	179	990	19	105	638	306
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.5	51.7	51.7	9.6	48.8	48.8	13.0	49.1	49.1	9.6	45.7	45.7
Total Split (%)	10.4%	43.1%	43.1%	8.0%	40.7%	40.7%	10.8%	40.9%	40.9%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	29.3	29.3	5.3	17.8	17.8	10.0	24.2	24.2	5.3	19.5	19.5
Actuated g/C Ratio	0.11	0.38	0.38	0.07	0.23	0.23	0.13	0.31	0.31	0.07	0.25	0.25
v/c Ratio	0.59	0.45	0.11	0.04	0.44	0.48	0.41	0.63	0.03	0.45	0.50	0.55
Control Delay	44.2	20.4	0.3	43.8	26.4	12.4	38.9	25.2	0.1	46.9	26.6	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	20.4	0.3	43.8	26.4	12.4	38.9	25.2	0.1	46.9	26.6	11.8
LOS	D	C	A	D	C	B	D	C	A	D	C	B
Approach Delay		24.4			22.3			26.8			24.3	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	592	78	10	502	229	179	990	19	105	638	306
Future Volume (veh/h)	214	592	78	10	502	229	179	990	19	105	638	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	610	67	10	518	192	185	1021	17	108	658	267
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1012	446	45	1047	325	476	1635	501	231	1178	366
Arrive On Green	0.09	0.28	0.28	0.01	0.20	0.20	0.14	0.32	0.32	0.07	0.23	0.23
Sat Flow, veh/h	3510	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	221	610	67	10	518	192	185	1021	17	108	658	267
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	4.0	9.5	1.1	0.2	5.8	7.0	3.1	10.9	0.5	1.9	7.3	6.7
Cycle Q Clear(g_c), s	4.0	9.5	1.1	0.2	5.8	7.0	3.1	10.9	0.5	1.9	7.3	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	1012	446	45	1047	325	476	1635	501	231	1178	366
V/C Ratio(X)	0.69	0.60	0.15	0.22	0.49	0.59	0.39	0.62	0.03	0.47	0.56	0.73
Avail Cap(c_a), veh/h	426	2524	1111	270	3428	1064	476	3451	1057	270	3180	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	20.3	5.4	31.8	23.0	23.5	25.7	19.0	15.4	29.3	22.3	10.6
Incr Delay (d2), s/veh	1.4	0.6	0.2	0.9	0.4	1.7	0.2	0.4	0.0	0.5	0.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.5	0.7	0.1	2.1	2.5	1.2	3.8	0.2	0.8	2.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	20.9	5.6	32.7	23.4	25.2	25.9	19.4	15.5	29.8	22.7	13.4
LnGrp LOS	C	C	A	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		898			720			1223			1033	
Approach Delay, s/veh		22.0			24.0			20.3			21.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	26.3	5.4	24.4	14.6	20.6	10.5	19.3
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.3	5.0	45.5	8.4	* 40	7.9	* 43
Max Q Clear Time (g_c+I1), s	3.9	12.9	2.2	11.5	5.1	9.3	6.0	9.0
Green Ext Time (p_c), s	0.0	7.6	0.0	4.1	0.1	5.5	0.1	4.1

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

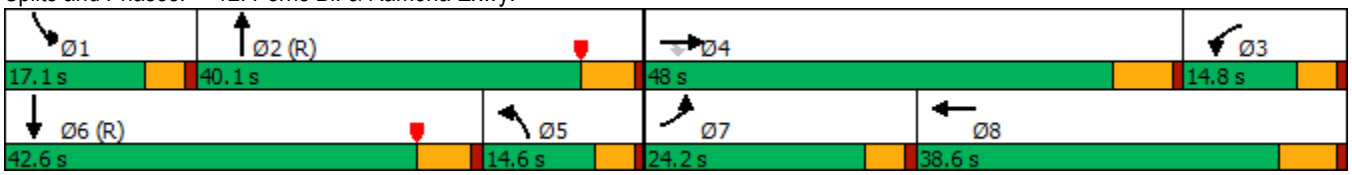
Notes

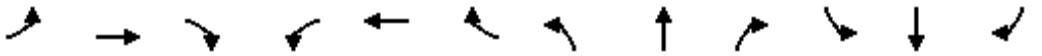
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	516	1096	189	180	1245	313	1050	330	433
Future Volume (vph)	516	1096	189	180	1245	313	1050	330	433
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	24.2	48.0	48.0	14.8	38.6	14.6	40.1	17.1	42.6
Total Split (%)	20.2%	40.0%	40.0%	12.3%	32.2%	12.2%	33.4%	14.3%	35.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	19.6	36.0	36.0	16.0	32.4	10.0	34.3	12.5	36.8
Actuated g/C Ratio	0.16	0.30	0.30	0.13	0.27	0.08	0.29	0.10	0.31
v/c Ratio	0.95	0.74	0.32	0.41	1.17	1.13	0.81	0.95	0.47
Control Delay	77.3	40.7	5.2	44.2	118.6	141.9	44.7	90.4	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	40.7	5.2	44.2	118.6	141.9	44.7	90.4	28.2
LOS	E	D	A	D	F	F	D	F	C
Approach Delay		47.5			110.9		65.7		48.1
Approach LOS		D			F		E		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 70.3	Intersection LOS: E
Intersection Capacity Utilization 102.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1096	189	180	1245	309	313	1050	83	330	433	268
Future Volume (veh/h)	516	1096	189	180	1245	309	313	1050	83	330	433	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	543	1154	137	189	1311	193	329	1105	41	347	456	208
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	1449	450	494	1233	181	1410	3152	117	366	1084	473
Arrive On Green	0.16	0.28	0.28	0.09	0.18	0.18	0.40	0.61	0.61	0.10	0.31	0.31
Sat Flow, veh/h	3510	5187	1610	3510	4565	672	3510	5133	190	3510	3535	1543
Grp Volume(v), veh/h	543	1154	137	189	993	511	329	744	402	347	446	218
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1779	1755	1729	1865	1755	1729	1620
Q Serve(g_s), s	18.4	24.7	8.0	6.1	32.4	32.4	7.4	12.7	12.7	11.8	12.3	13.0
Cycle Q Clear(g_c), s	18.4	24.7	8.0	6.1	32.4	32.4	7.4	12.7	12.7	11.8	12.3	13.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.10	1.00		0.95
Lane Grp Cap(c), veh/h	573	1449	450	494	934	480	1410	2123	1145	366	1060	497
V/C Ratio(X)	0.95	0.80	0.30	0.38	1.06	1.06	0.23	0.35	0.35	0.95	0.42	0.44
Avail Cap(c_a), veh/h	573	1807	561	494	934	480	1410	2123	1145	366	1060	497
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	40.1	34.1	49.5	49.1	49.1	23.7	11.4	11.4	53.4	33.1	33.3
Incr Delay (d2), s/veh	21.5	1.7	0.3	0.2	47.9	59.0	0.0	0.4	0.7	33.6	1.2	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	10.2	3.1	2.6	20.3	22.4	3.0	4.5	5.0	6.8	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	41.8	34.4	49.6	97.0	108.2	23.7	11.8	12.1	87.1	34.3	36.1
LnGrp LOS	E	D	C	D	F	F	C	B	B	F	C	D
Approach Vol, veh/h		1834			1693			1475			1011	
Approach Delay, s/veh		49.9			95.1			14.6			52.8	
Approach LOS		D			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	80.2	23.1	39.7	54.7	42.6	24.2	38.6
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	12.5	34.3	10.2	* 42	10.0	* 37	19.6	32.4
Max Q Clear Time (g_c+I1), s	13.8	14.7	8.1	26.7	9.4	15.0	20.4	34.4
Green Ext Time (p_c), s	0.0	7.0	0.1	6.8	0.0	4.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

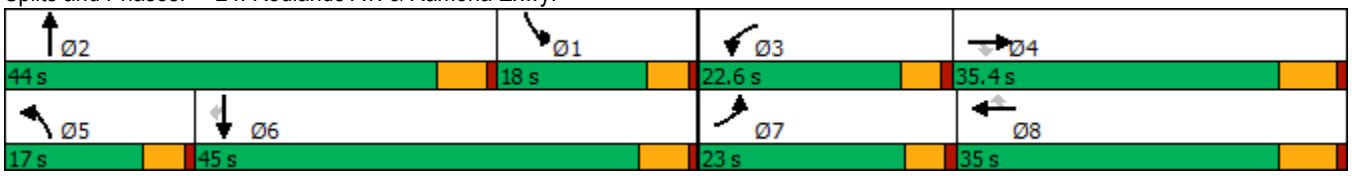
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	269	1159	78	143	1558	537	86	198	377	142	83
Future Volume (vph)	269	1159	78	143	1558	537	86	198	377	142	83
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	23.0	35.4	35.4	22.6	35.0	35.0	17.0	44.0	18.0	45.0	45.0
Total Split (%)	19.2%	29.5%	29.5%	18.8%	29.2%	29.2%	14.2%	36.7%	15.0%	37.5%	37.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.5	33.9	33.9	13.5	28.9	28.9	9.7	33.6	13.4	39.6	39.6
Actuated g/C Ratio	0.16	0.29	0.29	0.12	0.25	0.25	0.08	0.29	0.12	0.34	0.34
v/c Ratio	0.97	0.63	0.14	0.71	0.99	0.73	0.60	0.91	0.96	0.23	0.14
Control Delay	95.4	38.4	0.5	67.6	63.8	12.5	67.8	56.9	87.7	29.3	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.4	38.4	0.5	67.6	63.8	12.5	67.8	56.9	87.7	29.3	2.9
LOS	F	D	A	E	E	B	E	E	F	C	A
Approach Delay		46.6			51.7			58.5		62.3	
Approach LOS		D			D			E		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 52.2	Intersection LOS: D
Intersection Capacity Utilization 93.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1159	78	143	1558	537	86	198	281	377	142	83
Future Volume (veh/h)	269	1159	78	143	1558	537	86	198	281	377	142	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	1207	66	149	1623	304	90	206	248	393	148	84
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	289	2033	489	178	1632	397	114	224	269	408	660	551
Arrive On Green	0.16	0.31	0.31	0.10	0.25	0.25	0.06	0.29	0.29	0.12	0.35	0.35
Sat Flow, veh/h	1810	6536	1571	1810	6536	1589	1810	779	938	3510	1900	1586
Grp Volume(v), veh/h	280	1207	66	149	1623	304	90	0	454	393	148	84
Grp Sat Flow(s),veh/h/ln	1810	1634	1571	1810	1634	1589	1810	0	1717	1755	1900	1586
Q Serve(g_s), s	17.7	18.0	3.5	9.3	28.6	14.6	5.7	0.0	29.6	12.9	6.4	4.2
Cycle Q Clear(g_c), s	17.7	18.0	3.5	9.3	28.6	14.6	5.7	0.0	29.6	12.9	6.4	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	289	2033	489	178	1632	397	114	0	493	408	660	551
V/C Ratio(X)	0.97	0.59	0.14	0.84	0.99	0.77	0.79	0.00	0.92	0.96	0.22	0.15
Avail Cap(c_a), veh/h	289	2033	489	282	1632	397	195	0	575	408	660	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	33.6	28.6	51.1	43.2	20.3	53.3	0.0	39.8	50.7	26.6	25.9
Incr Delay (d2), s/veh	44.4	0.5	0.1	6.3	20.9	8.7	4.6	0.0	18.6	34.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	6.8	1.3	4.4	13.3	6.0	2.7	0.0	14.6	7.5	2.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.6	34.0	28.7	57.4	64.1	29.0	57.8	0.0	58.4	85.6	26.8	26.1
LnGrp LOS	F	C	C	E	E	C	E	A	E	F	C	C
Approach Vol, veh/h		1553			2076			544			625	
Approach Delay, s/veh		44.4			58.5			58.3			63.7	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	38.5	15.9	42.1	11.9	45.5	23.0	35.0
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 39	18.0	29.2	12.4	39.6	18.4	28.8
Max Q Clear Time (g_c+I1), s	14.9	31.6	11.3	20.0	7.7	8.4	19.7	30.6
Green Ext Time (p_c), s	0.0	1.6	0.1	5.0	0.0	1.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

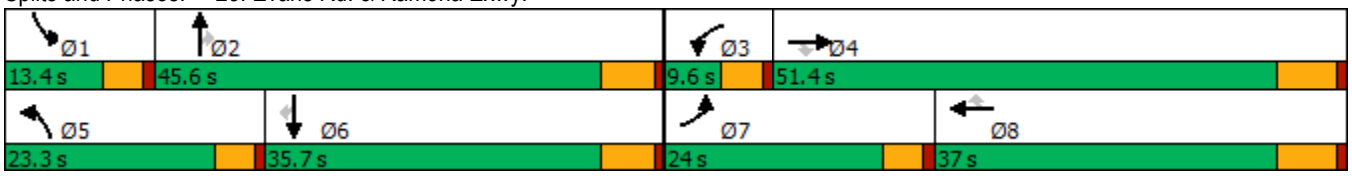
Notes

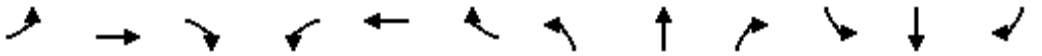
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1340	70	6	1510	242	354	408	19	214	163	355
Future Volume (vph)	365	1340	70	6	1510	242	354	408	19	214	163	355
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.0	51.4	51.4	9.6	37.0	37.0	23.3	45.6	45.6	13.4	35.7	35.7
Total Split (%)	20.0%	42.8%	42.8%	8.0%	30.8%	30.8%	19.4%	38.0%	38.0%	11.2%	29.8%	29.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.1	51.2	51.2	5.7	33.6	33.6	14.8	22.3	22.3	9.3	16.8	16.8
Actuated g/C Ratio	0.16	0.53	0.53	0.06	0.35	0.35	0.15	0.23	0.23	0.10	0.17	0.17
v/c Ratio	0.69	0.50	0.08	0.06	0.86	0.36	0.68	0.50	0.04	0.66	0.27	0.71
Control Delay	46.7	17.4	0.2	51.0	37.3	9.5	46.9	34.0	0.2	54.6	36.0	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	17.4	0.2	51.0	37.3	9.5	46.9	34.0	0.2	54.6	36.0	17.8
LOS	D	B	A	D	D	A	D	C	A	D	D	B
Approach Delay		22.8			33.5			39.0			32.6	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 30.5	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	1340	70	6	1510	242	354	408	19	214	163	355
Future Volume (veh/h)	365	1340	70	6	1510	242	354	408	19	214	163	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	376	1381	0	6	1557	154	365	421	6	221	168	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	482	2486		26	1849	574	471	863	380	317	705	314
Arrive On Green	0.14	0.48	0.00	0.01	0.36	0.36	0.13	0.24	0.24	0.09	0.20	0.20
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1587	3510	3610	1610
Grp Volume(v), veh/h	376	1381	0	6	1557	154	365	421	6	221	168	231
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1587	1755	1805	1610
Q Serve(g_s), s	9.4	17.1	0.0	0.3	24.9	6.1	9.1	9.1	0.3	5.5	3.5	12.2
Cycle Q Clear(g_c), s	9.4	17.1	0.0	0.3	24.9	6.1	9.1	9.1	0.3	5.5	3.5	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	482	2486		26	1849	574	471	863	380	317	705	314
V/C Ratio(X)	0.78	0.56		0.23	0.84	0.27	0.78	0.49	0.02	0.70	0.24	0.74
Avail Cap(c_a), veh/h	777	2721		112	1894	588	750	1662	731	365	1267	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	16.7	0.0	44.0	26.7	20.7	37.8	29.6	26.3	39.9	30.7	34.2
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.7	3.6	0.2	1.0	0.4	0.0	3.5	0.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.7	0.0	0.1	9.6	2.1	3.8	3.7	0.1	2.4	1.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	16.9	0.0	45.7	30.3	20.9	38.9	30.0	26.3	43.4	30.9	37.5
LnGrp LOS	D	B		D	C	C	D	C	C	D	C	D
Approach Vol, veh/h		1757			1717			792			620	
Approach Delay, s/veh		21.6			29.5			34.1			37.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	25.6	5.3	47.3	16.1	21.6	16.4	36.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.8	39.8	5.0	44.9	18.7	29.9	19.4	30.5
Max Q Clear Time (g_c+I1), s	7.5	11.1	2.3	19.1	11.1	14.2	11.4	26.9
Green Ext Time (p_c), s	0.1	2.6	0.0	9.8	0.4	1.5	0.4	2.8

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

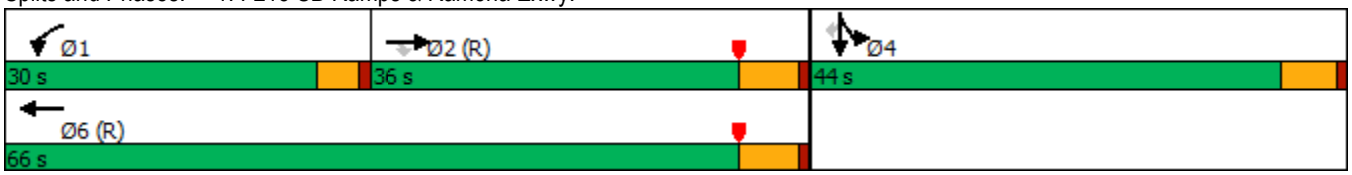
Notes

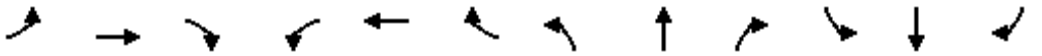
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1113	551	609	1081	1270	2	249
Future Volume (vph)	1113	551	609	1081	1270	2	249
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	36.0	36.0	30.0	66.0	44.0	44.0	44.0
Total Split (%)	32.7%	32.7%	27.3%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	34.1	34.1	23.5	62.1	36.4	36.4	36.4
Actuated g/C Ratio	0.31	0.31	0.21	0.56	0.33	0.33	0.33
v/c Ratio	0.71	0.65	0.84	0.38	0.81	0.80	0.44
Control Delay	37.6	7.3	21.3	4.2	40.0	45.1	22.2
Queue Delay	0.0	0.0	0.0	0.0	54.1	60.7	0.0
Total Delay	37.6	7.3	21.3	4.2	94.1	105.8	22.2
LOS	D	A	C	A	F	F	C
Approach Delay	27.6			10.4		85.6	
Approach LOS	C			B		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 121.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰	↲	↱
Traffic Volume (veh/h)	0	1113	551	609	1081	0	0	0	0	1270	2	249
Future Volume (veh/h)	0	1113	551	609	1081	0	0	0	0	1270	2	249
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1147	416	628	1114	0				1310	0	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1891	587	707	3148	0				1567	0	465
Arrive On Green	0.00	0.36	0.36	0.20	0.61	0.00				0.29	0.00	0.29
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1147	416	628	1114	0				1310	0	199
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	19.8	24.3	19.1	11.8	0.0				24.9	0.0	11.0
Cycle Q Clear(g_c), s	0.0	19.8	24.3	19.1	11.8	0.0				24.9	0.0	11.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1891	587	707	3148	0				1567	0	465
V/C Ratio(X)	0.00	0.61	0.71	0.89	0.35	0.00				0.84	0.00	0.43
Avail Cap(c_a), veh/h	0	1891	587	814	3148	0				1900	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.73	0.73	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	29.9	42.7	10.8	0.0				36.7	0.0	31.8
Incr Delay (d2), s/veh	0.0	1.5	7.1	8.2	0.2	0.0				2.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	9.9	8.7	4.0	0.0				10.9	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.0	37.0	50.9	11.1	0.0				39.6	0.0	32.4
LnGrp LOS	A	C	D	D	B	A				D	A	C
Approach Vol, veh/h		1563			1742						1509	
Approach Delay, s/veh		31.8			25.4						38.6	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.7	46.1		37.2		72.8
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	25.5	30.0		38.5		60.0
Max Q Clear Time (g_c+I1), s	21.1	26.3		26.9		13.8
Green Ext Time (p_c), s	1.0	2.1		4.9		5.1

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

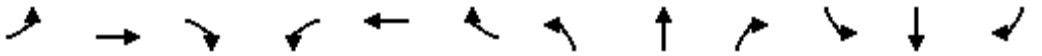
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	367	2017	1198	1150	442	3	527
Future Volume (vph)	367	2017	1198	1150	442	3	527
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	21.0	61.0	40.0		49.0	49.0	49.0
Total Split (%)	19.1%	55.5%	36.4%		44.5%	44.5%	44.5%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	15.7	59.4	39.1	110.0	39.1	39.1	39.1
Actuated g/C Ratio	0.14	0.54	0.36	1.00	0.36	0.36	0.36
v/c Ratio	0.77	0.76	0.68	0.76	0.38	0.39	0.89
Control Delay	46.1	27.7	33.7	3.4	27.5	27.6	46.4
Queue Delay	0.0	47.8	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	75.5	33.7	3.4	27.5	27.6	46.4
LOS	D	E	C	A	C	C	D
Approach Delay		71.0	18.9			37.8	
Approach LOS		E	B			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 43.9	Intersection LOS: D
Intersection Capacity Utilization 121.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	2017	0	0	1198	1150	442	3	527	0	0	0
Future Volume (veh/h)	367	2017	0	0	1198	1150	442	3	527	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	386	2123	0	0	1261	0	467	0	453			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	446	3024	0	0	2153		1131	0	503			
Arrive On Green	0.25	1.00	0.00	0.00	0.42	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	386	2123	0	0	1261	0	467	0	453			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	11.6	0.0	0.0	0.0	20.7	0.0	11.2	0.0	29.6			
Cycle Q Clear(g_c), s	11.6	0.0	0.0	0.0	20.7	0.0	11.2	0.0	29.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	446	3024	0	0	2153		1131	0	503			
V/C Ratio(X)	0.87	0.70	0.00	0.00	0.59		0.41	0.00	0.90			
Avail Cap(c_a), veh/h	527	3024	0	0	2153		1431	0	637			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.1	0.0	0.0	0.0	24.9	0.0	29.9	0.0	36.2			
Incr Delay (d2), s/veh	7.6	0.8	0.0	0.0	1.2	0.0	0.2	0.0	13.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	0.2	0.0	0.0	8.1	0.0	4.7	0.0	12.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.8	0.0	0.0	26.0	0.0	30.1	0.0	49.8			
LnGrp LOS	D	A	A	A	C		C	A	D			
Approach Vol, veh/h		2509			1261			920				
Approach Delay, s/veh		8.0			26.0			39.8				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.1			18.5	51.7		39.9				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		55.0			16.5	34.0		43.5				
Max Q Clear Time (g_c+I1), s		2.0			13.6	22.7		31.6				
Green Ext Time (p_c), s		15.0			0.4	4.3		2.8				

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

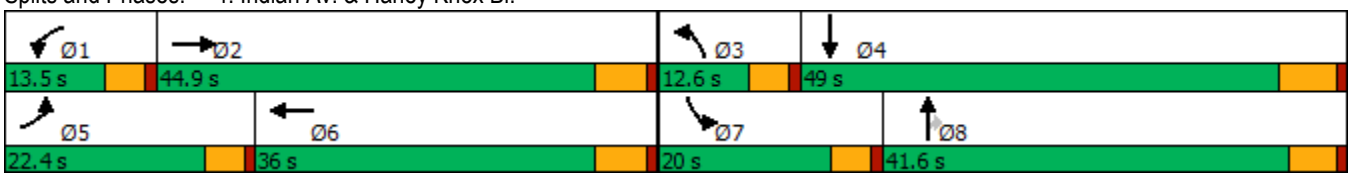
User approved volume balancing among the lanes for turning movement.

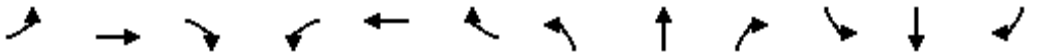
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	375	589	41	860	155	239	72	94	293
Future Volume (vph)	375	589	41	860	155	239	72	94	293
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	22.4	44.9	13.5	36.0	12.6	41.6	41.6	20.0	49.0
Total Split (%)	18.7%	37.4%	11.3%	30.0%	10.5%	34.7%	34.7%	16.7%	40.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.5	41.7	7.4	29.7	8.0	39.8	39.8	11.8	42.8
Actuated g/C Ratio	0.15	0.35	0.06	0.25	0.07	0.33	0.33	0.10	0.36
v/c Ratio	0.92	0.49	0.46	0.89	0.83	0.25	0.14	0.67	1.25dr
Control Delay	75.2	31.0	67.5	53.0	83.7	30.4	0.4	69.5	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	31.0	67.5	53.0	83.7	30.4	0.4	69.5	52.2
LOS	E	C	E	D	F	C	A	E	D
Approach Delay		46.6		53.6		43.5			53.6
Approach LOS		D		D		D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 50.3	Intersection LOS: D
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	589	99	41	860	47	155	239	72	94	293	752
Future Volume (veh/h)	375	589	99	41	860	47	155	239	72	94	293	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	746	117	52	1089	41	196	303	81	119	371	515
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	530	1628	253	67	1260	47	246	1215	542	146	627	559
Arrive On Green	0.15	0.36	0.36	0.04	0.25	0.25	0.07	0.34	0.34	0.08	0.35	0.35
Sat Flow, veh/h	3510	4527	704	1810	5130	193	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	475	568	295	52	734	396	196	303	81	119	371	515
Grp Sat Flow(s),veh/h/ln	1755	1729	1773	1810	1729	1865	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.2	14.4	14.6	3.3	23.2	23.2	6.3	6.9	4.0	7.4	19.3	35.0
Cycle Q Clear(g_c), s	15.2	14.4	14.6	3.3	23.2	23.2	6.3	6.9	4.0	7.4	19.3	35.0
Prop In Lane	1.00		0.40	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	530	1243	638	67	850	458	246	1215	542	146	627	559
V/C Ratio(X)	0.90	0.46	0.46	0.77	0.86	0.86	0.80	0.25	0.15	0.81	0.59	0.92
Avail Cap(c_a), veh/h	547	1243	638	141	915	494	246	1215	542	244	677	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	28.0	28.1	54.5	41.2	41.2	52.3	27.4	26.4	51.6	30.6	35.7
Incr Delay (d2), s/veh	16.3	0.3	0.5	6.8	8.2	14.1	15.4	0.1	0.1	4.1	1.2	18.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.7	5.9	1.6	10.4	12.0	3.2	2.9	1.5	3.4	8.2	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	28.3	28.6	61.3	49.4	55.3	67.6	27.5	26.6	55.7	31.8	54.6
LnGrp LOS	E	C	C	E	D	E	E	C	C	E	C	D
Approach Vol, veh/h		1338			1182			580			1005	
Approach Delay, s/veh		41.0			51.9			40.9			46.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	46.8	12.6	45.8	21.8	33.8	13.8	44.6
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	8.9	39.1	8.0	42.8	17.8	30.2	15.4	* 36
Max Q Clear Time (g_c+I1), s	5.3	16.6	8.3	37.0	17.2	25.2	9.4	8.9
Green Ext Time (p_c), s	0.0	5.1	0.0	2.6	0.1	2.8	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

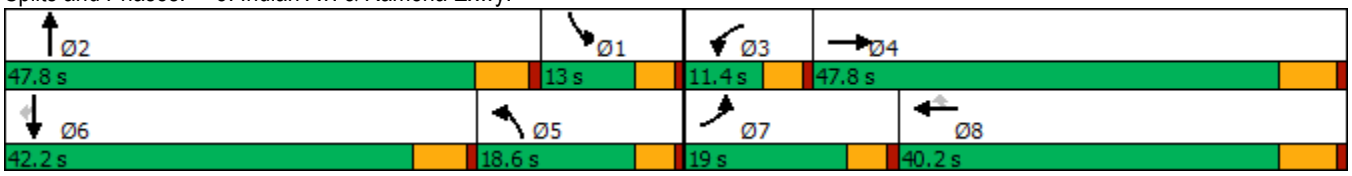
Notes

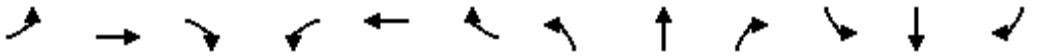
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	397	1835	82	1649	188	170	242	178	171	190
Future Volume (vph)	397	1835	82	1649	188	170	242	178	171	190
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	19.0	47.8	11.4	40.2	40.2	18.6	47.8	13.0	42.2	42.2
Total Split (%)	15.8%	39.8%	9.5%	33.5%	33.5%	15.5%	39.8%	10.8%	35.2%	35.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.5	41.9	6.8	34.2	34.2	14.3	17.4	10.5	13.6	13.6
Actuated g/C Ratio	0.15	0.43	0.07	0.35	0.35	0.15	0.18	0.11	0.14	0.14
v/c Ratio	1.69	0.79	0.74	0.82	0.31	0.74	0.55	1.05	0.39	0.53
Control Delay	355.9	27.9	79.7	33.7	6.8	58.5	35.1	122.2	40.2	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	355.9	27.9	79.7	33.7	6.8	58.5	35.1	122.2	40.2	9.9
LOS	F	C	E	C	A	E	D	F	D	A
Approach Delay		83.7		33.1			43.3		56.6	
Approach LOS		F		C			D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.69	
Intersection Signal Delay: 58.8	Intersection LOS: E
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	1835	103	82	1649	188	170	242	75	178	171	190
Future Volume (veh/h)	397	1835	103	82	1649	188	170	242	75	178	171	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	451	2085	102	93	1874	192	193	275	70	202	194	131
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	2935	144	119	2356	580	229	395	99	183	406	181
Arrive On Green	0.16	0.46	0.46	0.07	0.36	0.36	0.13	0.14	0.14	0.10	0.11	0.11
Sat Flow, veh/h	1810	6426	314	1810	6536	1610	1810	2861	715	1810	3610	1610
Grp Volume(v), veh/h	451	1590	597	93	1874	192	193	172	173	202	194	131
Grp Sat Flow(s),veh/h/ln	1810	1634	1839	1810	1634	1610	1810	1805	1771	1810	1805	1610
Q Serve(g_s), s	14.4	23.2	23.2	4.5	22.8	5.0	9.3	8.1	8.3	9.0	4.5	4.8
Cycle Q Clear(g_c), s	14.4	23.2	23.2	4.5	22.8	5.0	9.3	8.1	8.3	9.0	4.5	4.8
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	293	2239	840	119	2356	580	229	249	244	183	406	181
V/C Ratio(X)	1.54	0.71	0.71	0.78	0.80	0.33	0.84	0.69	0.71	1.11	0.48	0.72
Avail Cap(c_a), veh/h	293	2294	861	138	2500	616	285	853	837	183	1479	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	19.4	19.4	40.9	25.5	8.8	38.0	36.5	36.6	39.9	37.0	17.9
Incr Delay (d2), s/veh	258.6	1.0	2.7	18.1	1.8	0.3	14.3	3.4	3.8	97.5	0.9	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.0	7.7	9.1	2.5	8.2	2.5	4.8	3.6	3.7	8.8	2.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	295.9	20.4	22.1	59.0	27.3	9.1	52.2	39.9	40.4	137.5	37.9	23.3
LnGrp LOS	F	C	C	E	C	A	D	D	D	F	D	C
Approach Vol, veh/h		2638			2159			538			527	
Approach Delay, s/veh		67.9			27.0			44.5			72.4	
Approach LOS		E			C			D			E	

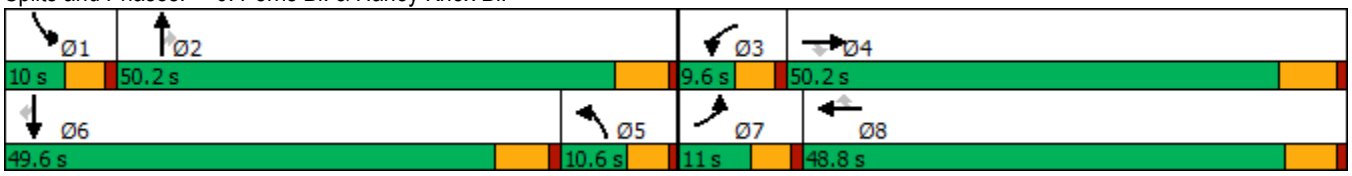
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	18.1	10.4	46.8	15.8	15.8	19.0	38.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2
Max Green Setting (Gmax), s	8.4	42.0	6.8	41.6	14.0	36.4	14.4	34.0
Max Q Clear Time (g_c+I1), s	11.0	10.3	6.5	25.2	11.3	6.8	16.4	24.8
Green Ext Time (p_c), s	0.0	2.0	0.0	11.9	0.1	1.6	0.0	7.2

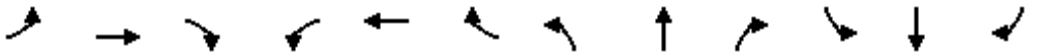
Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	368	109	21	546	147	91	870	7	216	1141	298
Future Volume (vph)	265	368	109	21	546	147	91	870	7	216	1141	298
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	50.2	50.2	9.6	48.8	48.8	10.6	50.2	50.2	10.0	49.6	49.6
Total Split (%)	9.2%	41.8%	41.8%	8.0%	40.7%	40.7%	8.8%	41.8%	41.8%	8.3%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	29.1	29.1	5.2	21.4	21.4	6.0	35.6	35.6	5.6	35.2	35.2
Actuated g/C Ratio	0.07	0.32	0.32	0.06	0.24	0.24	0.07	0.39	0.39	0.06	0.39	0.39
v/c Ratio	1.24	0.38	0.21	0.13	0.53	0.35	0.47	0.51	0.01	1.20	0.68	0.48
Control Delay	173.5	26.4	2.9	49.3	31.7	7.6	52.5	22.6	0.0	164.1	25.7	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	173.5	26.4	2.9	49.3	31.7	7.6	52.5	22.6	0.0	164.1	25.7	12.5
LOS	F	C	A	D	C	A	D	C	A	F	C	B
Approach Delay		75.4			27.3			25.2			41.4	
Approach LOS		E			C			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	368	109	21	546	147	91	870	7	216	1141	298
Future Volume (veh/h)	265	368	109	21	546	147	91	870	7	216	1141	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	438	107	25	650	126	108	1036	7	257	1358	291
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	914	408	93	1037	322	199	2015	618	236	1993	611
Arrive On Green	0.08	0.25	0.25	0.03	0.20	0.20	0.06	0.39	0.39	0.07	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	315	438	107	25	650	126	108	1036	7	257	1358	291
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	6.4	8.3	3.1	0.6	9.2	5.4	2.4	12.2	0.2	5.4	17.5	7.3
Cycle Q Clear(g_c), s	6.4	8.3	3.1	0.6	9.2	5.4	2.4	12.2	0.2	5.4	17.5	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	914	408	93	1037	322	199	2015	618	236	1993	611
V/C Ratio(X)	1.12	0.48	0.26	0.27	0.63	0.39	0.54	0.51	0.01	1.09	0.68	0.48
Avail Cap(c_a), veh/h	280	1981	883	219	2781	863	263	2872	880	236	2833	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	25.5	12.5	38.3	29.3	27.8	36.8	18.7	15.1	37.4	20.6	8.1
Incr Delay (d2), s/veh	91.5	0.4	0.3	0.6	0.6	0.8	0.9	0.2	0.0	83.8	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	3.2	1.5	0.2	3.6	2.0	1.0	4.4	0.1	4.9	6.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.4	25.8	12.9	38.8	30.0	28.6	37.7	18.9	15.1	121.2	21.0	8.7
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		860			801			1151			1906	
Approach Delay, s/veh		61.8			30.0			20.7			32.6	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	37.0	6.7	26.5	10.3	36.6	11.0	22.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	44.4	5.0	44.0	6.0	* 44	6.4	* 43
Max Q Clear Time (g_c+I1), s	7.4	14.2	2.6	10.3	4.4	19.5	8.4	11.2
Green Ext Time (p_c), s	0.0	7.7	0.0	3.0	0.0	11.3	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

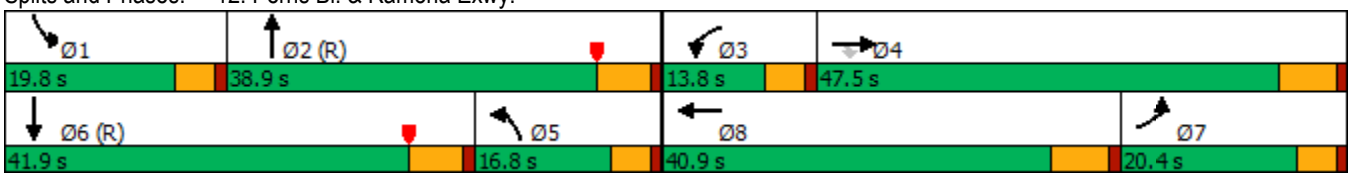
Notes

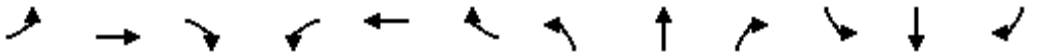
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	460	1446	300	189	1297	347	543	441	713
Future Volume (vph)	460	1446	300	189	1297	347	543	441	713
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	20.4	47.5	47.5	13.8	40.9	16.8	38.9	19.8	41.9
Total Split (%)	17.0%	39.6%	39.6%	11.5%	34.1%	14.0%	32.4%	16.5%	34.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.8	41.6	41.6	8.9	34.7	12.2	33.1	15.2	36.1
Actuated g/C Ratio	0.13	0.35	0.35	0.07	0.29	0.10	0.28	0.13	0.30
v/c Ratio	1.03	0.83	0.43	0.75	1.10	1.01	0.48	1.03	0.69
Control Delay	100.3	41.0	7.6	80.1	90.3	102.9	35.3	101.2	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.3	41.0	7.6	80.1	90.3	102.9	35.3	101.2	36.1
LOS	F	D	A	F	F	F	D	F	D
Approach Delay		48.8			89.2		58.4		55.5
Approach LOS		D			F		E		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 62.9	Intersection LOS: E
Intersection Capacity Utilization 93.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	1446	300	189	1297	278	347	543	124	441	713	326
Future Volume (veh/h)	460	1446	300	189	1297	278	347	543	124	441	713	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	1491	210	195	1337	199	358	560	80	455	735	207
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	462	1887	585	247	1315	196	2226	3760	529	445	1213	338
Arrive On Green	0.13	0.36	0.36	0.14	0.58	0.58	0.63	0.82	0.82	0.13	0.30	0.30
Sat Flow, veh/h	3510	5187	1609	3510	4549	677	3510	4595	647	3510	4033	1123
Grp Volume(v), veh/h	474	1491	210	195	1016	520	358	419	221	455	629	313
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1755	1729	1768	1755	1729	1784	1755	1729	1698
Q Serve(g_s), s	15.8	30.8	8.3	6.4	34.7	34.7	5.0	3.0	3.1	15.2	18.7	19.0
Cycle Q Clear(g_c), s	15.8	30.8	8.3	6.4	34.7	34.7	5.0	3.0	3.1	15.2	18.7	19.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.36	1.00		0.66
Lane Grp Cap(c), veh/h	462	1887	585	247	1000	511	2226	2830	1460	445	1040	511
V/C Ratio(X)	1.03	0.79	0.36	0.79	1.02	1.02	0.16	0.15	0.15	1.02	0.60	0.61
Avail Cap(c_a), veh/h	462	1887	585	269	1000	511	2226	2830	1460	445	1040	511
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	34.1	14.5	50.7	25.3	25.3	8.9	2.3	2.3	52.4	35.9	36.0
Incr Delay (d2), s/veh	35.4	1.1	0.2	11.9	32.6	44.0	0.0	0.1	0.2	48.7	2.6	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	12.3	4.0	3.0	12.2	14.1	1.7	0.6	0.7	9.5	8.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	35.2	14.6	62.6	57.9	69.3	9.0	2.4	2.5	101.1	38.5	41.4
LnGrp LOS	F	D	B	E	F	F	A	A	A	F	D	D
Approach Vol, veh/h		2175			1731			998			1397	
Approach Delay, s/veh		44.6			61.9			4.7			59.5	
Approach LOS		D			E			A			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	105.6	13.1	49.8	83.5	41.9	22.0	40.9
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	6.2	* 6.2
Max Green Setting (Gmax), s	15.2	33.1	9.2	41.3	12.2	* 36	15.8	* 35
Max Q Clear Time (g_c+I1), s	17.2	5.1	8.4	32.8	7.0	21.0	17.8	36.7
Green Ext Time (p_c), s	0.0	3.9	0.0	5.8	0.3	5.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

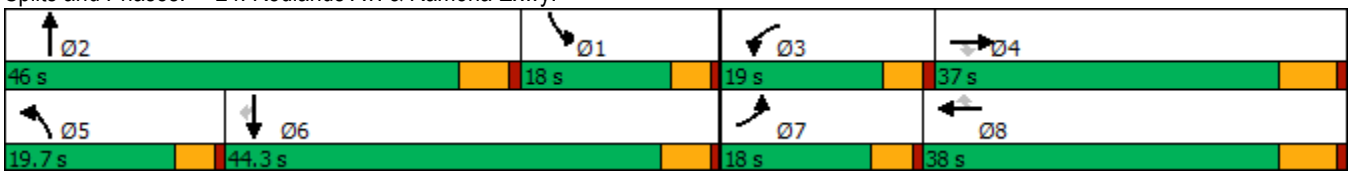
Notes

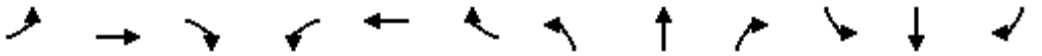
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1983	94	268	1540	425	109	115	472	143	100
Future Volume (vph)	175	1983	94	268	1540	425	109	115	472	143	100
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	18.0	37.0	37.0	19.0	38.0	38.0	19.7	46.0	18.0	44.3	44.3
Total Split (%)	15.0%	30.8%	30.8%	15.8%	31.7%	31.7%	16.4%	38.3%	15.0%	36.9%	36.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.2	31.0	31.0	14.5	32.4	32.4	10.5	20.8	13.5	23.8	23.8
Actuated g/C Ratio	0.13	0.31	0.31	0.14	0.32	0.32	0.10	0.21	0.13	0.24	0.24
v/c Ratio	0.79	1.05	0.17	1.10	0.78	0.56	0.62	0.74	1.07	0.34	0.23
Control Delay	68.1	69.2	1.7	126.7	35.3	6.3	58.8	39.7	104.8	34.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	69.2	1.7	126.7	35.3	6.3	58.8	39.7	104.8	34.3	6.3
LOS	E	E	A	F	D	A	E	D	F	C	A
Approach Delay		66.3			40.8			45.0		77.0	
Approach LOS		E			D			D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 56.0	Intersection LOS: E
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1983	94	268	1540	425	109	115	170	472	143	100
Future Volume (veh/h)	175	1983	94	268	1540	425	109	115	170	472	143	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	2110	77	285	1638	405	116	122	143	502	152	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	2050	494	265	2220	540	146	146	171	479	470	398
Arrive On Green	0.12	0.31	0.31	0.15	0.34	0.34	0.08	0.18	0.18	0.14	0.25	0.25
Sat Flow, veh/h	1810	6536	1574	1810	6536	1590	1810	797	935	3510	1900	1610
Grp Volume(v), veh/h	186	2110	77	285	1638	405	116	0	265	502	152	93
Grp Sat Flow(s),veh/h/ln	1810	1634	1574	1810	1634	1590	1810	0	1732	1755	1900	1610
Q Serve(g_s), s	9.9	30.8	3.5	14.4	21.7	13.6	6.2	0.0	14.5	13.4	6.4	4.5
Cycle Q Clear(g_c), s	9.9	30.8	3.5	14.4	21.7	13.6	6.2	0.0	14.5	13.4	6.4	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	218	2050	494	265	2220	540	146	0	317	479	470	398
V/C Ratio(X)	0.85	1.03	0.16	1.07	0.74	0.75	0.80	0.00	0.84	1.05	0.32	0.23
Avail Cap(c_a), veh/h	247	2050	494	265	2220	540	278	0	716	479	753	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	33.7	24.3	41.9	28.6	10.8	44.4	0.0	38.7	42.4	30.2	29.5
Incr Delay (d2), s/veh	19.9	27.8	0.1	76.3	1.3	5.8	3.7	0.0	5.8	54.2	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	15.1	1.2	11.7	8.0	4.8	2.8	0.0	6.4	9.2	2.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	61.5	24.5	118.1	29.9	16.6	48.1	0.0	44.4	96.6	30.6	29.8
LnGrp LOS	E	F	C	F	C	B	D	A	D	F	C	C
Approach Vol, veh/h		2373			2328			381			747	
Approach Delay, s/veh		60.3			38.4			45.5			74.9	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	23.4	19.0	37.0	12.5	29.7	16.5	39.5
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 41	14.4	30.8	15.1	38.9	13.4	31.8
Max Q Clear Time (g_c+I1), s	15.4	16.5	16.4	32.8	8.2	8.4	11.9	23.7
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.1	1.1	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

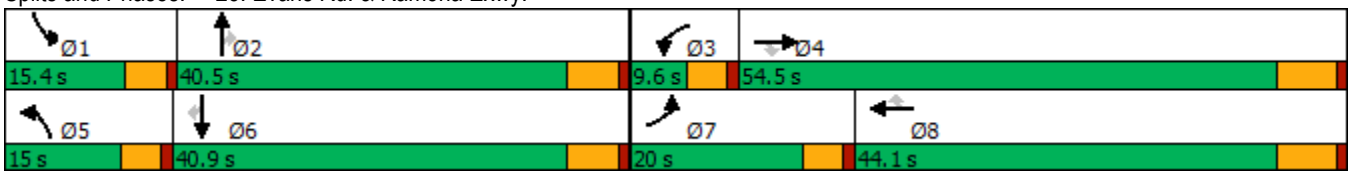
Notes

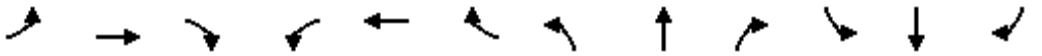
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	415	1806	204	23	1639	224	233	271	15	294	462	367
Future Volume (vph)	415	1806	204	23	1639	224	233	271	15	294	462	367
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	20.0	54.5	54.5	9.6	44.1	44.1	15.0	40.5	40.5	15.4	40.9	40.9
Total Split (%)	16.7%	45.4%	45.4%	8.0%	36.8%	36.8%	12.5%	33.8%	33.8%	12.8%	34.1%	34.1%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.7	56.4	56.4	5.6	40.3	40.3	10.6	23.1	23.1	11.5	23.9	23.9
Actuated g/C Ratio	0.15	0.53	0.53	0.05	0.38	0.38	0.10	0.22	0.22	0.11	0.22	0.22
v/c Ratio	0.83	0.68	0.22	0.25	0.86	0.33	0.69	0.36	0.03	0.81	0.59	0.72
Control Delay	60.0	22.1	3.5	58.5	37.2	10.9	58.8	36.2	0.1	64.8	39.7	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	22.1	3.5	58.5	37.2	10.9	58.8	36.2	0.1	64.8	39.7	25.0
LOS	E	C	A	E	D	B	E	D	A	E	D	C
Approach Delay		27.0			34.3			45.3			41.5	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 33.6	Intersection LOS: C
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	1806	204	23	1639	224	233	271	15	294	462	367
Future Volume (veh/h)	415	1806	204	23	1639	224	233	271	15	294	462	367
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	1862	0	24	1690	167	240	279	7	303	476	252
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	512	2597		55	1997	620	326	724	323	386	786	350
Arrive On Green	0.15	0.50	0.00	0.03	0.38	0.38	0.09	0.20	0.20	0.11	0.22	0.22
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	428	1862	0	24	1690	167	240	279	7	303	476	252
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	12.0	28.2	0.0	1.3	30.0	7.2	6.7	6.8	0.4	8.5	12.0	14.6
Cycle Q Clear(g_c), s	12.0	28.2	0.0	1.3	30.0	7.2	6.7	6.8	0.4	8.5	12.0	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	2597		55	1997	620	326	724	323	386	786	350
V/C Ratio(X)	0.84	0.72		0.44	0.85	0.27	0.74	0.39	0.02	0.78	0.61	0.72
Avail Cap(c_a), veh/h	557	2597		100	2061	640	383	1306	582	397	1320	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	19.6	0.0	48.1	28.3	21.3	44.6	34.9	32.4	43.7	35.6	36.6
Incr Delay (d2), s/veh	9.2	1.0	0.0	2.1	3.4	0.2	4.6	0.3	0.0	8.8	0.8	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	9.9	0.0	0.6	11.7	2.5	3.0	2.9	0.1	4.0	5.1	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	20.6	0.0	50.1	31.7	21.5	49.2	35.3	32.4	52.5	36.3	39.4
LnGrp LOS	D	C		D	C	C	D	D	C	D	D	D
Approach Vol, veh/h		2290			1881			526			1031	
Approach Delay, s/veh		26.3			31.0			41.6			41.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	24.2	7.0	54.5	13.4	26.0	18.7	42.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	10.8	34.7	5.0	48.0	10.4	35.1	15.4	37.6
Max Q Clear Time (g_c+I1), s	10.5	8.8	3.3	30.2	8.7	16.6	14.0	32.0
Green Ext Time (p_c), s	0.0	1.6	0.0	11.3	0.1	3.5	0.2	4.4

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 6.9: EAC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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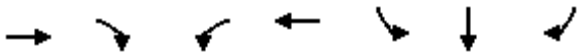
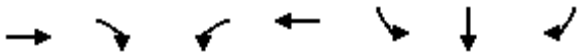


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	725	356	159	888	465	229	205
v/c Ratio	0.25	0.34	0.48	0.25	0.67	0.66	0.46
Control Delay	14.5	2.8	44.7	2.1	44.0	48.1	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	2.8	44.7	2.1	44.0	48.1	17.3
Queue Length 50th (ft)	92	0	33	12	167	164	46
Queue Length 95th (ft)	148	52	29	23	202	230	104
Internal Link Dist (ft)	731			388		1096	
Turn Bay Length (ft)		200	100		510		510
Base Capacity (vph)	2847	1047	525	3545	1149	575	647
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.34	0.30	0.25	0.40	0.40	0.32

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1130	568	571	1096	841	416	257
v/c Ratio	0.67	0.63	0.80	0.37	0.79	0.77	0.45
Control Delay	35.7	6.7	21.2	4.5	39.2	43.9	22.3
Queue Delay	0.0	0.0	0.0	0.0	52.8	58.7	0.0
Total Delay	35.7	6.7	21.2	4.5	92.0	102.6	22.3
Queue Length 50th (ft)	262	6	73	45	282	278	95
Queue Length 95th (ft)	326	103	31	30	360	409	168
Internal Link Dist (ft)	731			388		1096	
Turn Bay Length (ft)		200	100		510		510
Base Capacity (vph)	1683	899	811	2952	1149	576	614
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	605	304	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.63	0.70	0.37	1.55	1.53	0.42

Intersection Summary

APPENDIX 6.10: EAPC (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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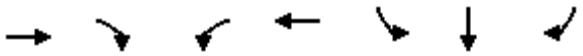
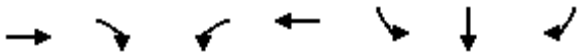


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR	
Lane Group Flow (vph)	757	356	220	908	532	262	205
v/c Ratio	0.29	0.36	0.57	0.27	0.68	0.67	0.43
Control Delay	17.6	3.3	41.6	2.6	41.8	45.6	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay	17.6	3.3	41.6	2.6	42.0	45.8	16.4
Queue Length 50th (ft)	108	0	53	19	189	185	48
Queue Length 95th (ft)	171	57	23	23	223	253	103
Internal Link Dist (ft)	731			388		1096	
Turn Bay Length (ft)		200	100		510		510
Base Capacity (vph)	2615	990	525	3402	1149	575	643
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	96	48	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.36	0.42	0.27	0.51	0.50	0.32

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1147	568	628	1114	877	434	257
v/c Ratio	0.71	0.65	0.84	0.38	0.81	0.80	0.44
Control Delay	37.6	7.3	21.3	4.2	40.0	45.1	22.2
Queue Delay	0.0	0.0	0.0	0.0	54.1	60.7	0.0
Total Delay	37.6	7.3	21.3	4.2	94.1	105.8	22.2
Queue Length 50th (ft)	273	10	19	25	298	294	95
Queue Length 95th (ft)	332	111	49	30	380	432	169
Internal Link Dist (ft)	731			388		1096	
Turn Bay Length (ft)		200	100		510		510
Base Capacity (vph)	1606	878	811	2926	1149	576	613
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	697	349	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.65	0.77	0.38	1.94	1.91	0.42

Intersection Summary

APPENDIX 7.1: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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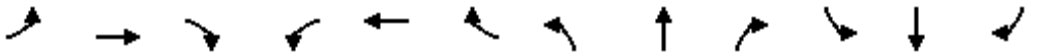
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1084	574	1388	960	1	390
Future Volume (vph)	1084	574	1388	960	1	390
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	49.0	22.0	71.0	39.0	39.0	39.0
Total Split (%)	44.5%	20.0%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	43.0	17.7	65.2	33.3	33.3	33.3
Actuated g/C Ratio	0.39	0.16	0.59	0.30	0.30	0.30
v/c Ratio	1.15	2.04	0.67	0.95	0.95	0.74
Control Delay	107.8	495.9	3.6	68.0	68.0	37.5
Queue Delay	0.1	0.0	2.0	98.0	98.0	0.0
Total Delay	107.9	495.9	5.6	166.0	166.0	37.5
LOS	F	F	A	F	F	D
Approach Delay	107.9		149.0		128.9	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.04	
Intersection Signal Delay: 130.3	Intersection LOS: F
Intersection Capacity Utilization 178.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1084	469	574	1388	0	0	0	0	960	1	390
Future Volume (veh/h)	0	1084	469	574	1388	0	0	0	0	960	1	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1118	409	592	1431	0				991	0	353
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1041	373	288	2166	0				1070	0	476
Arrive On Green	0.00	0.40	0.40	0.16	0.60	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2698	933	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	768	759	592	1431	0				991	0	353
Grp Sat Flow(s),veh/h/ln	0	1805	1732	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	44.0	44.0	17.5	28.9	0.0				29.2	0.0	21.8
Cycle Q Clear(g_c), s	0.0	44.0	44.0	17.5	28.9	0.0				29.2	0.0	21.8
Prop In Lane	0.00		0.54	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	722	693	288	2166	0				1070	0	476
V/C Ratio(X)	0.00	1.06	1.10	2.06	0.66	0.00				0.93	0.00	0.74
Avail Cap(c_a), veh/h	0	722	693	288	2166	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.0	46.3	14.6	0.0				37.6	0.0	35.0
Incr Delay (d2), s/veh	0.0	51.9	63.3	476.5	0.1	0.0				12.9	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.9	29.0	45.6	10.1	0.0				14.1	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	84.9	96.3	522.7	14.7	0.0				50.4	0.0	40.8
LnGrp LOS	A	F	F	F	B	A				D	A	D
Approach Vol, veh/h		1527			2023						1344	
Approach Delay, s/veh		90.6			163.4						47.9	
Approach LOS		F			F						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	50.0		38.0		72.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	17.5	43.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	19.5	46.0		31.2		30.9						
Green Ext Time (p_c), s	0.0	0.0		1.3		7.4						

Intersection Summary												
HCM 6th Ctrl Delay			109.0									
HCM 6th LOS			F									

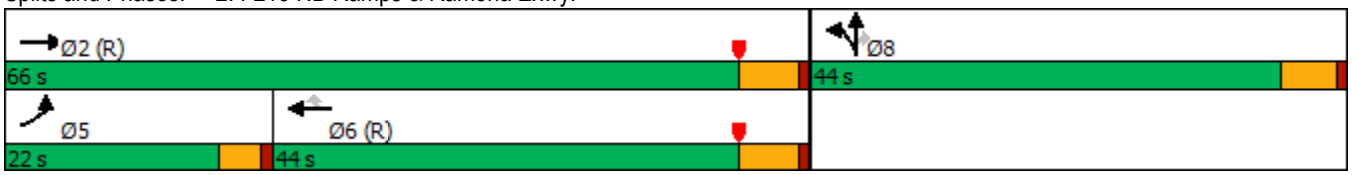
Notes

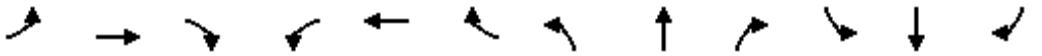
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	160	1884	1519	735	443	2	856
Future Volume (vph)	160	1884	1519	735	443	2	856
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	66.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	20.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.6	60.0	40.9	40.9	38.5	38.5	38.5
Actuated g/C Ratio	0.13	0.55	0.37	0.37	0.35	0.35	0.35
v/c Ratio	0.70	1.00	1.18	0.90	0.38	0.39	1.46
Control Delay	39.1	40.5	121.7	30.4	29.2	29.3	241.5
Queue Delay	0.0	39.7	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	80.2	121.7	30.4	29.2	29.3	241.5
LOS	D	F	F	C	C	C	F
Approach Delay		77.0	91.9			169.0	
Approach LOS		E	F			F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay: 104.4	Intersection LOS: F
Intersection Capacity Utilization 178.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1884	0	0	1519	735	443	2	856	0	0	0
Future Volume (veh/h)	160	1884	0	0	1519	735	443	2	856	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	167	1962	0	0	1582	683	462	0	758			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	195	1969	0	0	1432	638	1267	0	564			
Arrive On Green	0.22	1.00	0.00	0.00	0.40	0.40	0.35	0.00	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	167	1962	0	0	1582	683	462	0	758			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	9.8	0.0	0.0	0.0	43.6	43.6	10.5	0.0	38.5			
Cycle Q Clear(g_c), s	9.8	0.0	0.0	0.0	43.6	43.6	10.5	0.0	38.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	195	1969	0	0	1432	638	1267	0	564			
V/C Ratio(X)	0.85	1.00	0.00	0.00	1.11	1.07	0.36	0.00	1.35			
Avail Cap(c_a), veh/h	288	1969	0	0	1432	638	1267	0	564			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.3	0.0	0.0	0.0	33.2	33.2	26.6	0.0	35.7			
Incr Delay (d2), s/veh	1.6	5.3	0.0	0.0	58.0	56.0	0.2	0.0	166.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.8	1.5	0.0	0.0	28.9	25.4	4.3	0.0	40.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	5.3	0.0	0.0	91.2	89.2	26.8	0.0	202.6			
LnGrp LOS	D	A	A	A	F	F	C	A	F			
Approach Vol, veh/h		2129			2265			1220				
Approach Delay, s/veh		8.3			90.6			136.0				
Approach LOS		A			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.0			16.4	49.6		44.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.0			17.5	38.0		38.5				
Max Q Clear Time (g_c+I1), s		2.0			11.8	45.6		40.5				
Green Ext Time (p_c), s		14.2			0.2	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	69.3
HCM 6th LOS	E

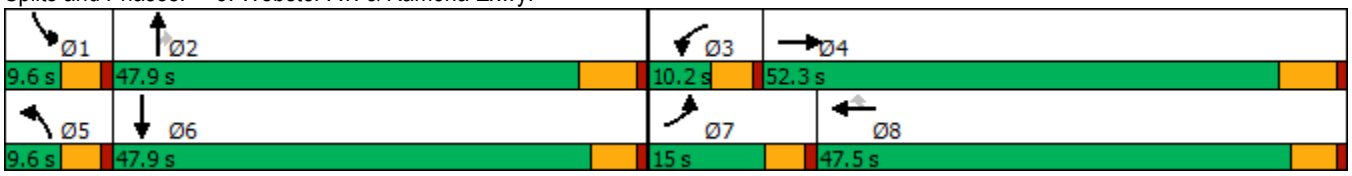
Notes

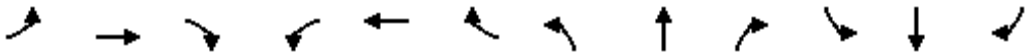
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	745	1902	34	1730	284	77	89	20	323	89
Future Volume (vph)	745	1902	34	1730	284	77	89	20	323	89
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	15.0	52.3	10.2	47.5	47.5	9.6	47.9	47.9	9.6	47.9
Total Split (%)	12.5%	43.6%	8.5%	39.6%	39.6%	8.0%	39.9%	39.9%	8.0%	39.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	50.2	5.5	42.4	42.4	5.0	41.7	41.7	5.0	42.8
Actuated g/C Ratio	0.09	0.42	0.05	0.35	0.35	0.04	0.35	0.35	0.04	0.36
v/c Ratio	4.97	0.97	0.43	0.98	0.41	1.07	0.14	0.03	4.48	1.09
Control Delay	1814.6	49.2	71.6	56.2	9.1	177.7	27.7	0.1	1609.6	91.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1814.6	49.2	71.6	56.2	9.1	177.7	27.7	0.1	1609.6	91.8
LOS	F	D	E	E	A	F	C	A	F	F
Approach Delay		525.5		49.9			86.6			572.9
Approach LOS		F		D			F			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.97	
Intersection Signal Delay: 358.0	Intersection LOS: F
Intersection Capacity Utilization 137.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	745	1902	114	34	1730	284	77	89	20	323	89	606
Future Volume (veh/h)	745	1902	114	34	1730	284	77	89	20	323	89	606
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	776	1981	101	35	1802	282	80	93	12	336	93	565
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	2040	104	51	1800	559	74	665	564	74	81	489
Arrive On Green	0.09	0.40	0.40	0.03	0.35	0.35	0.04	0.35	0.35	0.04	0.35	0.35
Sat Flow, veh/h	1810	5055	257	1810	5187	1610	1810	1900	1610	1810	230	1397
Grp Volume(v), veh/h	776	1353	729	35	1802	282	80	93	12	336	0	658
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1610	1810	1900	1610	1810	0	1627
Q Serve(g_s), s	10.4	46.9	47.2	2.3	42.4	16.9	5.0	4.1	0.6	5.0	0.0	42.8
Cycle Q Clear(g_c), s	10.4	46.9	47.2	2.3	42.4	16.9	5.0	4.1	0.6	5.0	0.0	42.8
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	154	1396	748	51	1800	559	74	665	564	74	0	570
V/C Ratio(X)	5.04	0.97	0.97	0.68	1.00	0.50	1.08	0.14	0.02	4.54	0.00	1.15
Avail Cap(c_a), veh/h	154	1396	748	83	1800	559	74	665	564	74	0	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.9	35.7	35.8	58.8	39.9	31.6	58.6	27.1	26.0	58.6	0.0	39.7
Incr Delay (d2), s/veh	1832.0	17.3	26.5	5.7	21.5	0.7	128.3	0.1	0.0	1622.7	0.0	88.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	83.0	21.6	25.3	1.1	20.5	6.4	4.9	1.9	0.2	35.6	0.0	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1887.9	53.0	62.3	64.5	61.4	32.3	186.9	27.2	26.0	1681.3	0.0	127.8
LnGrp LOS	F	D	E	E	F	C	F	C	C	F	A	F
Approach Vol, veh/h		2858			2119			185			994	
Approach Delay, s/veh		553.6			57.6			96.2			652.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	49.0	8.1	55.5	9.6	49.0	15.0	48.6
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	41.7	5.6	46.1	5.0	* 43	10.4	* 42
Max Q Clear Time (g_c+I1), s	7.0	6.1	4.3	49.2	7.0	44.8	12.4	44.4
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	385.1
HCM 6th LOS	F

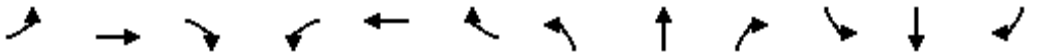
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	703	788	158	79	892	142	277	41	138	117
Future Volume (vph)	703	788	158	79	892	142	277	41	138	117
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	36.0	58.5	58.5	10.3	32.8	11.0	41.1	41.1	10.1	40.2
Total Split (%)	30.0%	48.8%	48.8%	8.6%	27.3%	9.2%	34.3%	34.3%	8.4%	33.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	31.6	53.1	53.1	5.7	27.2	6.4	16.8	16.8	5.5	15.1
Actuated g/C Ratio	0.31	0.52	0.52	0.06	0.27	0.06	0.17	0.17	0.05	0.15
v/c Ratio	1.33	0.31	0.18	0.82	1.14dr	0.68	0.50	0.11	1.50	0.57
Control Delay	192.8	15.3	3.2	101.4	92.2	64.3	40.7	0.6	307.1	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	192.8	15.3	3.2	101.4	92.2	64.3	40.7	0.6	307.1	14.9
LOS	F	B	A	F	F	E	D	A	F	B
Approach Delay		89.8			92.7		44.4			92.2
Approach LOS		F			F		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 86.1	Intersection LOS: F
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	703	788	158	79	892	560	142	277	41	138	117	268
Future Volume (veh/h)	703	788	158	79	892	560	142	277	41	138	117	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	748	838	154	84	949	574	151	295	34	147	124	251
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	537	2586	793	98	883	411	212	704	314	94	337	301
Arrive On Green	0.30	0.50	0.50	0.05	0.26	0.26	0.06	0.20	0.20	0.05	0.19	0.19
Sat Flow, veh/h	1810	5187	1590	1810	3458	1610	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	748	838	154	84	949	574	151	295	34	147	124	251
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	31.4	10.2	5.7	4.9	27.0	27.0	4.5	7.6	1.8	5.5	6.3	15.9
Cycle Q Clear(g_c), s	31.4	10.2	5.7	4.9	27.0	27.0	4.5	7.6	1.8	5.5	6.3	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	537	2586	793	98	883	411	212	704	314	94	337	301
V/C Ratio(X)	1.39	0.32	0.19	0.86	1.07	1.40	0.71	0.42	0.11	1.56	0.37	0.84
Avail Cap(c_a), veh/h	537	2586	793	98	883	411	213	1219	544	94	581	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	15.9	14.7	49.6	39.4	39.4	48.8	37.3	35.0	50.1	37.5	41.4
Incr Delay (d2), s/veh	187.5	0.1	0.1	48.1	52.4	192.4	9.2	0.4	0.2	297.8	0.7	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.9	3.7	1.9	3.4	17.3	32.1	2.2	3.3	0.7	10.2	2.8	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.6	15.9	14.8	97.7	91.7	231.8	57.9	37.7	35.1	347.9	38.2	47.5
LnGrp LOS	F	B	B	F	F	F	E	D	D	F	D	D
Approach Vol, veh/h		1740			1607			480			522	
Approach Delay, s/veh		105.6			142.1			43.9			129.9	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	58.5	11.0	25.9	36.0	32.8	10.1	26.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.7	52.7	6.4	34.0	31.4	27.0	5.5	* 36
Max Q Clear Time (g_c+I1), s	6.9	12.2	6.5	17.9	33.4	29.0	7.5	9.6
Green Ext Time (p_c), s	0.0	6.5	0.0	1.9	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	115.2
HCM 6th LOS	F

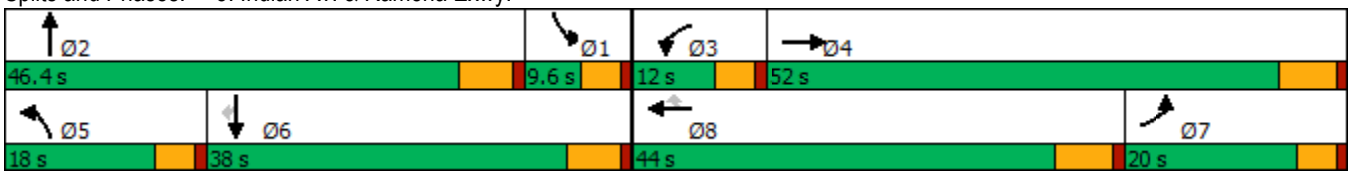
Notes

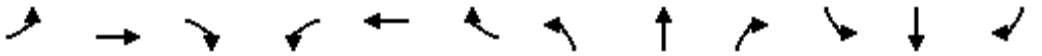
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	305	1424	44	1627	112	129	90	35	117	194
Future Volume (vph)	305	1424	44	1627	112	129	90	35	117	194
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	20.0	52.0	12.0	44.0	44.0	18.0	46.4	9.6	38.0	38.0
Total Split (%)	16.7%	43.3%	10.0%	36.7%	36.7%	15.0%	38.7%	8.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	51.4	6.5	38.1	38.1	11.2	20.5	8.2	13.4	13.4
Actuated g/C Ratio	0.16	0.52	0.07	0.38	0.38	0.11	0.21	0.08	0.13	0.13
v/c Ratio	1.14	0.62	0.39	0.86	0.16	0.67	0.17	0.25	0.25	0.52
Control Delay	137.8	20.8	57.1	34.9	1.4	60.6	25.5	50.0	39.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	137.8	20.8	57.1	34.9	1.4	60.6	25.5	50.0	39.4	10.2
LOS	F	C	E	C	A	E	C	D	D	B
Approach Delay		39.9		33.4			43.6		24.1	
Approach LOS		D		C			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 36.1	Intersection LOS: D
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1424	136	44	1627	112	129	90	31	35	117	194
Future Volume (veh/h)	305	1424	136	44	1627	112	129	90	31	35	117	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	321	1499	134	46	1713	94	136	95	21	37	123	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	2582	231	68	2006	623	168	319	69	145	390	174
Arrive On Green	0.17	0.53	0.53	0.04	0.39	0.39	0.09	0.11	0.11	0.08	0.11	0.11
Sat Flow, veh/h	1810	4847	433	1810	5187	1610	1810	2956	635	1810	3610	1610
Grp Volume(v), veh/h	321	1069	564	46	1713	94	136	57	59	37	123	188
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1810	1729	1610	1810	1805	1786	1810	1805	1610
Q Serve(g_s), s	15.4	19.4	19.4	2.3	28.0	3.5	6.8	2.7	2.8	1.8	2.9	6.7
Cycle Q Clear(g_c), s	15.4	19.4	19.4	2.3	28.0	3.5	6.8	2.7	2.8	1.8	2.9	6.7
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	301	1842	971	68	2006	623	168	195	193	145	390	174
V/C Ratio(X)	1.07	0.58	0.58	0.68	0.85	0.15	0.81	0.29	0.31	0.26	0.32	1.08
Avail Cap(c_a), veh/h	301	1842	971	145	2116	657	262	791	782	145	1255	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	14.6	14.6	44.0	26.0	18.5	41.2	38.1	38.1	40.0	38.2	18.5
Incr Delay (d2), s/veh	70.9	0.5	0.9	4.4	3.5	0.1	4.9	0.8	0.9	0.3	0.5	56.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	6.5	7.0	1.1	10.9	1.2	3.2	1.2	1.2	0.8	1.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.5	15.1	15.5	48.4	29.5	18.6	46.1	38.9	39.0	40.4	38.6	74.7
LnGrp LOS	F	B	B	D	C	B	D	D	D	D	D	F
Approach Vol, veh/h		1954			1853			252			348	
Approach Delay, s/veh		30.7			29.4			42.8			58.3	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	15.8	8.1	55.6	13.2	15.8	21.6	42.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	5.0	* 41	7.4	45.8	13.4	32.2	15.4	* 38
Max Q Clear Time (g_c+I1), s	3.8	4.8	4.3	21.4	8.8	8.7	17.4	30.0
Green Ext Time (p_c), s	0.0	0.6	0.0	11.5	0.1	1.3	0.0	5.8

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

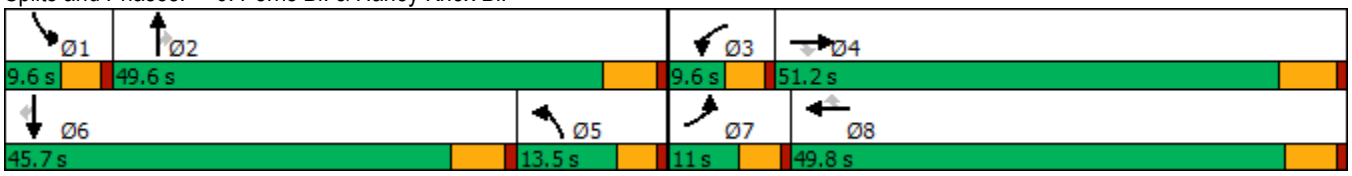
Notes

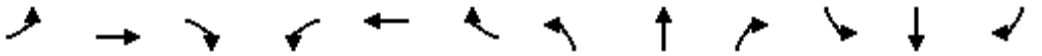
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	630	51	11	850	287	216	1067	22	116	667	337
Future Volume (vph)	236	630	51	11	850	287	216	1067	22	116	667	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	51.2	51.2	9.6	49.8	49.8	13.5	49.6	49.6	9.6	45.7	45.7
Total Split (%)	9.2%	42.7%	42.7%	8.0%	41.5%	41.5%	11.3%	41.3%	41.3%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	34.6	34.6	5.2	24.9	24.9	10.7	27.2	27.2	5.2	21.7	21.7
Actuated g/C Ratio	0.08	0.40	0.40	0.06	0.29	0.29	0.12	0.32	0.32	0.06	0.25	0.25
v/c Ratio	1.74	0.45	0.07	0.05	0.58	0.51	0.51	0.67	0.04	0.57	0.52	0.68
Control Delay	389.3	21.0	0.2	47.1	27.5	14.8	43.7	27.7	0.1	54.9	29.0	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	389.3	21.0	0.2	47.1	27.5	14.8	43.7	27.7	0.1	54.9	29.0	25.2
LOS	F	C	A	D	C	B	D	C	A	D	C	C
Approach Delay		114.5			24.5			29.9			30.6	
Approach LOS		F			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.74	
Intersection Signal Delay: 46.0	Intersection LOS: D
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	630	51	11	850	287	216	1067	22	116	667	337
Future Volume (veh/h)	236	630	51	11	850	287	216	1067	22	116	667	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	649	40	11	876	252	223	1100	20	120	688	299
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	1219	537	48	1394	433	463	1634	501	210	1179	366
Arrive On Green	0.08	0.34	0.34	0.01	0.27	0.27	0.13	0.32	0.32	0.06	0.23	0.23
Sat Flow, veh/h	1810	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	243	649	40	11	876	252	223	1100	20	120	688	299
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	6.4	11.2	0.7	0.2	11.5	10.5	4.6	14.3	0.7	2.6	9.1	9.8
Cycle Q Clear(g_c), s	6.4	11.2	0.7	0.2	11.5	10.5	4.6	14.3	0.7	2.6	9.1	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	1219	537	48	1394	433	463	1634	501	210	1179	366
V/C Ratio(X)	1.62	0.53	0.07	0.23	0.63	0.58	0.48	0.67	0.04	0.57	0.58	0.82
Avail Cap(c_a), veh/h	150	2098	924	227	2948	915	463	2935	899	227	2673	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	20.7	5.6	37.8	24.9	24.5	31.1	23.0	18.4	35.4	26.6	14.7
Incr Delay (d2), s/veh	309.4	0.4	0.1	0.9	0.5	1.2	0.3	0.5	0.0	1.5	0.5	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	4.2	0.4	0.1	4.3	3.8	1.8	5.3	0.2	1.1	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	344.9	21.1	5.6	38.7	25.4	25.8	31.4	23.5	18.4	37.0	27.1	19.2
LnGrp LOS	F	C	A	D	C	C	C	C	B	D	C	B
Approach Vol, veh/h		932			1139			1343			1107	
Approach Delay, s/veh		104.8			25.6			24.8			26.0	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	30.2	5.7	32.3	16.0	23.4	11.0	27.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	8.9	* 40	6.4	* 44
Max Q Clear Time (g_c+I1), s	4.6	16.3	2.2	13.2	6.6	11.8	8.4	13.5
Green Ext Time (p_c), s	0.0	8.1	0.0	4.3	0.1	5.8	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

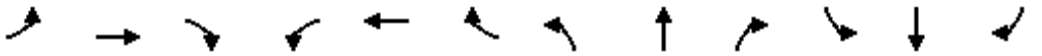
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	30	19	69	112	1310	83	47	785
Future Volume (vph)	20	30	19	69	112	1310	83	47	785
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	10.1	41.6	9.6	41.1	13.2	57.3	57.3	11.5	55.6
Total Split (%)	8.4%	34.7%	8.0%	34.3%	11.0%	47.8%	47.8%	9.6%	46.3%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	6.1	15.2	5.9	15.1	10.1	48.5	48.5	7.0	36.2
Actuated g/C Ratio	0.08	0.20	0.08	0.20	0.13	0.63	0.63	0.09	0.47
v/c Ratio	0.15	0.11	0.15	0.14	0.51	0.62	0.09	0.31	0.40
Control Delay	49.1	17.2	49.9	25.8	50.2	17.5	3.2	49.1	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	17.2	49.9	25.8	50.2	17.5	3.2	49.1	14.9
LOS	D	B	D	C	D	B	A	D	B
Approach Delay		24.2		30.1		19.1			16.6
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.5	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	30	41	19	69	20	112	1310	83	47	785	109
Future Volume (veh/h)	20	30	41	19	69	20	112	1310	83	47	785	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	33	28	21	75	19	122	1424	83	51	853	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	274	206	43	399	98	156	1848	814	80	2175	292
Arrive On Green	0.02	0.14	0.14	0.02	0.14	0.14	0.09	0.51	0.51	0.04	0.47	0.47
Sat Flow, veh/h	1810	1962	1477	1810	2874	703	1810	3610	1589	1810	4626	621
Grp Volume(v), veh/h	22	30	31	21	46	48	122	1424	83	51	637	331
Grp Sat Flow(s),veh/h/ln	1810	1805	1634	1810	1805	1772	1810	1805	1589	1810	1729	1788
Q Serve(g_s), s	0.9	1.0	1.2	0.8	1.6	1.7	4.7	22.8	1.9	2.0	8.6	8.6
Cycle Q Clear(g_c), s	0.9	1.0	1.2	0.8	1.6	1.7	4.7	22.8	1.9	2.0	8.6	8.6
Prop In Lane	1.00		0.90	1.00		0.40	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	45	252	228	43	251	246	156	1848	814	80	1626	841
V/C Ratio(X)	0.49	0.12	0.14	0.49	0.18	0.19	0.78	0.77	0.10	0.63	0.39	0.39
Avail Cap(c_a), veh/h	139	918	831	126	905	889	217	2591	1141	174	2400	1241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	27.0	27.1	34.6	27.3	27.3	32.1	14.1	9.0	33.7	12.3	12.4
Incr Delay (d2), s/veh	3.1	0.2	0.3	3.1	0.3	0.4	7.6	1.0	0.1	3.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.5	0.4	0.7	0.7	2.2	7.5	0.6	0.9	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	27.2	27.3	37.7	27.7	27.7	39.8	15.1	9.1	36.8	12.5	12.7
LnGrp LOS	D	C	C	D	C	C	D	B	A	D	B	B
Approach Vol, veh/h		83			115			1629			1019	
Approach Delay, s/veh		30.0			29.5			16.6			13.8	
Approach LOS		C			C			B			B	

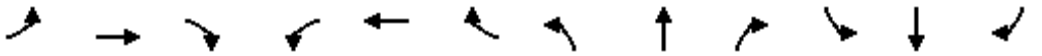
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	42.5	6.3	15.1	10.8	39.5	6.4	15.1
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	6.9	51.5	5.0	36.5	8.6	49.8	5.5	36.0
Max Q Clear Time (g_c+I1), s	4.0	24.8	2.8	3.2	6.7	10.6	2.9	3.7
Green Ext Time (p_c), s	0.0	11.9	0.0	0.3	0.0	6.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	1	5	2	11	1280	7	687
Future Volume (vph)	1	1	5	2	11	1280	7	687
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	13.0	32.6	13.0	32.6	13.0	61.4	13.0	61.4
Total Split (%)	10.8%	27.2%	10.8%	27.2%	10.8%	51.2%	10.8%	51.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	13.7	6.0	13.8	6.2	43.5	6.1	43.4
Actuated g/C Ratio	0.12	0.28	0.12	0.28	0.13	0.88	0.12	0.88
v/c Ratio	0.00	0.03	0.02	0.02	0.05	0.30	0.03	0.16
Control Delay	33.0	12.2	31.2	13.8	30.5	6.4	30.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	12.2	31.2	13.8	30.5	6.4	30.9	5.7
LOS	C	B	C	B	C	A	C	A
Approach Delay		13.8		20.0		6.6		6.0
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 42.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	11	5	2	7	11	1280	16	7	687	11
Future Volume (veh/h)	1	1	11	5	2	7	11	1280	16	7	687	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1	6	5	2	3	11	1333	17	7	716	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	9	53	12	29	44	26	2550	33	17	2516	39
Arrive On Green	0.00	0.04	0.04	0.01	0.04	0.04	0.01	0.48	0.48	0.01	0.48	0.48
Sat Flow, veh/h	1810	235	1411	1810	686	1029	1810	5279	67	1810	5263	81
Grp Volume(v), veh/h	1	0	7	5	0	5	11	873	477	7	470	257
Grp Sat Flow(s),veh/h/ln	1810	0	1646	1810	0	1715	1810	1729	1888	1810	1729	1885
Q Serve(g_s), s	0.0	0.0	0.2	0.1	0.0	0.1	0.3	7.4	7.4	0.2	3.5	3.5
Cycle Q Clear(g_c), s	0.0	0.0	0.2	0.1	0.0	0.1	0.3	7.4	7.4	0.2	3.5	3.5
Prop In Lane	1.00		0.86	1.00		0.60	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	4	0	62	12	0	73	26	1670	912	17	1653	901
V/C Ratio(X)	0.23	0.00	0.11	0.41	0.00	0.07	0.42	0.52	0.52	0.41	0.28	0.28
Avail Cap(c_a), veh/h	359	0	1090	359	0	1135	359	4546	2482	359	4546	2479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	19.7	20.9	0.0	19.4	20.7	7.6	7.6	20.8	6.7	6.7
Incr Delay (d2), s/veh	10.0	0.0	0.8	8.0	0.0	0.4	4.0	0.3	0.5	5.9	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.1	0.1	1.5	1.7	0.1	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	20.5	28.9	0.0	19.8	24.7	7.8	8.0	26.8	6.8	6.8
LnGrp LOS	C	A	C	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		8			10			1361			734	
Approach Delay, s/veh		21.8			24.4			8.0			7.0	
Approach LOS		C			C			A			A	

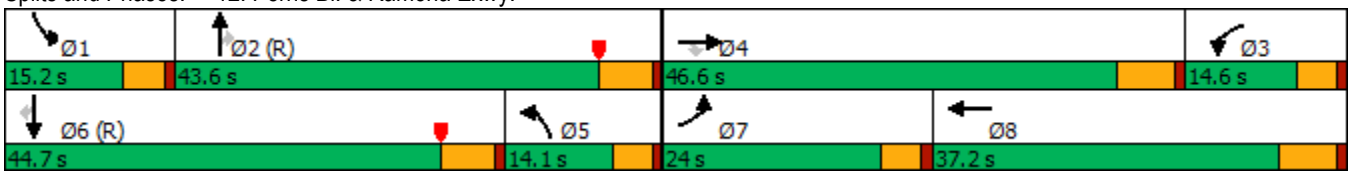
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	26.2	4.9	6.2	5.2	26.0	4.7	6.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	55.6	8.4	28.0	8.4	55.6	8.4	28.0
Max Q Clear Time (g_c+I1), s	2.2	9.4	2.1	2.2	2.3	5.5	2.0	2.1
Green Ext Time (p_c), s	0.0	11.0	0.0	0.0	0.0	4.7	0.0	0.0

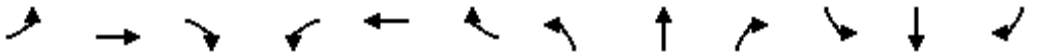
Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	385	1078	208	158	1294	344	1079	91	190	454	175
Future Volume (vph)	385	1078	208	158	1294	344	1079	91	190	454	175
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	46.6	46.6	14.6	37.2	14.1	43.6	43.6	15.2	44.7	44.7
Total Split (%)	20.0%	38.8%	38.8%	12.2%	31.0%	11.8%	36.3%	36.3%	12.7%	37.3%	37.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.3	35.3	35.3	15.1	33.1	9.5	38.5	38.5	9.9	38.9	38.9
Actuated g/C Ratio	0.14	0.29	0.29	0.13	0.28	0.08	0.32	0.32	0.08	0.32	0.32
v/c Ratio	0.80	0.74	0.35	0.38	1.15	1.31	0.98	0.15	0.69	0.41	0.29
Control Delay	62.2	41.2	5.3	48.7	110.1	204.8	63.1	0.5	66.6	32.9	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	41.2	5.3	48.7	110.1	204.8	63.1	0.5	66.6	32.9	5.4
LOS	E	D	A	D	F	F	E	A	E	C	A
Approach Delay		41.6			104.4		91.5			34.8	
Approach LOS		D			F		F			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 72.6	Intersection LOS: E
Intersection Capacity Utilization 99.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	1078	208	158	1294	250	344	1079	91	190	454	175
Future Volume (veh/h)	385	1078	208	158	1294	250	344	1079	91	190	454	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	405	1135	157	166	1362	184	362	1136	50	200	478	110
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	465	1421	441	364	1194	161	345	1298	577	257	1170	521
Arrive On Green	0.13	0.27	0.27	0.10	0.26	0.26	0.10	0.36	0.36	0.07	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	3510	4621	624	3510	3610	1606	3510	3610	1609
Grp Volume(v), veh/h	405	1135	157	166	1019	527	362	1136	50	200	478	110
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1788	1755	1805	1606	1755	1805	1609
Q Serve(g_s), s	13.6	24.4	9.4	5.3	31.0	31.0	11.8	35.3	1.7	6.7	12.4	4.0
Cycle Q Clear(g_c), s	13.6	24.4	9.4	5.3	31.0	31.0	11.8	35.3	1.7	6.7	12.4	4.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	1421	441	364	893	462	345	1298	577	257	1170	521
V/C Ratio(X)	0.87	0.80	0.36	0.46	1.14	1.14	1.05	0.88	0.09	0.78	0.41	0.21
Avail Cap(c_a), veh/h	568	1746	542	364	893	462	345	1298	577	310	1170	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	40.5	35.1	50.6	44.5	44.5	54.1	35.9	11.8	54.7	31.6	13.4
Incr Delay (d2), s/veh	8.2	1.7	0.4	0.3	76.8	86.6	57.3	7.2	0.2	7.9	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	10.1	3.6	2.3	22.1	24.1	7.8	16.0	0.9	3.2	5.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	42.2	35.4	50.9	121.3	131.1	111.4	43.1	12.1	62.6	32.6	14.4
LnGrp LOS	E	D	D	D	F	F	F	D	B	E	C	B
Approach Vol, veh/h		1697			1712			1548			788	
Approach Delay, s/veh		45.6			117.5			58.1			37.7	
Approach LOS		D			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	48.9	18.6	39.1	17.6	44.7	20.5	37.2
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	10.6	37.8	10.0	* 40	9.5	* 39	19.4	31.0
Max Q Clear Time (g_c+I1), s	8.7	37.3	7.3	26.4	13.8	14.4	15.6	33.0
Green Ext Time (p_c), s	0.1	0.4	0.1	6.5	0.0	3.3	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.3
HCM 6th LOS	E

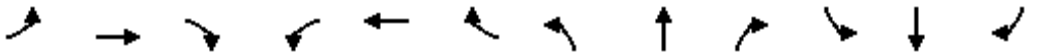
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø7
Lane Configurations									
Traffic Volume (vph)	1	71	0	3	1139	11	19	674	
Future Volume (vph)	1	71	0	3	1139	11	19	674	
Turn Type	NA	Prot	NA	Prot	NA	Perm	Prot	NA	
Protected Phases	4	3	8	5	2		1	6	7
Permitted Phases						2			
Detector Phase	4	3	8	5	2	2	1	6	
Switch Phase									
Minimum Initial (s)	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	34.6	9.6	34.6	9.6	22.8	22.8	9.6	26.8	9.6
Total Split (s)	34.6	13.0	38.0	11.0	60.4	60.4	12.0	61.4	9.6
Total Split (%)	28.8%	10.8%	31.7%	9.2%	50.3%	50.3%	10.0%	51.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	14.1	10.2	15.4	6.1	36.0	36.0	6.6	36.2	
Actuated g/C Ratio	0.24	0.18	0.27	0.11	0.62	0.62	0.11	0.63	
v/c Ratio	0.00	0.23	0.16	0.02	0.53	0.01	0.10	0.22	
Control Delay	26.0	32.4	0.6	38.3	12.4	0.0	36.2	8.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.0	32.4	0.6	38.3	12.4	0.0	36.2	8.8	
LOS	C	C	A	D	B	A	D	A	
Approach Delay	26.0		14.7		12.4			9.5	
Approach LOS	C		B		B			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.9	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	71	0	89	3	1139	11	19	674	0
Future Volume (veh/h)	0	1	0	71	0	89	3	1139	11	19	674	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	74	0	75	3	1186	11	20	702	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	229	0	108	0	415	7	1677	729	43	2511	779
Arrive On Green	0.00	0.12	0.00	0.06	0.00	0.26	0.00	0.46	0.46	0.02	0.48	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3610	1570	1810	5187	1610
Grp Volume(v), veh/h	0	1	0	74	0	75	3	1186	11	20	702	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1570	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	2.1	0.1	15.5	0.2	0.6	4.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	0.0	2.1	0.1	15.5	0.2	0.6	4.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	3	229	0	108	0	415	7	1677	729	43	2511	779
V/C Ratio(X)	0.00	0.00	0.00	0.69	0.00	0.18	0.41	0.71	0.02	0.47	0.28	0.00
Avail Cap(c_a), veh/h	153	965	0	257	0	910	196	3336	1451	227	4881	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.9	0.0	27.2	0.0	17.1	29.4	12.6	8.5	28.5	9.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.9	0.0	0.2	12.9	0.6	0.0	2.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.8	0.1	4.8	0.1	0.3	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.9	0.0	30.1	0.0	17.3	42.2	13.2	8.5	31.4	9.2	0.0
LnGrp LOS	A	C	A	C	A	B	D	B	A	C	A	A
Approach Vol, veh/h		1			149			1200			722	
Approach Delay, s/veh		22.9			23.7			13.2			9.8	
Approach LOS		C			C			B			A	

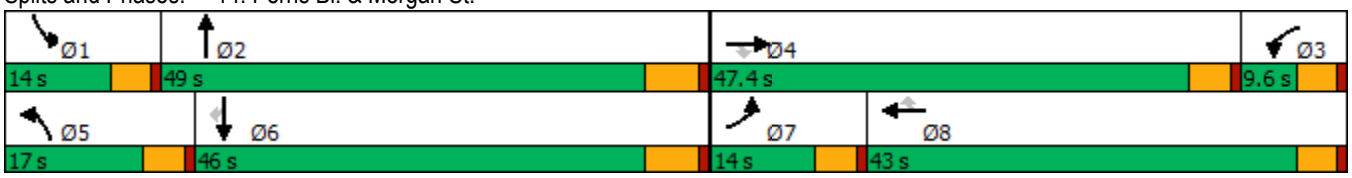
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	33.2	8.1	11.7	4.8	34.4	0.0	19.8
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	54.6	8.4	30.0	6.4	55.6	5.0	33.4
Max Q Clear Time (g_c+I1), s	2.6	17.5	4.4	2.0	2.1	6.8	0.0	4.1
Green Ext Time (p_c), s	0.0	10.0	0.0	0.0	0.0	5.0	0.0	0.4

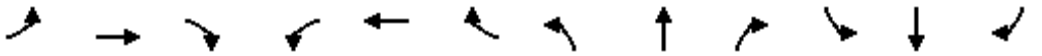
Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	33	232	25	11	125	40	71	1192	52	724	96
Future Volume (vph)	33	232	25	11	125	40	71	1192	52	724	96
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	14.0	47.4	47.4	9.6	43.0	43.0	17.0	49.0	14.0	46.0	46.0
Total Split (%)	11.7%	39.5%	39.5%	8.0%	35.8%	35.8%	14.2%	40.8%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	19.2	19.2	7.2	15.8	15.8	8.5	28.7	7.6	24.8	24.8
Actuated g/C Ratio	0.10	0.28	0.28	0.10	0.23	0.23	0.12	0.42	0.11	0.36	0.36
v/c Ratio	0.19	0.24	0.05	0.06	0.30	0.09	0.33	0.58	0.27	0.58	0.15
Control Delay	42.5	23.6	0.2	39.8	29.3	0.4	41.3	19.7	42.5	22.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	23.6	0.2	39.8	29.3	0.4	41.3	19.7	42.5	22.6	2.2
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		23.7			23.3			20.9		21.5	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	232	25	11	125	40	71	1192	11	52	724	96
Future Volume (veh/h)	33	232	25	11	125	40	71	1192	11	52	724	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	242	6	11	130	34	74	1242	9	54	754	90
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	643	287	66	338	287	110	2045	15	92	1352	603
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.06	0.38	0.38	0.05	0.37	0.37
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5313	38	1810	3610	1610
Grp Volume(v), veh/h	34	242	6	11	130	34	74	808	443	54	754	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1893	1810	1805	1610
Q Serve(g_s), s	1.0	3.3	0.1	0.3	3.4	1.0	2.2	10.5	10.5	1.6	9.3	2.1
Cycle Q Clear(g_c), s	1.0	3.3	0.1	0.3	3.4	1.0	2.2	10.5	10.5	1.6	9.3	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	66	643	287	66	338	287	110	1331	729	92	1352	603
V/C Ratio(X)	0.51	0.38	0.02	0.17	0.38	0.12	0.67	0.61	0.61	0.59	0.56	0.15
Avail Cap(c_a), veh/h	303	2756	1229	161	1301	1103	400	2664	1459	303	2588	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	20.3	10.0	26.2	20.3	19.3	25.8	13.8	13.8	26.0	13.9	11.6
Incr Delay (d2), s/veh	2.3	0.4	0.0	0.4	0.7	0.2	2.6	0.5	0.8	2.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	0.1	0.1	1.5	0.4	0.9	3.2	3.6	0.7	3.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	20.7	10.0	26.6	21.0	19.5	28.4	14.3	14.7	28.3	14.2	11.7
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		282			175			1325			898	
Approach Delay, s/veh		21.4			21.1			15.2			14.8	
Approach LOS		C			C			B			B	

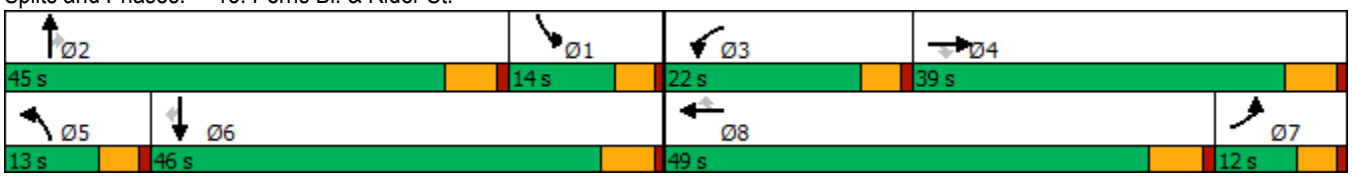
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	27.4	6.7	14.6	8.0	26.8	6.7	14.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	9.4	43.2	5.0	42.8	12.4	40.2	9.4	38.4
Max Q Clear Time (g_c+I1), s	3.6	12.5	2.3	5.3	4.2	11.3	3.0	5.4
Green Ext Time (p_c), s	0.0	9.1	0.0	1.8	0.0	5.5	0.0	0.9

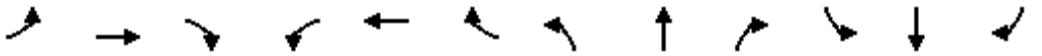
Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	42	45	141	120	255	80	856	133	134	348	38
Future Volume (vph)	22	42	45	141	120	255	80	856	133	134	348	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	12.0	39.0	39.0	22.0	49.0	49.0	13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	10.0%	32.5%	32.5%	18.3%	40.8%	40.8%	10.8%	37.5%	37.5%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	13.8	13.8	12.5	20.6	20.6	7.8	21.1	21.1	10.2	26.6	26.6
Actuated g/C Ratio	0.11	0.18	0.18	0.17	0.27	0.27	0.10	0.28	0.28	0.14	0.35	0.35
v/c Ratio	0.12	0.07	0.11	0.49	0.13	0.42	0.44	0.61	0.24	0.57	0.20	0.06
Control Delay	37.8	28.6	0.5	40.2	24.0	6.1	46.4	26.6	3.6	47.8	21.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	28.6	0.5	40.2	24.0	6.1	46.4	26.6	3.6	47.8	21.1	0.2
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		18.9			19.6			25.2			26.4	
Approach LOS		B			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	42	45	141	120	255	80	856	133	134	348	38
Future Volume (veh/h)	22	42	45	141	120	255	80	856	133	134	348	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	44	29	147	125	169	83	892	129	140	362	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	582	260	189	585	260	110	1492	463	178	1788	555
Arrive On Green	0.08	0.16	0.16	0.10	0.16	0.16	0.06	0.29	0.29	0.10	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	1810	3610	1607	1810	5187	1608	1810	5187	1610
Grp Volume(v), veh/h	23	44	29	147	125	169	83	892	129	140	362	32
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1607	1810	1729	1608	1810	1729	1610
Q Serve(g_s), s	0.7	0.7	1.0	5.0	1.9	6.2	2.9	9.3	2.4	4.8	3.1	0.5
Cycle Q Clear(g_c), s	0.7	0.7	1.0	5.0	1.9	6.2	2.9	9.3	2.4	4.8	3.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	582	260	189	585	260	110	1492	463	178	1788	555
V/C Ratio(X)	0.15	0.08	0.11	0.78	0.21	0.65	0.76	0.60	0.28	0.78	0.20	0.06
Avail Cap(c_a), veh/h	212	1897	846	498	2468	1099	241	3217	998	269	3300	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	22.5	22.6	27.6	23.0	24.8	29.2	19.4	6.8	27.8	14.6	4.8
Incr Delay (d2), s/veh	0.2	0.1	0.2	2.6	0.2	2.7	3.9	0.4	0.3	4.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	2.1	0.7	2.3	1.2	3.3	1.2	2.1	1.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	22.6	22.8	30.2	23.2	27.5	33.1	19.7	7.1	32.0	14.6	4.9
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		96			441			1104			534	
Approach Delay, s/veh		23.7			27.2			19.3			18.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	24.0	11.2	16.0	8.4	27.6	11.1	16.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	9.4	* 39	17.4	33.2	8.4	40.2	7.4	* 43
Max Q Clear Time (g_c+I1), s	6.8	11.3	7.0	3.0	4.9	5.1	2.7	8.2
Green Ext Time (p_c), s	0.0	6.7	0.1	0.3	0.0	2.4	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

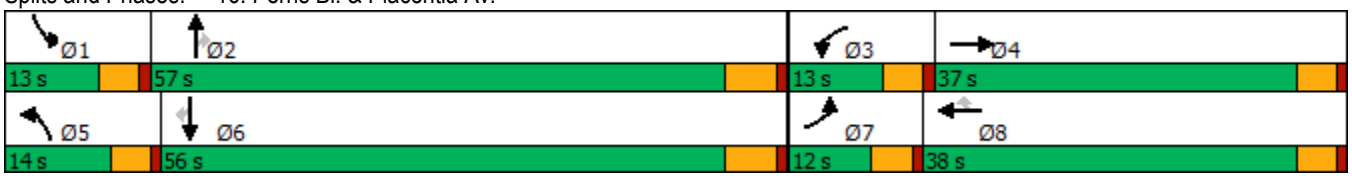
Notes

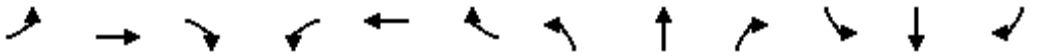
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	49	121	56	246	147	88	1106	45	37	679	46
Future Volume (vph)	49	121	56	246	147	88	1106	45	37	679	46
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	37.0	13.0	38.0	38.0	14.0	57.0	57.0	13.0	56.0	56.0
Total Split (%)	10.0%	30.8%	10.8%	31.7%	31.7%	11.7%	47.5%	47.5%	10.8%	46.7%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.2	18.6	7.7	21.7	21.7	9.0	37.5	37.5	7.2	33.4	33.4
Actuated g/C Ratio	0.09	0.22	0.09	0.26	0.26	0.11	0.45	0.45	0.09	0.40	0.40
v/c Ratio	0.34	0.54	0.37	0.54	0.30	0.49	0.74	0.06	0.26	0.51	0.07
Control Delay	52.5	34.5	52.1	36.5	7.4	53.8	24.3	0.2	50.3	21.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	34.5	52.1	36.5	7.4	53.8	24.3	0.2	50.3	21.8	0.3
LOS	D	C	D	D	A	D	C	A	D	C	A
Approach Delay		37.9		28.9			25.5			21.9	
Approach LOS		D		C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83.1	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	121	87	56	246	147	88	1106	45	37	679	46
Future Volume (veh/h)	49	121	87	56	246	147	88	1106	45	37	679	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	132	91	61	267	46	96	1202	40	40	738	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	192	132	90	355	301	124	1609	718	70	1501	669
Arrive On Green	0.05	0.18	0.18	0.05	0.19	0.19	0.07	0.45	0.45	0.04	0.42	0.42
Sat Flow, veh/h	1810	1048	722	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	53	0	223	61	267	46	96	1202	40	40	738	45
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.0	0.0	8.2	2.3	9.2	1.7	3.6	19.2	1.0	1.5	10.4	1.2
Cycle Q Clear(g_c), s	2.0	0.0	8.2	2.3	9.2	1.7	3.6	19.2	1.0	1.5	10.4	1.2
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	0	324	90	355	301	124	1609	718	70	1501	669
V/C Ratio(X)	0.64	0.00	0.69	0.68	0.75	0.15	0.77	0.75	0.06	0.57	0.49	0.07
Avail Cap(c_a), veh/h	193	0	827	219	915	775	245	2664	1188	219	2612	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	26.5	32.4	26.7	23.6	31.8	16.0	10.9	32.8	14.9	12.2
Incr Delay (d2), s/veh	3.0	0.0	2.6	3.3	3.2	0.2	3.8	0.7	0.0	2.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.6	1.1	4.4	0.6	1.6	6.6	0.3	0.7	3.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	29.1	35.7	29.9	23.8	35.6	16.7	11.0	35.5	15.1	12.2
LnGrp LOS	D	A	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		276			374			1338			823	
Approach Delay, s/veh		30.3			30.1			17.9			16.0	
Approach LOS		C			C			B			B	

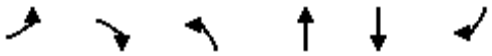
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	36.7	8.1	17.3	9.4	34.6	7.8	17.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	51.2	8.4	32.4	9.4	50.2	7.4	33.4
Max Q Clear Time (g_c+I1), s	3.5	21.2	4.3	10.2	5.6	12.4	4.0	11.2
Green Ext Time (p_c), s	0.0	9.7	0.0	1.3	0.0	5.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	26	40	132	1252	513
Future Volume (vph)	26	40	132	1252	513
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	30.0	38.0	38.0	90.0	52.0
Total Split (%)	25.0%	31.7%	31.7%	75.0%	43.3%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.5	15.2	9.2	38.3	24.0
Actuated g/C Ratio	0.27	0.33	0.20	0.83	0.52
v/c Ratio	0.05	0.07	0.38	0.44	0.34
Control Delay	17.0	3.2	22.9	5.3	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	3.2	22.9	5.3	12.3
LOS	B	A	C	A	B
Approach Delay	8.6			7.0	12.3
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	40	132	1252	513	91
Future Volume (veh/h)	26	40	132	1252	513	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	16	139	1318	540	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	174	318	184	2261	1238	217
Arrive On Green	0.10	0.10	0.10	0.63	0.40	0.40
Sat Flow, veh/h	1810	1610	1810	3705	3165	538
Grp Volume(v), veh/h	27	16	139	1318	317	318
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1803
Q Serve(g_s), s	0.5	0.3	2.8	8.1	4.8	4.8
Cycle Q Clear(g_c), s	0.5	0.3	2.8	8.1	4.8	4.8
Prop In Lane	1.00	1.00	1.00			0.30
Lane Grp Cap(c), veh/h	174	318	184	2261	728	727
V/C Ratio(X)	0.16	0.05	0.76	0.58	0.44	0.44
Avail Cap(c_a), veh/h	1191	1223	1598	8073	2223	2221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	12.3	16.5	4.2	8.2	8.2
Incr Delay (d2), s/veh	0.4	0.1	2.4	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.0	0.7	1.2	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	12.4	18.9	4.4	8.6	8.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	43			1457	635	
Approach Delay, s/veh	14.7			5.8	8.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.1		8.7	8.4	20.7
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		84.6		24.9	33.4	46.6
Max Q Clear Time (g_c+I1), s		10.1		2.5	4.8	6.8
Green Ext Time (p_c), s		13.6		0.1	0.2	4.0

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	13	36	1426	639	6
Future Vol, veh/h	5	13	36	1426	639	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	14	39	1550	695	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1552	351	702	0	-	0
Stage 1	699	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	106	651	905	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	651	905	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	383	-	-	-	-	-

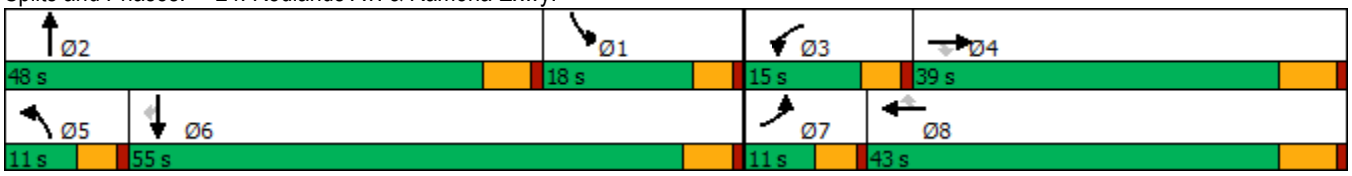
Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.2	0
HCM LOS	B		

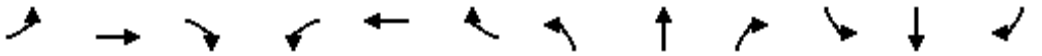
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	905	-	233	651	-	-
HCM Lane V/C Ratio	0.043	-	0.023	0.022	-	-
HCM Control Delay (s)	9.2	-	20.8	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	187	1483	86	158	2596	678	64	597	413	172	67
Future Volume (vph)	187	1483	86	158	2596	678	64	597	413	172	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	11.0	39.0	39.0	15.0	43.0	43.0	11.0	48.0	18.0	55.0	55.0
Total Split (%)	9.2%	32.5%	32.5%	12.5%	35.8%	35.8%	9.2%	40.0%	15.0%	45.8%	45.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	32.8	32.8	10.4	36.8	36.8	6.2	42.6	13.4	51.8	51.8
Actuated g/C Ratio	0.05	0.27	0.27	0.09	0.31	0.31	0.05	0.36	0.11	0.43	0.43
v/c Ratio	2.03	1.09	0.17	1.06	1.70	1.00	0.71	1.45	2.14	0.22	0.09
Control Delay	527.2	93.8	0.8	140.6	346.9	58.0	94.0	240.7	555.6	23.1	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	527.2	93.8	0.8	140.6	346.9	58.0	94.0	240.7	555.6	23.1	1.2
LOS	F	F	A	F	F	E	F	F	F	C	A
Approach Delay		135.4			280.3			231.0		358.1	
Approach LOS		F			F			F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.14	
Intersection Signal Delay: 243.3	Intersection LOS: F
Intersection Capacity Utilization 151.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1483	86	158	2596	678	64	597	309	413	172	67
Future Volume (veh/h)	187	1483	86	158	2596	678	64	597	309	413	172	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	195	1545	75	165	2704	559	67	622	277	430	179	68
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1408	426	156	1580	484	86	437	195	201	803	671
Arrive On Green	0.05	0.27	0.27	0.09	0.30	0.30	0.05	0.35	0.35	0.11	0.42	0.42
Sat Flow, veh/h	1810	5187	1570	1810	5187	1590	1810	1240	552	1810	1900	1587
Grp Volume(v), veh/h	195	1545	75	165	2704	559	67	0	899	430	179	68
Grp Sat Flow(s),veh/h/ln	1810	1729	1570	1810	1729	1590	1810	0	1792	1810	1900	1587
Q Serve(g_s), s	6.4	32.8	4.4	10.4	36.8	25.8	4.4	0.0	42.6	13.4	7.3	3.1
Cycle Q Clear(g_c), s	6.4	32.8	4.4	10.4	36.8	25.8	4.4	0.0	42.6	13.4	7.3	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	96	1408	426	156	1580	484	86	0	632	201	803	671
V/C Ratio(X)	2.03	1.10	0.18	1.06	1.71	1.15	0.78	0.00	1.42	2.14	0.22	0.10
Avail Cap(c_a), veh/h	96	1408	426	156	1580	484	96	0	632	201	803	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	44.0	33.7	55.2	42.0	20.7	56.9	0.0	39.1	53.7	22.2	21.0
Incr Delay (d2), s/veh	499.7	55.1	0.2	88.7	322.8	90.7	26.0	0.0	199.2	530.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	20.5	1.7	8.4	62.0	21.0	2.6	0.0	52.9	35.5	3.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	556.9	99.1	33.9	143.9	364.8	111.4	82.9	0.0	238.3	584.0	22.4	21.1
LnGrp LOS	F	F	C	F	F	F	F	A	F	F	C	C
Approach Vol, veh/h		1815			3428			966			677	
Approach Delay, s/veh		145.6			312.8			227.5			379.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	48.0	15.0	39.0	10.3	56.5	11.0	43.0
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 43	10.4	32.8	6.4	49.6	6.4	36.8
Max Q Clear Time (g_c+I1), s	15.4	44.6	12.4	34.8	6.4	9.3	8.4	38.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		263.3
HCM 6th LOS		F

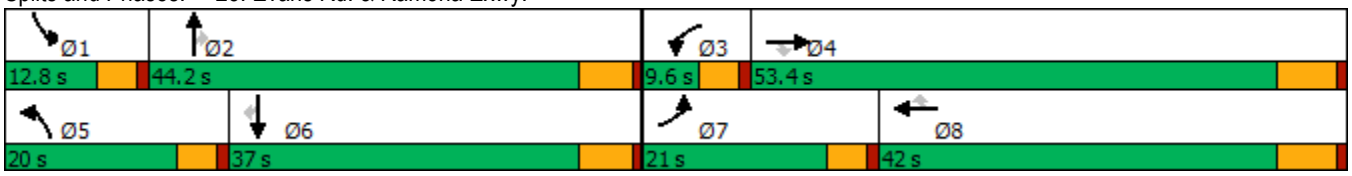
Notes

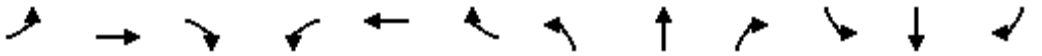
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	544	1431	55	7	1591	280	355	457	21	235	180	462
Future Volume (vph)	544	1431	55	7	1591	280	355	457	21	235	180	462
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	53.4	53.4	9.6	42.0	42.0	20.0	44.2	44.2	12.8	37.0	37.0
Total Split (%)	17.5%	44.5%	44.5%	8.0%	35.0%	35.0%	16.7%	36.8%	36.8%	10.7%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.1	57.6	57.6	5.6	38.3	38.3	14.8	32.0	32.0	8.9	26.0	26.0
Actuated g/C Ratio	0.15	0.51	0.51	0.05	0.34	0.34	0.13	0.28	0.28	0.08	0.23	0.23
v/c Ratio	1.05	0.55	0.06	0.08	1.33	0.43	0.79	0.46	0.04	0.88	0.22	0.87
Control Delay	100.1	21.4	0.1	56.4	187.9	12.7	61.5	33.9	0.1	83.2	35.0	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.1	21.4	0.1	56.4	187.9	12.7	61.5	33.9	0.1	83.2	35.0	38.4
LOS	F	C	A	E	F	B	E	C	A	F	D	D
Approach Delay		41.9			161.3			44.8			49.7	
Approach LOS		D			F			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 83.4	Intersection LOS: F
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	1431	55	7	1591	280	355	457	21	235	180	462
Future Volume (veh/h)	544	1431	55	7	1591	280	355	457	21	235	180	462
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	561	1475	0	7	1640	194	366	471	8	242	186	341
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	527	2446		25	1211	540	443	1067	469	273	892	398
Arrive On Green	0.15	0.47	0.00	0.01	0.34	0.34	0.13	0.30	0.30	0.08	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1588	3510	3610	1610
Grp Volume(v), veh/h	561	1475	0	7	1640	194	366	471	8	242	186	341
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1588	1755	1805	1610
Q Serve(g_s), s	17.0	23.8	0.0	0.4	38.0	10.3	11.5	12.0	0.4	7.7	4.6	22.9
Cycle Q Clear(g_c), s	17.0	23.8	0.0	0.4	38.0	10.3	11.5	12.0	0.4	7.7	4.6	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	527	2446		25	1211	540	443	1067	469	273	892	398
V/C Ratio(X)	1.06	0.60		0.28	1.35	0.36	0.83	0.44	0.02	0.89	0.21	0.86
Avail Cap(c_a), veh/h	527	2446		89	1211	540	496	1281	564	273	1052	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	22.1	0.0	55.3	37.6	28.4	48.3	32.3	28.2	51.7	33.8	40.7
Incr Delay (d2), s/veh	57.6	0.4	0.0	2.2	164.9	0.4	9.0	0.3	0.0	26.9	0.1	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	8.8	0.0	0.2	43.1	3.8	5.4	5.1	0.1	4.3	2.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.8	22.5	0.0	57.4	202.6	28.8	57.3	32.6	28.3	78.7	34.0	53.6
LnGrp LOS	F	C		E	F	C	E	C	C	E	C	D
Approach Vol, veh/h		2036			1841			845			769	
Approach Delay, s/veh		45.5			183.7			43.3			56.8	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	37.5	5.6	57.4	18.3	32.0	21.0	42.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.2	38.4	5.0	46.9	15.4	31.2	16.4	35.5
Max Q Clear Time (g_c+I1), s	9.7	14.0	2.4	25.8	13.5	24.9	19.0	40.0
Green Ext Time (p_c), s	0.0	2.9	0.0	9.7	0.2	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.1
HCM 6th LOS	F

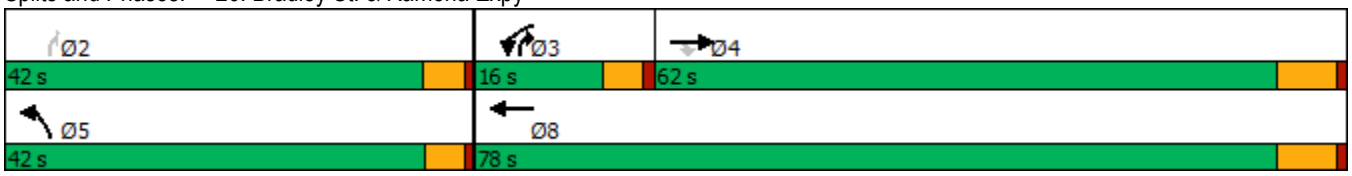
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1533	123	13	1296	163	20	
Future Volume (vph)	1533	123	13	1296	163	20	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	62.0	62.0	16.0	78.0	42.0	16.0	42.0
Total Split (%)	51.7%	51.7%	13.3%	65.0%	35.0%	13.3%	35%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	49.3	49.3	5.6	54.7	14.1	24.4	
Actuated g/C Ratio	0.61	0.61	0.07	0.68	0.18	0.30	
v/c Ratio	0.74	0.13	0.11	0.57	0.55	0.04	
Control Delay	14.9	3.2	43.9	7.7	40.3	18.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.9	3.2	43.9	7.7	40.3	18.6	
LOS	B	A	D	A	D	B	
Approach Delay	14.0			8.0	37.9		
Approach LOS	B			A	D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1533	123	13	1296	163	20
Future Volume (veh/h)	1533	123	13	1296	163	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1648	130	14	1394	175	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2187	953	31	2514	233	235
Arrive On Green	0.61	0.61	0.02	0.70	0.13	0.13
Sat Flow, veh/h	3705	1573	1810	3705	1810	1610
Grp Volume(v), veh/h	1648	130	14	1394	175	12
Grp Sat Flow(s),veh/h/ln	1805	1573	1810	1805	1810	1610
Q Serve(g_s), s	20.8	2.2	0.5	12.0	5.9	0.4
Cycle Q Clear(g_c), s	20.8	2.2	0.5	12.0	5.9	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2187	953	31	2514	233	235
V/C Ratio(X)	0.75	0.14	0.45	0.55	0.75	0.05
Avail Cap(c_a), veh/h	3188	1389	328	4107	1080	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	5.3	30.6	4.7	26.4	23.1
Incr Delay (d2), s/veh	0.6	0.1	3.7	0.2	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.4	0.2	1.5	2.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	5.4	34.3	4.9	31.3	23.2
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1778			1408	187	
Approach Delay, s/veh	9.3			5.2	30.7	
Approach LOS	A			A	C	

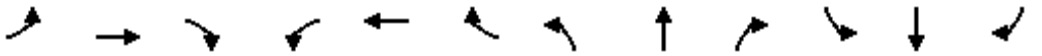
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.6	5.7	44.6		50.3
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		37.5	11.4	55.5		71.5
Max Q Clear Time (g_c+I1), s		7.9	2.5	22.8		14.0
Green Ext Time (p_c), s		0.5	0.0	15.3		12.7

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1025	970	1339	1001	4	438
Future Volume (vph)	1025	970	1339	1001	4	438
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	29.0	74.0	36.0	36.0	36.0
Total Split (%)	40.9%	26.4%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	39.0	24.5	68.0	30.5	30.5	30.5
Actuated g/C Ratio	0.35	0.22	0.62	0.28	0.28	0.28
v/c Ratio	1.19	2.49	0.62	1.09	1.09	0.90
Control Delay	126.9	690.3	1.5	105.2	107.1	55.0
Queue Delay	0.0	0.0	2.0	25.7	23.6	0.0
Total Delay	126.9	690.3	3.6	130.9	130.7	55.0
LOS	F	F	A	F	F	D
Approach Delay	126.9		292.1		107.8	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.49	
Intersection Signal Delay: 194.7	Intersection LOS: F
Intersection Capacity Utilization 166.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1025	440	970	1339	0	0	0	0	1001	4	438
Future Volume (veh/h)	0	1025	440	970	1339	0	0	0	0	1001	4	438
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1057	302	1000	1380	0				1035	0	394
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	984	279	403	2232	0				1003	0	446
Arrive On Green	0.00	0.35	0.35	0.22	0.62	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2871	787	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	684	675	1000	1380	0				1035	0	394
Grp Sat Flow(s),veh/h/ln	0	1805	1758	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	39.0	39.0	24.5	26.0	0.0				30.5	0.0	25.8
Cycle Q Clear(g_c), s	0.0	39.0	39.0	24.5	26.0	0.0				30.5	0.0	25.8
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	640	623	403	2232	0				1003	0	446
V/C Ratio(X)	0.00	1.07	1.08	2.48	0.62	0.00				1.03	0.00	0.88
Avail Cap(c_a), veh/h	0	640	623	403	2232	0				1003	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.5	35.5	42.8	13.0	0.0				39.7	0.0	38.0
Incr Delay (d2), s/veh	0.0	55.6	60.3	667.2	0.1	0.0				36.8	0.0	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.7	25.8	85.0	8.8	0.0				18.0	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	91.1	95.8	710.0	13.1	0.0				76.5	0.0	56.4
LnGrp LOS	A	F	F	F	B	A				F	A	E
Approach Vol, veh/h		1359			2380						1429	
Approach Delay, s/veh		93.4			305.9						71.0	
Approach LOS		F			F						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	45.0		36.0		74.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	24.5	39.0		30.5		68.0
Max Q Clear Time (g_c+I1), s	26.5	41.0		32.5		28.0
Green Ext Time (p_c), s	0.0	0.0		0.0		7.1

Intersection Summary		
HCM 6th Ctrl Delay		185.1
HCM 6th LOS		F

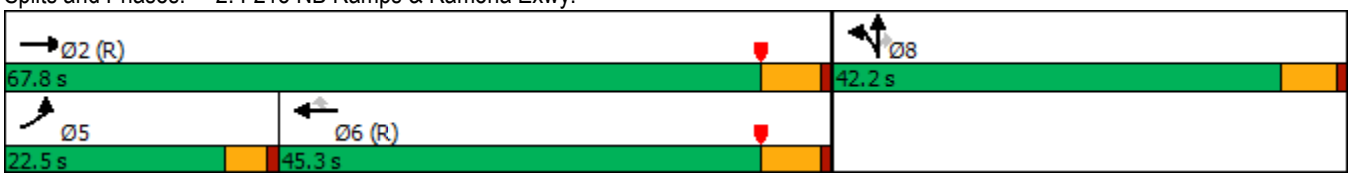
Notes

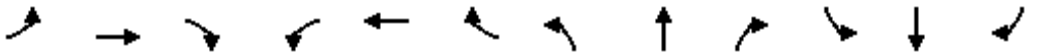
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	348	1677	1933	861	376	2	559
Future Volume (vph)	348	1677	1933	861	376	2	559
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.5	67.8	45.3	45.3	42.2	42.2	42.2
Total Split (%)	20.5%	61.6%	41.2%	41.2%	38.4%	38.4%	38.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.0	61.8	39.3	39.3	36.7	36.7	36.7
Actuated g/C Ratio	0.16	0.56	0.36	0.36	0.33	0.33	0.33
v/c Ratio	1.24	0.87	1.58	1.11	0.35	0.35	1.00
Control Delay	144.6	30.1	292.3	86.0	29.8	29.8	70.1
Queue Delay	0.0	48.6	0.0	0.0	0.0	0.0	0.0
Total Delay	144.6	78.7	292.3	86.0	29.8	29.8	70.1
LOS	F	E	F	F	C	C	E
Approach Delay		90.0	228.7			53.9	
Approach LOS		F	F			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay: 151.5	Intersection LOS: F
Intersection Capacity Utilization 166.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	1677	0	0	1933	861	376	2	559	0	0	0
Future Volume (veh/h)	348	1677	0	0	1933	861	376	2	559	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	366	1765	0	0	2035	821	397	0	486			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	296	2077	0	0	1338	596	1159	0	516			
Arrive On Green	0.33	1.00	0.00	0.00	0.37	0.37	0.32	0.00	0.32			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	366	1765	0	0	2035	821	397	0	486			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	18.0	0.0	0.0	0.0	40.8	40.8	9.2	0.0	32.3			
Cycle Q Clear(g_c), s	18.0	0.0	0.0	0.0	40.8	40.8	9.2	0.0	32.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	296	2077	0	0	1338	596	1159	0	516			
V/C Ratio(X)	1.24	0.85	0.00	0.00	1.52	1.38	0.34	0.00	0.94			
Avail Cap(c_a), veh/h	296	2077	0	0	1338	596	1207	0	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.0	0.0	0.0	0.0	34.6	34.6	28.5	0.0	36.4			
Incr Delay (d2), s/veh	109.0	0.4	0.0	0.0	238.2	179.9	0.2	0.0	24.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.9	0.1	0.0	0.0	60.7	44.4	3.9	0.0	15.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.0	0.4	0.0	0.0	272.8	214.5	28.7	0.0	61.2			
LnGrp LOS	F	A	A	A	F	F	C	A	E			
Approach Vol, veh/h		2131			2856			883				
Approach Delay, s/veh		25.4			256.1			46.6				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.3			22.5	46.8		40.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.8			18.0	39.3		36.7				
Max Q Clear Time (g_c+I1), s		2.0			20.0	42.8		34.3				
Green Ext Time (p_c), s		11.4			0.0	0.0		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	140.8
HCM 6th LOS	F

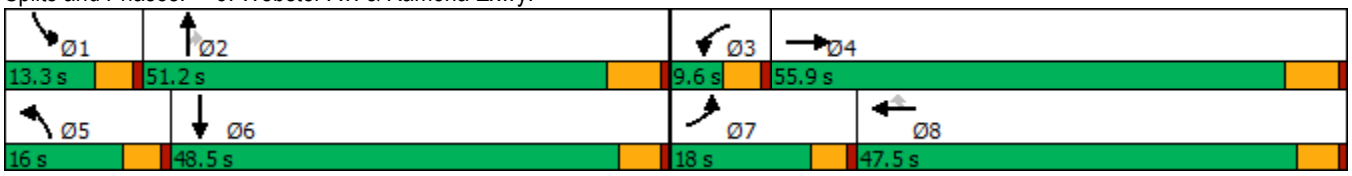
Notes

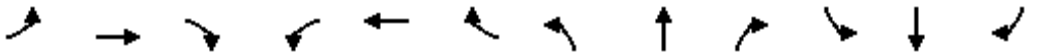
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	505	1869	14	2257	90	214	53	20	349	91
Future Volume (vph)	505	1869	14	2257	90	214	53	20	349	91
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	18.0	55.9	9.6	47.5	47.5	16.0	51.2	51.2	13.3	48.5
Total Split (%)	13.8%	43.0%	7.4%	36.5%	36.5%	12.3%	39.4%	39.4%	10.2%	37.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.4	55.5	5.0	42.4	42.4	11.4	38.0	38.0	18.9	43.4
Actuated g/C Ratio	0.10	0.43	0.04	0.33	0.33	0.09	0.29	0.29	0.15	0.33
v/c Ratio	2.86	0.95	0.22	1.41	0.16	1.42	0.10	0.04	1.40	1.83
Control Delay	872.5	46.8	68.2	220.4	1.7	265.2	29.9	0.1	240.8	403.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	872.5	46.8	68.2	220.4	1.7	265.2	29.9	0.1	240.8	403.2
LOS	F	D	E	F	A	F	C	A	F	F
Approach Delay		214.4		211.1			203.1			365.2
Approach LOS		F		F			F			F

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.86	
Intersection Signal Delay: 246.7	Intersection LOS: F
Intersection Capacity Utilization 169.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	1869	116	14	2257	90	214	53	20	349	91	1052
Future Volume (veh/h)	505	1869	116	14	2257	90	214	53	20	349	91	1052
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	1967	116	15	2376	83	225	56	14	367	96	1008
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	2035	120	29	1664	516	156	663	561	119	47	489
Arrive On Green	0.10	0.41	0.41	0.02	0.32	0.32	0.09	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	1810	5011	294	1810	5187	1608	1810	1900	1610	1810	142	1490
Grp Volume(v), veh/h	532	1355	728	15	2376	83	225	56	14	367	0	1104
Grp Sat Flow(s),veh/h/ln	1810	1729	1847	1810	1729	1608	1810	1900	1610	1810	0	1632
Q Serve(g_s), s	13.4	50.6	51.0	1.1	42.4	4.9	11.4	2.6	0.8	8.7	0.0	43.4
Cycle Q Clear(g_c), s	13.4	50.6	51.0	1.1	42.4	4.9	11.4	2.6	0.8	8.7	0.0	43.4
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	183	1404	750	29	1664	516	156	663	561	119	0	536
V/C Ratio(X)	2.90	0.97	0.97	0.52	1.43	0.16	1.44	0.08	0.02	3.08	0.00	2.06
Avail Cap(c_a), veh/h	183	1404	750	68	1664	516	156	663	561	119	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.4	38.3	38.5	64.5	44.9	32.2	60.4	28.9	28.3	61.8	0.0	44.4
Incr Delay (d2), s/veh	870.0	16.4	25.6	5.2	196.2	0.1	231.2	0.1	0.0	958.7	0.0	483.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	50.3	23.3	27.0	0.5	47.5	1.9	15.2	1.2	0.3	35.7	0.0	89.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	929.4	54.8	64.1	69.8	241.1	32.3	291.6	28.9	28.3	1020.5	0.0	528.2
LnGrp LOS	F	D	E	E	F	C	F	C	C	F	A	F
Approach Vol, veh/h		2615			2474			295			1471	
Approach Delay, s/veh		235.3			233.1			229.3			651.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	52.3	6.7	59.9	16.0	49.6	18.0	48.6
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	8.7	45.0	5.0	49.7	11.4	* 43	13.4	* 42
Max Q Clear Time (g_c+I1), s	10.7	4.6	3.1	53.0	13.4	45.4	15.4	44.4
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	323.4
HCM 6th LOS	F

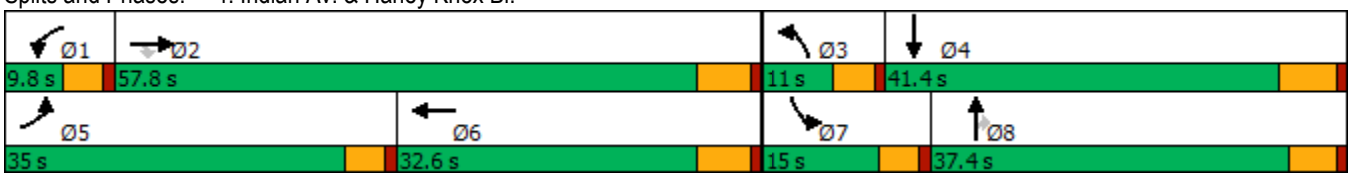
Notes

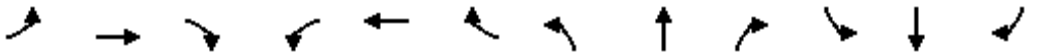
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	413	614	109	45	908	170	263	80	511	322
Future Volume (vph)	413	614	109	45	908	170	263	80	511	322
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	35.0	57.8	57.8	9.8	32.6	11.0	37.4	37.4	15.0	41.4
Total Split (%)	29.2%	48.2%	48.2%	8.2%	27.2%	9.2%	31.2%	31.2%	12.5%	34.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.4	54.0	54.0	5.2	26.8	6.4	32.0	32.0	10.4	35.2
Actuated g/C Ratio	0.25	0.45	0.45	0.04	0.22	0.05	0.27	0.27	0.09	0.29
v/c Ratio	0.98	0.29	0.15	0.64	0.99	0.99	0.30	0.16	3.56	1.11dr
Control Delay	83.0	21.7	4.0	90.5	69.9	121.6	36.1	0.7	1183.2	45.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.0	21.7	4.0	90.5	69.9	121.6	36.1	0.7	1183.2	45.6
LOS	F	C	A	F	E	F	D	A	F	D
Approach Delay		42.3			70.7		58.9			395.6
Approach LOS		D			E		E			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.56	
Intersection Signal Delay: 184.5	Intersection LOS: F
Intersection Capacity Utilization 101.7%	ICU Level of Service G
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	614	109	45	908	141	170	263	80	511	322	827
Future Volume (veh/h)	413	614	109	45	908	141	170	263	80	511	322	827
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	449	667	111	49	987	138	185	286	78	555	350	752
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	458	2291	711	63	1028	143	187	939	419	157	529	472
Arrive On Green	0.25	0.44	0.44	0.04	0.22	0.22	0.05	0.26	0.26	0.09	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	1810	4601	642	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	449	667	111	49	741	384	185	286	78	555	350	752
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1784	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	29.6	9.9	5.0	3.2	25.4	25.5	6.3	7.6	4.5	10.4	20.4	35.2
Cycle Q Clear(g_c), s	29.6	9.9	5.0	3.2	25.4	25.5	6.3	7.6	4.5	10.4	20.4	35.2
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	2291	711	63	772	399	187	939	419	157	529	472
V/C Ratio(X)	0.98	0.29	0.16	0.77	0.96	0.96	0.99	0.30	0.19	3.54	0.66	1.59
Avail Cap(c_a), veh/h	458	2291	711	78	772	399	187	963	429	157	529	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	21.5	20.1	57.4	46.1	46.1	56.8	35.7	34.5	54.8	37.2	42.4
Incr Delay (d2), s/veh	36.4	0.1	0.1	24.2	23.0	35.4	62.0	0.2	0.2	1158.3	3.0	276.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	3.8	1.8	1.9	13.0	14.8	4.3	3.3	1.8	55.1	9.1	49.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	21.5	20.2	81.7	69.0	81.5	118.8	35.9	34.7	1213.1	40.2	318.7
LnGrp LOS	F	C	C	F	E	F	F	D	C	F	D	F
Approach Vol, veh/h		1227			1174			549			1657	
Approach Delay, s/veh		43.2			73.6			63.7			559.5	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	58.8	11.0	41.4	35.0	32.6	15.0	37.4
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.2	52.0	6.4	35.2	30.4	26.8	10.4	* 32
Max Q Clear Time (g_c+I1), s	5.2	11.9	8.3	37.2	31.6	27.5	12.4	9.6
Green Ext Time (p_c), s	0.0	4.9	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	239.1
HCM 6th LOS	F

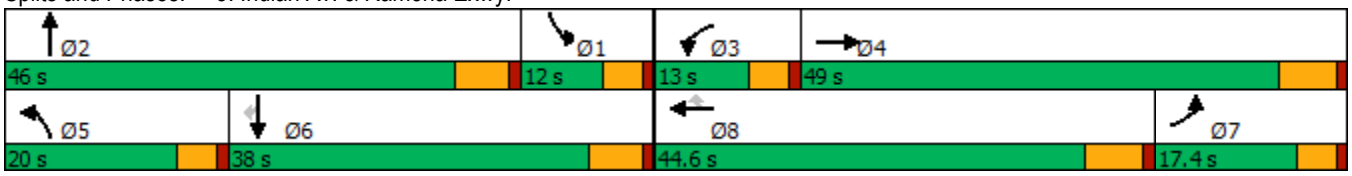
Notes

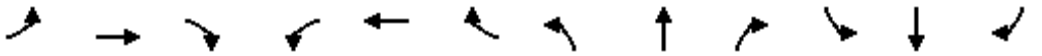
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	437	1886	166	1669	192	188	266	178	188	209
Future Volume (vph)	437	1886	166	1669	192	188	266	178	188	209
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.4	49.0	13.0	44.6	44.6	20.0	46.0	12.0	38.0	38.0
Total Split (%)	14.5%	40.8%	10.8%	37.2%	37.2%	16.7%	38.3%	10.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	43.1	8.5	38.6	38.6	14.7	18.2	10.5	14.1	14.1
Actuated g/C Ratio	0.13	0.42	0.08	0.38	0.38	0.14	0.18	0.10	0.14	0.14
v/c Ratio	2.08	1.00	1.21	0.92	0.29	0.78	0.58	1.03	0.41	0.54
Control Delay	525.7	48.5	180.8	39.6	7.0	64.6	37.1	121.4	41.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	525.7	48.5	180.8	39.6	7.0	64.6	37.1	121.4	41.8	10.0
LOS	F	D	F	D	A	E	D	F	D	B
Approach Delay		134.1		48.1			46.7		54.9	
Approach LOS		F		D			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.08	
Intersection Signal Delay: 86.2	Intersection LOS: F
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	1886	114	166	1669	192	188	266	85	178	188	209
Future Volume (veh/h)	437	1886	114	166	1669	192	188	266	85	178	188	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	2050	110	180	1814	188	204	289	78	193	204	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	2233	119	154	1985	616	237	398	106	189	457	204
Arrive On Green	0.13	0.44	0.44	0.08	0.38	0.38	0.13	0.14	0.14	0.10	0.13	0.13
Sat Flow, veh/h	1810	5036	269	1810	5187	1610	1810	2822	748	1810	3610	1610
Grp Volume(v), veh/h	475	1405	755	180	1814	188	204	183	184	193	204	200
Grp Sat Flow(s),veh/h/ln	1810	1729	1848	1810	1729	1610	1810	1805	1765	1810	1805	1610
Q Serve(g_s), s	12.8	37.7	38.1	8.4	32.8	8.1	10.9	9.6	9.9	10.3	5.2	8.7
Cycle Q Clear(g_c), s	12.8	37.7	38.1	8.4	32.8	8.1	10.9	9.6	9.9	10.3	5.2	8.7
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	234	1533	819	154	1985	616	237	255	249	189	457	204
V/C Ratio(X)	2.03	0.92	0.92	1.17	0.91	0.31	0.86	0.72	0.74	1.02	0.45	0.98
Avail Cap(c_a), veh/h	234	1533	819	154	2013	625	282	733	717	189	1175	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	25.8	25.9	45.3	29.0	21.3	42.1	40.6	40.7	44.3	40.0	21.9
Incr Delay (d2), s/veh	477.7	9.0	15.7	126.1	6.9	0.3	18.1	3.8	4.3	71.6	0.7	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.5	15.5	18.3	9.0	13.5	2.8	5.9	4.4	4.5	8.2	2.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	520.7	34.8	41.7	171.4	35.9	21.6	60.2	44.4	45.0	115.9	40.7	47.1
LnGrp LOS	F	C	D	F	D	C	E	D	D	F	D	D
Approach Vol, veh/h		2635			2182			571			597	
Approach Delay, s/veh		124.4			45.8			50.2			67.1	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	19.7	13.0	50.1	17.5	18.3	19.0	44.1
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	7.4	* 40	8.4	42.8	15.4	32.2	12.8	* 38
Max Q Clear Time (g_c+I1), s	12.3	11.9	10.4	40.1	12.9	10.7	14.8	34.8
Green Ext Time (p_c), s	0.0	2.1	0.0	2.4	0.1	1.8	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	83.0
HCM 6th LOS	F

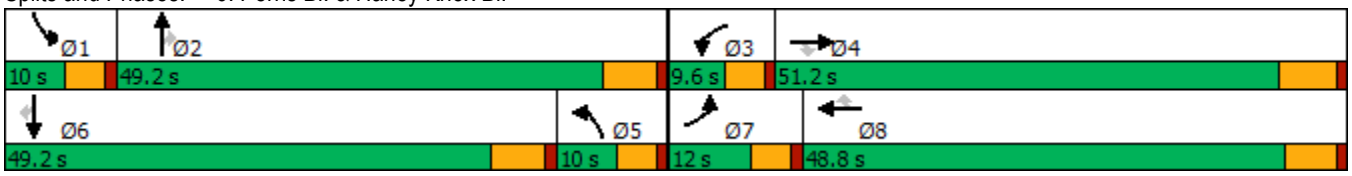
Notes

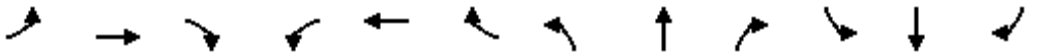
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	598	120	23	577	161	80	937	24	358	1237	327
Future Volume (vph)	292	598	120	23	577	161	80	937	24	358	1237	327
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	10.0	49.2	49.2	10.0	49.2	49.2
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.3%	41.0%	41.0%	8.3%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	30.7	30.7	5.3	21.7	21.7	5.6	33.1	33.1	5.7	36.0	36.0
Actuated g/C Ratio	0.09	0.34	0.34	0.06	0.24	0.24	0.06	0.37	0.37	0.06	0.40	0.40
v/c Ratio	2.05	0.53	0.20	0.12	0.50	0.34	0.40	0.53	0.04	1.77	0.65	0.47
Control Delay	514.6	27.5	2.7	50.0	31.0	7.6	53.1	23.9	0.1	391.9	25.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	514.6	27.5	2.7	50.0	31.0	7.6	53.1	23.9	0.1	391.9	25.1	12.1
LOS	F	C	A	D	C	A	D	C	A	F	C	B
Approach Delay		165.3			26.6			25.6			91.2	
Approach LOS		F			C			C			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.05	
Intersection Signal Delay: 82.2	Intersection LOS: F
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	598	120	23	577	161	80	937	24	358	1237	327
Future Volume (veh/h)	292	598	120	23	577	161	80	937	24	358	1237	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	650	109	25	627	130	87	1018	25	389	1345	296
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	938	418	93	1007	313	187	1980	607	236	1975	605
Arrive On Green	0.09	0.26	0.26	0.03	0.19	0.19	0.05	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	317	650	109	25	627	130	87	1018	25	389	1345	296
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	7.4	13.0	3.1	0.6	8.9	5.7	1.9	12.1	0.8	5.4	17.4	7.3
Cycle Q Clear(g_c), s	7.4	13.0	3.1	0.6	8.9	5.7	1.9	12.1	0.8	5.4	17.4	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	938	418	93	1007	313	187	1980	607	236	1975	605
V/C Ratio(X)	1.90	0.69	0.26	0.27	0.62	0.42	0.46	0.51	0.04	1.65	0.68	0.49
Avail Cap(c_a), veh/h	167	2026	904	219	2782	864	236	2808	861	236	2808	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	26.8	12.4	38.3	29.6	28.3	36.8	19.1	15.6	37.4	20.8	7.8
Incr Delay (d2), s/veh	425.7	0.9	0.3	0.6	0.6	0.9	0.7	0.2	0.0	308.6	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	5.1	1.5	0.2	3.5	2.1	0.8	4.3	0.3	12.3	6.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	462.1	27.7	12.7	38.8	30.2	29.2	37.5	19.3	15.6	346.0	21.2	8.4
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		1076			782			1130			2030	
Approach Delay, s/veh		154.2			30.3			20.6			81.6	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	36.4	6.7	27.0	10.1	36.3	12.0	21.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	43.4	5.0	45.0	5.4	* 43	7.4	* 43
Max Q Clear Time (g_c+I1), s	7.4	14.1	2.6	15.0	3.9	19.4	9.4	10.9
Green Ext Time (p_c), s	0.0	7.5	0.0	4.5	0.0	11.1	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	75.4
HCM 6th LOS	E

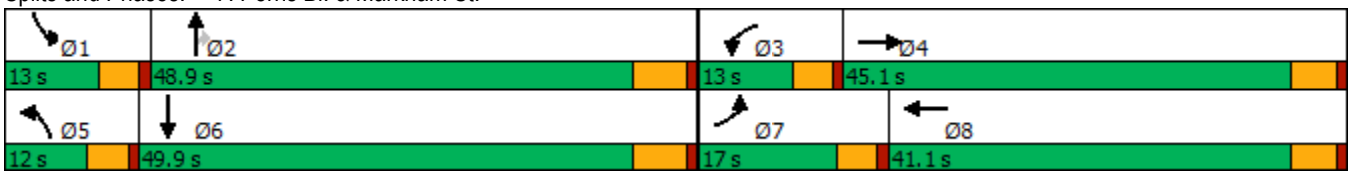
Notes

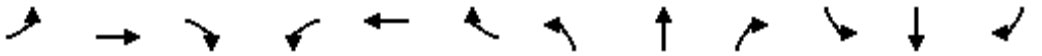
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	83	41	66	32	918	39	35	1091
Future Volume (vph)	70	83	41	66	32	918	39	35	1091
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	17.0	45.1	13.0	41.1	12.0	48.9	48.9	13.0	49.9
Total Split (%)	14.2%	37.6%	10.8%	34.3%	10.0%	40.8%	40.8%	10.8%	41.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.5	19.0	7.2	14.9	6.8	27.7	27.7	7.0	27.8
Actuated g/C Ratio	0.12	0.27	0.10	0.21	0.10	0.39	0.39	0.10	0.39
v/c Ratio	0.35	0.18	0.25	0.17	0.20	0.71	0.06	0.21	0.61
Control Delay	42.5	15.4	43.9	18.9	44.4	24.4	0.2	43.8	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	15.4	43.9	18.9	44.4	24.4	0.2	43.8	20.9
LOS	D	B	D	B	D	C	A	D	C
Approach Delay		23.6		25.5		24.1			21.5
Approach LOS		C		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	83	77	41	66	48	32	918	39	35	1091	47
Future Volume (veh/h)	70	83	77	41	66	48	32	918	39	35	1091	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	90	45	45	72	40	35	998	38	38	1186	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	445	209	80	393	203	67	1412	620	71	2020	75
Arrive On Green	0.06	0.19	0.19	0.04	0.17	0.17	0.04	0.39	0.39	0.04	0.39	0.39
Sat Flow, veh/h	1810	2383	1120	1810	2300	1188	1810	3610	1585	1810	5133	190
Grp Volume(v), veh/h	76	67	68	45	55	57	35	998	38	38	799	431
Grp Sat Flow(s),veh/h/ln	1810	1805	1698	1810	1805	1684	1810	1805	1585	1810	1729	1866
Q Serve(g_s), s	2.4	1.9	2.0	1.4	1.6	1.7	1.1	13.8	0.9	1.2	10.8	10.8
Cycle Q Clear(g_c), s	2.4	1.9	2.0	1.4	1.6	1.7	1.1	13.8	0.9	1.2	10.8	10.8
Prop In Lane	1.00		0.66	1.00		0.71	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	109	337	317	80	308	288	67	1412	620	71	1360	734
V/C Ratio(X)	0.70	0.20	0.21	0.56	0.18	0.20	0.52	0.71	0.06	0.54	0.59	0.59
Avail Cap(c_a), veh/h	378	1216	1145	256	1095	1021	226	2622	1151	256	2569	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	20.4	20.4	27.8	21.0	21.1	28.1	15.2	11.3	28.0	14.2	14.2
Incr Delay (d2), s/veh	3.0	0.3	0.3	2.3	0.3	0.3	2.3	0.7	0.0	2.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	0.8	0.6	0.6	0.6	0.5	4.6	0.3	0.5	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	20.7	20.8	30.1	21.3	21.4	30.4	15.9	11.3	30.3	14.6	15.0
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		211			157			1071			1268	
Approach Delay, s/veh		24.2			23.9			16.2			15.2	
Approach LOS		C			C			B			B	

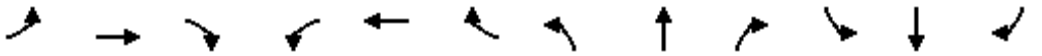
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	29.0	7.2	16.2	6.8	29.1	8.2	15.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	8.4	43.1	8.4	40.0	7.4	44.1	12.4	36.0
Max Q Clear Time (g_c+I1), s	3.2	15.8	3.4	4.0	3.1	12.8	4.4	3.7
Green Ext Time (p_c), s	0.0	7.4	0.0	0.7	0.0	8.9	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	1	9	5	9	982	4	1259
Future Volume (vph)	5	1	9	5	9	982	4	1259
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	12.0	33.0	12.0	33.0	12.0	63.0	12.0	63.0
Total Split (%)	10.0%	27.5%	10.0%	27.5%	10.0%	52.5%	10.0%	52.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	13.7	6.1	13.8	6.1	41.0	6.0	40.9
Actuated g/C Ratio	0.12	0.27	0.12	0.27	0.12	0.80	0.12	0.79
v/c Ratio	0.02	0.06	0.05	0.03	0.05	0.26	0.02	0.34
Control Delay	33.0	10.4	32.4	15.0	32.4	7.3	33.5	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	10.4	32.4	15.0	32.4	7.3	33.5	8.0
LOS	C	B	C	B	C	A	C	A
Approach Delay		13.7		22.3		7.5		8.1
Approach LOS		B		C		A		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 42.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	26	9	5	8	9	982	4	4	1259	12
Future Volume (veh/h)	5	1	26	9	5	8	9	982	4	4	1259	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	1	12	10	5	4	10	1067	4	4	1368	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	9	105	24	75	60	24	2580	10	10	2522	24
Arrive On Green	0.01	0.07	0.07	0.01	0.08	0.08	0.01	0.48	0.48	0.01	0.48	0.48
Sat Flow, veh/h	1810	125	1502	1810	977	782	1810	5334	20	1810	5299	50
Grp Volume(v), veh/h	5	0	13	10	0	9	10	692	379	4	893	488
Grp Sat Flow(s),veh/h/ln	1810	0	1627	1810	0	1759	1810	1729	1896	1810	1729	1891
Q Serve(g_s), s	0.1	0.0	0.3	0.3	0.0	0.2	0.3	5.9	5.9	0.1	8.4	8.4
Cycle Q Clear(g_c), s	0.1	0.0	0.3	0.3	0.0	0.2	0.3	5.9	5.9	0.1	8.4	8.4
Prop In Lane	1.00		0.92	1.00		0.44	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	12	0	114	24	0	135	24	1673	917	10	1646	900
V/C Ratio(X)	0.41	0.00	0.11	0.42	0.00	0.07	0.42	0.41	0.41	0.41	0.54	0.54
Avail Cap(c_a), veh/h	292	0	1008	292	0	1090	292	4316	2366	292	4316	2360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	20.0	22.4	0.0	19.6	22.4	7.6	7.6	22.7	8.5	8.5
Incr Delay (d2), s/veh	8.0	0.0	0.4	4.4	0.0	0.2	4.4	0.2	0.3	9.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1	0.0	0.1	0.1	1.3	1.5	0.1	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.0	20.4	26.9	0.0	19.9	26.9	7.8	7.9	32.5	8.8	9.0
LnGrp LOS	C	A	C	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		18			19			1081			1385	
Approach Delay, s/veh		23.3			23.5			8.0			8.9	
Approach LOS		C			C			A			A	

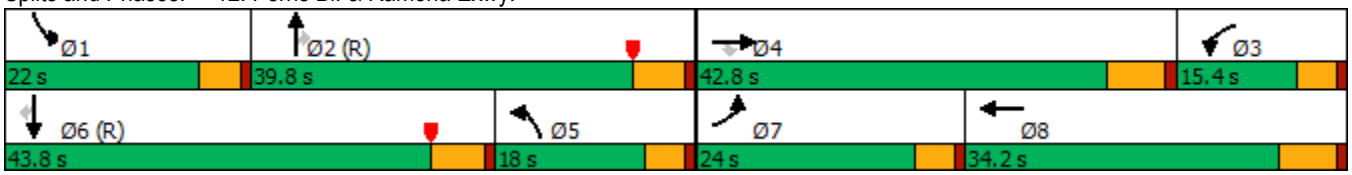
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	28.0	5.2	7.8	5.2	27.6	4.9	8.1
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	57.2	7.4	28.4	7.4	57.2	7.4	28.4
Max Q Clear Time (g_c+I1), s	2.1	7.9	2.3	2.3	2.3	10.4	2.1	2.2
Green Ext Time (p_c), s	0.0	7.9	0.0	0.0	0.0	11.5	0.0	0.0

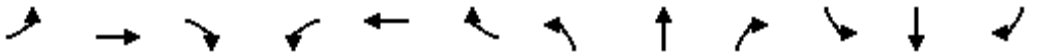
Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	369	1558	330	176	1389	382	646	137	349	756	217
Future Volume (vph)	369	1558	330	176	1389	382	646	137	349	756	217
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	42.8	42.8	15.4	34.2	18.0	39.8	39.8	22.0	43.8	43.8
Total Split (%)	20.0%	35.7%	35.7%	12.8%	28.5%	15.0%	33.2%	33.2%	18.3%	36.5%	36.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.8	36.6	36.6	10.8	30.6	13.4	35.7	35.7	15.7	38.0	38.0
Actuated g/C Ratio	0.14	0.30	0.30	0.09	0.26	0.11	0.30	0.30	0.13	0.32	0.32
v/c Ratio	0.78	1.02	0.51	0.57	1.26	1.01	0.62	0.24	0.79	0.68	0.35
Control Delay	61.0	67.9	10.6	56.1	160.8	100.6	39.7	3.7	63.4	39.4	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	67.9	10.6	56.1	160.8	100.6	39.7	3.7	63.4	39.4	9.2
LOS	E	E	B	E	F	F	D	A	E	D	A
Approach Delay		58.4			150.5		55.4			40.8	
Approach LOS		E			F		E			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 79.5	Intersection LOS: E
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	1558	330	176	1389	218	382	646	137	349	756	217
Future Volume (veh/h)	369	1558	330	176	1389	218	382	646	137	349	756	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	380	1606	241	181	1432	199	394	666	93	360	779	166
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	441	1582	491	239	1199	166	556	1321	589	419	1143	510
Arrive On Green	0.13	0.31	0.31	0.05	0.17	0.17	0.16	0.37	0.37	0.12	0.32	0.32
Sat Flow, veh/h	3510	5187	1609	3510	4595	638	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	380	1606	241	181	1077	554	394	666	93	360	779	166
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1755	1729	1775	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	12.7	36.6	14.7	6.1	31.3	31.3	12.8	17.2	3.8	12.1	22.6	7.2
Cycle Q Clear(g_c), s	12.7	36.6	14.7	6.1	31.3	31.3	12.8	17.2	3.8	12.1	22.6	7.2
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1582	491	239	902	463	556	1321	589	419	1143	510
V/C Ratio(X)	0.86	1.02	0.49	0.76	1.19	1.20	0.71	0.50	0.16	0.86	0.68	0.33
Avail Cap(c_a), veh/h	568	1582	491	316	902	463	556	1321	589	509	1143	510
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	41.7	34.1	56.3	49.5	49.5	47.9	29.6	16.8	51.8	35.7	18.0
Incr Delay (d2), s/veh	0.9	11.0	0.1	4.8	98.4	107.5	3.2	1.3	0.5	10.4	3.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	16.3	5.5	2.8	26.0	27.8	5.7	7.4	1.8	5.8	10.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	52.7	34.2	61.1	147.9	157.0	51.1	30.8	17.4	62.2	39.0	19.7
LnGrp LOS	D	F	C	E	F	F	D	C	B	E	D	B
Approach Vol, veh/h		2227			1812			1153			1305	
Approach Delay, s/veh		50.7			142.0			36.7			43.0	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	49.9	14.4	42.8	25.0	43.8	19.7	37.5
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	17.4	34.0	10.8	* 37	13.4	* 38	19.4	28.0
Max Q Clear Time (g_c+I1), s	14.1	19.2	8.1	38.6	14.8	24.6	14.7	33.3
Green Ext Time (p_c), s	0.2	3.9	0.1	0.0	0.0	4.6	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.1
HCM 6th LOS	E

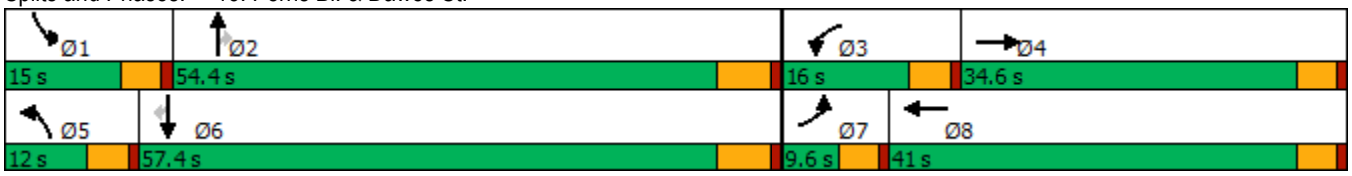
Notes

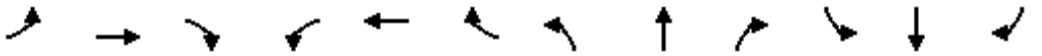
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø7
Lane Configurations									
Traffic Volume (vph)	50	0	2	1027	48	26	1169		
Future Volume (vph)	50	0	2	1027	48	26	1169		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA		
Protected Phases	3	8	5	2		1	6	4	7
Permitted Phases					2				
Detector Phase	3	8	5	2	2	1	6		
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	9.6	34.6	9.6	22.8	22.8	9.6	26.8	34.6	9.6
Total Split (s)	16.0	41.0	12.0	54.4	54.4	15.0	57.4	34.6	9.6
Total Split (%)	13.3%	34.2%	10.0%	45.3%	45.3%	12.5%	47.8%	29%	8%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8	4.6	5.8		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	9.0	15.9	6.2	41.6	41.6	6.8	44.1		
Actuated g/C Ratio	0.15	0.27	0.10	0.70	0.70	0.11	0.74		
v/c Ratio	0.19	0.04	0.01	0.42	0.04	0.13	0.31		
Control Delay	33.8	0.1	40.5	12.5	0.1	37.6	8.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.8	0.1	40.5	12.5	0.1	37.6	8.7		
LOS	C	A	D	B	A	D	A		
Approach Delay		23.6		12.0			9.4		
Approach LOS		C		B			A		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 59.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 46.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	50	0	22	2	1027	48	26	1169	0
Future Volume (veh/h)	0	0	0	50	0	22	2	1027	48	26	1169	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	51	0	22	2	1048	49	27	1193	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	5	0	97	0	228	5	1688	752	58	2579	800
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.47	0.47	0.03	0.50	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1588	1810	3610	1608	1810	5187	1610
Grp Volume(v), veh/h	0	0	0	51	0	22	2	1048	49	27	1193	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1588	1810	1805	1608	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.5	0.0	9.2	0.7	0.6	6.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	0.0	0.5	0.0	9.2	0.7	0.6	6.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	5	0	97	0	228	5	1688	752	58	2579	800
V/C Ratio(X)	0.00	0.00	0.00	0.53	0.00	0.10	0.40	0.62	0.07	0.46	0.46	0.00
Avail Cap(c_a), veh/h	215	1356	0	491	0	1375	319	4174	1860	448	6367	1977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.4	0.0	15.6	20.9	8.4	6.1	20.0	6.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.7	0.0	0.2	18.3	0.4	0.0	2.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.2	0.0	2.0	0.2	0.2	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	21.0	0.0	15.8	39.3	8.8	6.2	22.1	7.0	0.0
LnGrp LOS	A	A	A	C	A	B	D	A	A	C	A	A
Approach Vol, veh/h		0			73			1099			1220	
Approach Delay, s/veh		0.0			19.5			8.7			7.4	
Approach LOS					B			A			A	

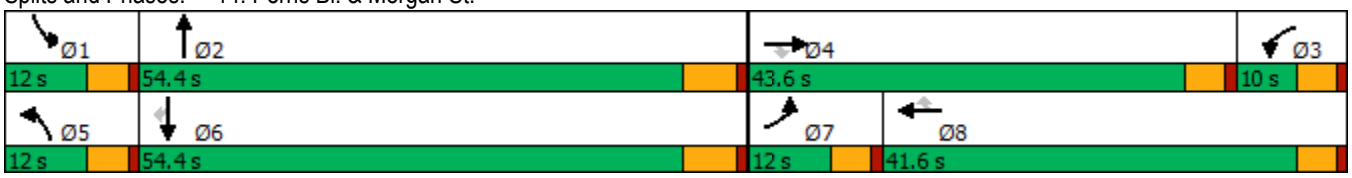
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	25.5	6.8	3.8	4.7	26.7	0.0	10.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	10.4	48.6	11.4	30.0	7.4	51.6	5.0	36.4
Max Q Clear Time (g_c+I1), s	2.6	11.2	3.2	0.0	2.0	8.3	0.0	2.5
Green Ext Time (p_c), s	0.0	8.5	0.0	0.0	0.0	9.9	0.0	0.1

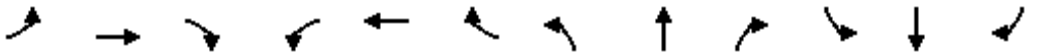
Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	106	36	15	223	69	26	952	32	1063	20
Future Volume (vph)	54	106	36	15	223	69	26	952	32	1063	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	43.6	43.6	10.0	41.6	41.6	12.0	54.4	12.0	54.4	54.4
Total Split (%)	10.0%	36.3%	36.3%	8.3%	34.7%	34.7%	10.0%	45.3%	10.0%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	25.6	25.6	7.2	19.3	19.3	6.7	33.1	6.9	33.3	33.3
Actuated g/C Ratio	0.09	0.32	0.32	0.09	0.24	0.24	0.08	0.42	0.09	0.42	0.42
v/c Ratio	0.35	0.10	0.07	0.10	0.52	0.16	0.18	0.48	0.22	0.76	0.03
Control Delay	50.7	24.5	0.2	46.0	34.7	2.9	48.8	19.4	48.8	25.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	24.5	0.2	46.0	34.7	2.9	48.8	19.4	48.8	25.6	0.1
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		27.3			28.1			20.2		25.8	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	106	36	15	223	69	26	952	15	32	1063	20
Future Volume (veh/h)	54	106	36	15	223	69	26	952	15	32	1063	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	115	25	16	242	62	28	1035	15	35	1155	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	560	247	132	338	286	55	2271	33	65	1577	703
Arrive On Green	0.05	0.16	0.16	0.07	0.18	0.18	0.03	0.43	0.43	0.04	0.44	0.44
Sat Flow, veh/h	1810	3610	1589	1810	1900	1610	1810	5267	76	1810	3610	1610
Grp Volume(v), veh/h	59	115	25	16	242	62	28	679	371	35	1155	19
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1900	1610	1810	1729	1885	1810	1805	1610
Q Serve(g_s), s	2.1	1.8	0.7	0.5	7.7	2.1	1.0	9.0	9.0	1.2	17.1	0.4
Cycle Q Clear(g_c), s	2.1	1.8	0.7	0.5	7.7	2.1	1.0	9.0	9.0	1.2	17.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	92	560	247	132	338	286	55	1491	813	65	1577	703
V/C Ratio(X)	0.64	0.21	0.10	0.12	0.72	0.22	0.51	0.46	0.46	0.54	0.73	0.03
Avail Cap(c_a), veh/h	208	2186	962	152	1091	925	208	2609	1422	208	2724	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	23.7	14.7	27.9	25.0	22.6	30.7	13.0	13.0	30.5	15.0	10.3
Incr Delay (d2), s/veh	2.8	0.2	0.2	0.2	2.9	0.4	2.6	0.2	0.4	2.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.3	0.2	3.6	0.8	0.4	2.8	3.1	0.5	5.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	23.9	14.9	28.1	27.8	23.0	33.4	13.2	13.4	33.0	15.7	10.4
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		199			320			1078			1209	
Approach Delay, s/veh		25.4			26.9			13.8			16.1	
Approach LOS		C			C			B			B	

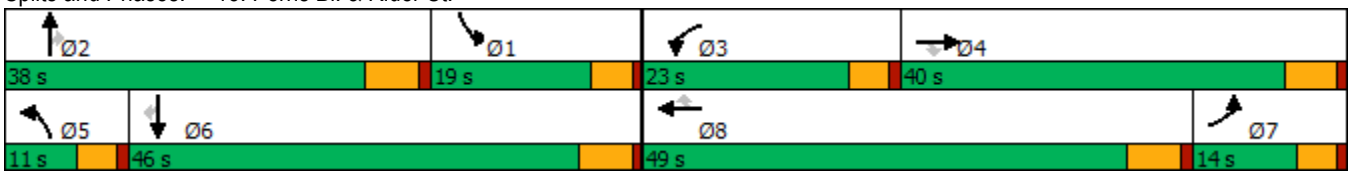
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	33.6	9.3	14.6	6.6	33.9	7.9	16.0
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	48.6	5.4	39.0	7.4	48.6	7.4	37.0
Max Q Clear Time (g_c+I1), s	3.2	11.0	2.5	3.8	3.0	19.1	4.1	9.7
Green Ext Time (p_c), s	0.0	7.5	0.0	0.8	0.0	9.1	0.0	1.7

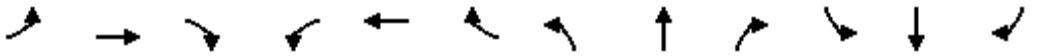
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	220	209	232	101	242	47	738	238	204	874	21
Future Volume (vph)	67	220	209	232	101	242	47	738	238	204	874	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	14.0	40.0	40.0	23.0	49.0	49.0	11.0	38.0	38.0	19.0	46.0	46.0
Total Split (%)	11.7%	33.3%	33.3%	19.2%	40.8%	40.8%	9.2%	31.7%	31.7%	15.8%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	14.7	14.7	17.2	18.7	18.7	6.1	21.9	21.9	14.8	32.9	32.9
Actuated g/C Ratio	0.17	0.16	0.16	0.19	0.21	0.21	0.07	0.24	0.24	0.16	0.37	0.37
v/c Ratio	0.23	0.41	0.56	0.73	0.15	0.49	0.42	0.64	0.44	0.75	0.50	0.03
Control Delay	37.3	36.0	16.1	50.2	33.0	7.5	56.0	33.5	6.6	55.8	24.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	36.0	16.1	50.2	33.0	7.5	56.0	33.5	6.6	55.8	24.9	0.1
LOS	D	D	B	D	C	A	E	C	A	E	C	A
Approach Delay		27.8			29.2			28.3			30.2	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 29.0	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	220	209	232	101	242	47	738	238	204	874	21
Future Volume (veh/h)	67	220	209	232	101	242	47	738	238	204	874	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	239	185	252	110	188	51	802	210	222	950	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	276	596	265	295	578	257	78	1257	390	263	1868	579
Arrive On Green	0.15	0.17	0.17	0.16	0.16	0.16	0.04	0.24	0.24	0.15	0.36	0.36
Sat Flow, veh/h	1810	3610	1607	1810	3610	1607	1810	5187	1608	1810	5187	1607
Grp Volume(v), veh/h	73	239	185	252	110	188	51	802	210	222	950	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1607	1810	1729	1608	1810	1729	1607
Q Serve(g_s), s	2.8	4.6	8.4	10.5	2.0	8.6	2.1	10.7	5.4	9.2	11.1	0.2
Cycle Q Clear(g_c), s	2.8	4.6	8.4	10.5	2.0	8.6	2.1	10.7	5.4	9.2	11.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	596	265	295	578	257	78	1257	390	263	1868	579
V/C Ratio(X)	0.26	0.40	0.70	0.85	0.19	0.73	0.66	0.64	0.54	0.84	0.51	0.02
Avail Cap(c_a), veh/h	276	1595	710	430	2015	897	150	2158	669	337	2694	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	28.9	30.5	31.5	28.2	30.9	36.5	26.3	9.4	32.2	19.4	4.4
Incr Delay (d2), s/veh	0.2	0.4	3.3	7.7	0.2	4.0	3.4	0.5	1.2	11.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	3.2	4.9	0.8	3.4	1.0	4.1	3.0	4.6	4.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	29.3	33.8	39.2	28.3	34.9	39.9	26.8	10.6	44.1	19.6	4.5
LnGrp LOS	C	C	C	D	C	C	D	C	B	D	B	A
Approach Vol, veh/h		497			550			1063			1185	
Approach Delay, s/veh		30.9			35.5			24.2			24.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	24.5	17.2	18.6	7.9	33.7	17.6	18.2
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	14.4	* 32	18.4	34.2	6.4	40.2	9.4	* 43
Max Q Clear Time (g_c+I1), s	11.2	12.7	12.5	10.4	4.1	13.1	4.8	10.6
Green Ext Time (p_c), s	0.1	5.7	0.2	1.9	0.0	6.7	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

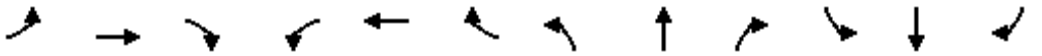
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	46	195	91	117	123	169	1064	126	165	1363	38
Future Volume (vph)	46	195	91	117	123	169	1064	126	165	1363	38
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	11.0	31.0	15.0	35.0	35.0	10.0	48.0	48.0	26.0	64.0	64.0
Total Split (%)	9.2%	25.8%	12.5%	29.2%	29.2%	8.3%	40.0%	40.0%	21.7%	53.3%	53.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	25.5	9.2	30.9	30.9	5.5	42.5	42.5	15.3	52.3	52.3
Actuated g/C Ratio	0.05	0.23	0.08	0.28	0.28	0.05	0.38	0.38	0.14	0.47	0.47
v/c Ratio	0.51	0.92	0.67	0.24	0.24	2.09	0.84	0.20	0.72	0.87	0.05
Control Delay	72.7	67.8	74.2	35.9	5.1	553.4	39.3	4.8	64.2	33.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	67.8	74.2	35.9	5.1	553.4	39.3	4.8	64.2	33.8	0.1
LOS	E	E	E	D	A	F	D	A	E	C	A
Approach Delay		68.3		35.0			100.1			36.2	
Approach LOS		E		D			F			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.2	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.09	
Intersection Signal Delay: 63.4	Intersection LOS: E
Intersection Capacity Utilization 89.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	195	169	91	117	123	169	1064	126	165	1363	38
Future Volume (veh/h)	46	195	169	91	117	123	169	1064	126	165	1363	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	210	172	98	126	56	182	1144	105	177	1466	36
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	226	185	123	507	429	90	1453	646	208	1689	736
Arrive On Green	0.04	0.23	0.23	0.07	0.27	0.27	0.05	0.40	0.40	0.12	0.47	0.47
Sat Flow, veh/h	1810	966	791	1810	1900	1608	1810	3610	1604	1810	3610	1572
Grp Volume(v), veh/h	49	0	382	98	126	56	182	1144	105	177	1466	36
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1810	1900	1608	1810	1805	1604	1810	1805	1572
Q Serve(g_s), s	2.9	0.0	23.1	5.8	5.7	2.9	5.4	30.2	4.6	10.4	39.6	1.4
Cycle Q Clear(g_c), s	2.9	0.0	23.1	5.8	5.7	2.9	5.4	30.2	4.6	10.4	39.6	1.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	411	123	507	429	90	1453	646	208	1689	736
V/C Ratio(X)	0.76	0.00	0.93	0.79	0.25	0.13	2.03	0.79	0.16	0.85	0.87	0.05
Avail Cap(c_a), veh/h	106	0	426	173	531	449	90	1453	646	356	1931	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	40.8	49.9	31.3	30.3	51.7	28.4	20.8	47.2	25.9	15.8
Incr Delay (d2), s/veh	6.8	0.0	26.2	10.2	0.3	0.1	498.8	3.0	0.1	3.7	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	13.0	3.0	2.7	1.1	14.8	12.7	1.7	4.8	16.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	0.0	67.0	60.2	31.6	30.4	550.5	31.4	20.9	51.0	30.0	15.8
LnGrp LOS	E	A	E	E	C	C	F	C	C	D	C	B
Approach Vol, veh/h		431			280			1431			1679	
Approach Delay, s/veh		66.1			41.4			96.6			31.9	
Approach LOS		E			D			F			C	

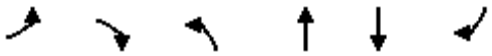
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	49.6	12.0	30.1	10.0	56.7	8.5	33.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	21.4	42.2	10.4	26.4	5.4	58.2	6.4	30.4
Max Q Clear Time (g_c+I1), s	12.4	32.2	7.8	25.1	7.4	41.6	4.9	7.7
Green Ext Time (p_c), s	0.1	5.4	0.0	0.3	0.0	9.3	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	60.7
HCM 6th LOS	E

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	97	133	61	552	1033
Future Volume (vph)	97	133	61	552	1033
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	29.0	28.0	28.0	91.0	63.0
Total Split (%)	24.2%	23.3%	23.3%	75.8%	52.5%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.5	21.2	7.5	47.0	33.2
Actuated g/C Ratio	0.19	0.33	0.12	0.72	0.51
v/c Ratio	0.30	0.26	0.32	0.23	0.63
Control Delay	28.2	12.2	35.0	4.8	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	12.2	35.0	4.8	15.2
LOS	C	B	C	A	B
Approach Delay	18.9			7.8	15.2
Approach LOS	B			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 64.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	133	61	552	1033	35
Future Volume (veh/h)	97	133	61	552	1033	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	95	66	600	1123	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	332	391	107	2209	1651	54
Arrive On Green	0.18	0.18	0.06	0.61	0.46	0.46
Sat Flow, veh/h	1810	1610	1810	3705	3661	117
Grp Volume(v), veh/h	105	95	66	600	568	592
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1879
Q Serve(g_s), s	2.6	2.4	1.8	4.0	12.7	12.7
Cycle Q Clear(g_c), s	2.6	2.4	1.8	4.0	12.7	12.7
Prop In Lane	1.00	1.00	1.00			0.06
Lane Grp Cap(c), veh/h	332	391	107	2209	836	870
V/C Ratio(X)	0.32	0.24	0.61	0.27	0.68	0.68
Avail Cap(c_a), veh/h	842	845	825	6018	2025	2108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	15.6	23.6	4.6	10.8	10.8
Incr Delay (d2), s/veh	0.5	0.3	2.1	0.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	0.8	3.8	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	16.0	25.7	4.7	11.8	11.8
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	200			666	1160	
Approach Delay, s/veh	17.4			6.8	11.8	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.8		14.5	7.6	29.2
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		85.6		23.9	23.4	57.6
Max Q Clear Time (g_c+I1), s		6.0		4.6	3.8	14.7
Green Ext Time (p_c), s		4.3		0.5	0.1	9.1

Intersection Summary		
HCM 6th Ctrl Delay		10.7
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	17	5	653	1179	8
Future Vol, veh/h	5	17	5	653	1179	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	18	5	710	1282	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1652	646	1291	0	-	0
Stage 1	1287	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	91	419	544	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	419	544	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	679	-	-	-	-	-

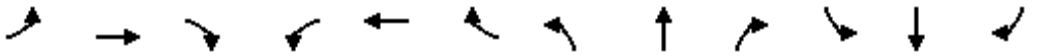
Approach	EB	NB	SB
HCM Control Delay, s	16.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	544	-	182	419	-	-
HCM Lane V/C Ratio	0.01	-	0.03	0.044	-	-
HCM Control Delay (s)	11.7	-	25.4	14	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	73	2658	103	295	1654	461	102	124	526	438	232
Future Volume (vph)	73	2658	103	295	1654	461	102	124	526	438	232
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.1	38.8	38.8	11.1	39.8	39.8	11.2	43.5	26.6	58.9	58.9
Total Split (%)	8.4%	32.3%	32.3%	9.3%	33.2%	33.2%	9.3%	36.3%	22.2%	49.1%	49.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	32.8	32.8	6.5	33.8	33.8	6.6	22.6	22.1	38.1	38.1
Actuated g/C Ratio	0.05	0.31	0.31	0.06	0.32	0.32	0.06	0.22	0.21	0.36	0.36
v/c Ratio	0.82	1.75	0.18	2.80	1.05	0.65	0.96	0.78	1.47	0.68	0.36
Control Delay	105.9	364.6	2.4	858.1	73.4	13.3	125.5	43.7	258.8	33.3	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.9	364.6	2.4	858.1	73.4	13.3	125.5	43.7	258.8	33.3	10.9
LOS	F	F	A	F	E	B	F	D	F	C	B
Approach Delay		344.7			158.0			64.0		128.1	
Approach LOS		F			F			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.80	
Intersection Signal Delay: 224.3	Intersection LOS: F
Intersection Capacity Utilization 132.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	2658	103	295	1654	461	102	124	187	526	438	232
Future Volume (veh/h)	73	2658	103	295	1654	461	102	124	187	526	438	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	2828	87	314	1760	443	109	132	161	560	466	234
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1639	497	114	1690	518	116	154	188	386	675	572
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.06	0.20	0.20	0.21	0.36	0.36
Sat Flow, veh/h	1810	5187	1574	1810	5187	1590	1810	779	950	1810	1900	1610
Grp Volume(v), veh/h	78	2828	87	314	1760	443	109	0	293	560	466	234
Grp Sat Flow(s),veh/h/ln	1810	1729	1574	1810	1729	1590	1810	0	1729	1810	1900	1610
Q Serve(g_s), s	4.4	32.6	4.1	6.5	33.6	13.9	6.2	0.0	16.9	22.0	21.6	11.3
Cycle Q Clear(g_c), s	4.4	32.6	4.1	6.5	33.6	13.9	6.2	0.0	16.9	22.0	21.6	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	96	1639	497	114	1690	518	116	0	343	386	675	572
V/C Ratio(X)	0.81	1.73	0.17	2.75	1.04	0.86	0.94	0.00	0.85	1.45	0.69	0.41
Avail Cap(c_a), veh/h	96	1639	497	114	1690	518	116	0	639	386	985	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	35.3	25.5	48.3	34.8	8.7	48.1	0.0	39.9	40.6	28.4	25.1
Incr Delay (d2), s/veh	36.0	328.9	0.2	813.2	33.6	13.2	64.6	0.0	6.1	217.0	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	62.5	1.5	28.6	18.2	5.7	4.8	0.0	7.5	32.7	9.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.3	364.2	25.7	861.5	68.4	21.9	112.7	0.0	46.0	257.6	29.7	25.6
LnGrp LOS	F	F	C	F	F	C	F	A	D	F	C	C
Approach Vol, veh/h		2993			2517			402			1260	
Approach Delay, s/veh		347.0			159.1			64.1			130.2	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	25.8	11.1	38.8	11.2	42.0	10.1	39.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	22.0	* 38	6.5	32.6	6.6	53.5	5.5	33.6
Max Q Clear Time (g_c+I1), s	24.0	18.9	8.5	34.6	8.2	23.6	6.4	35.6
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	3.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	227.1
HCM 6th LOS	F

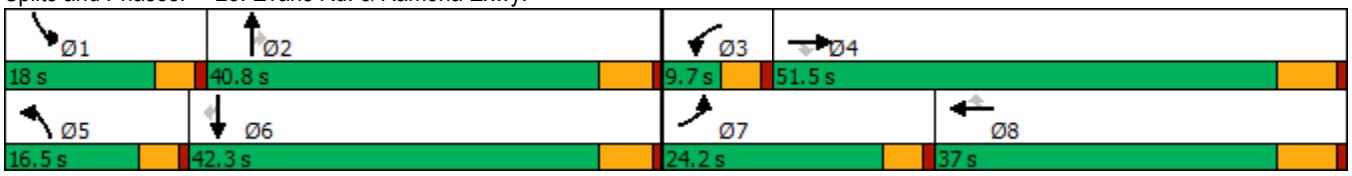
Notes

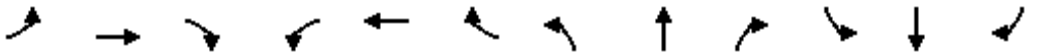
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	672	1946	205	25	1766	247	264	298	16	324	508	790
Future Volume (vph)	672	1946	205	25	1766	247	264	298	16	324	508	790
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.2	51.5	51.5	9.7	37.0	37.0	16.5	40.8	40.8	18.0	42.3	42.3
Total Split (%)	20.2%	42.9%	42.9%	8.1%	30.8%	30.8%	13.8%	34.0%	34.0%	15.0%	35.3%	35.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.2	51.4	51.4	5.7	33.0	33.0	12.1	36.7	36.7	13.7	38.3	38.3
Actuated g/C Ratio	0.17	0.43	0.43	0.05	0.28	0.28	0.10	0.31	0.31	0.11	0.32	0.32
v/c Ratio	1.17	0.90	0.26	0.31	1.83	0.46	0.77	0.28	0.03	0.84	0.45	1.14
Control Delay	138.2	39.1	5.8	64.9	404.8	17.4	67.7	32.3	0.1	70.6	33.9	103.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.2	39.1	5.8	64.9	404.8	17.4	67.7	32.3	0.1	70.6	33.9	103.6
LOS	F	D	A	E	F	B	E	C	A	E	C	F
Approach Delay		60.3			353.6			47.6			75.2	
Approach LOS		E			F			D			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.83	
Intersection Signal Delay: 147.4	Intersection LOS: F
Intersection Capacity Utilization 115.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	672	1946	205	25	1766	247	264	298	16	324	508	790
Future Volume (veh/h)	672	1946	205	25	1766	247	264	298	16	324	508	790
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	693	2006	0	26	1821	191	272	307	8	334	524	688
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	595	2164		53	1000	446	344	1098	490	404	1160	517
Arrive On Green	0.17	0.42	0.00	0.03	0.28	0.28	0.10	0.30	0.30	0.12	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	693	2006	0	26	1821	191	272	307	8	334	524	688
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	20.2	43.8	0.0	1.7	33.0	11.6	9.0	7.7	0.4	11.1	13.7	38.3
Cycle Q Clear(g_c), s	20.2	43.8	0.0	1.7	33.0	11.6	9.0	7.7	0.4	11.1	13.7	38.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	595	2164		53	1000	446	344	1098	490	404	1160	517
V/C Ratio(X)	1.16	0.93		0.49	1.82	0.43	0.79	0.28	0.02	0.83	0.45	1.33
Avail Cap(c_a), veh/h	595	2164		87	1000	446	368	1115	497	412	1160	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	33.0	0.0	57.0	43.1	35.4	52.6	31.5	29.0	51.6	32.1	40.4
Incr Delay (d2), s/veh	91.5	7.6	0.0	2.6	373.7	0.7	9.3	0.1	0.0	12.0	0.3	161.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	18.2	0.0	0.8	65.6	4.4	4.3	3.3	0.2	5.4	5.8	37.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.9	40.6	0.0	59.6	416.8	36.0	61.9	31.7	29.0	63.6	32.4	201.7
LnGrp LOS	F	D		E	F	D	E	C	C	E	C	F
Approach Vol, veh/h		2699			2038			587			1546	
Approach Delay, s/veh		66.4			376.6			45.6			114.5	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	40.3	7.5	53.7	15.7	42.3	24.2	37.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	13.4	35.0	5.1	45.0	11.9	36.5	19.6	30.5
Max Q Clear Time (g_c+I1), s	13.1	9.7	3.7	45.8	11.0	40.3	22.2	35.0
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	167.4
HCM 6th LOS	F

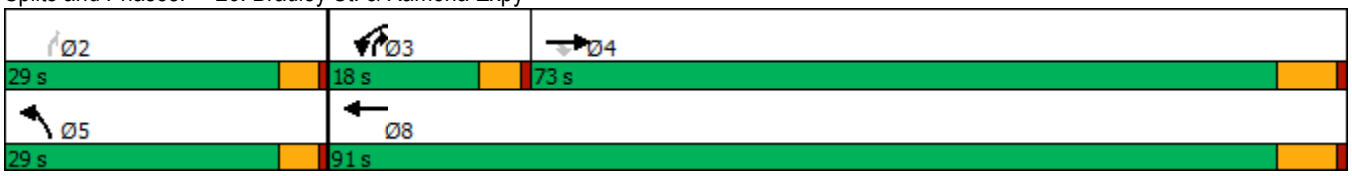
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1404	201	30	1650	103	22	
Future Volume (vph)	1404	201	30	1650	103	22	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	18.0	91.0	29.0	18.0	29.0
Total Split (%)	60.8%	60.8%	15.0%	75.8%	24.2%	15.0%	24%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	47.0	47.0	6.8	52.7	11.6	19.1	
Actuated g/C Ratio	0.67	0.67	0.10	0.75	0.17	0.27	
v/c Ratio	0.62	0.19	0.18	0.65	0.37	0.05	
Control Delay	11.9	1.7	41.0	7.5	36.7	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.9	1.7	41.0	7.5	36.7	10.8	
LOS	B	A	D	A	D	B	
Approach Delay	10.6			8.1	32.1		
Approach LOS	B			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 69.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1404	201	30	1650	103	22
Future Volume (veh/h)	1404	201	30	1650	103	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1510	210	32	1774	111	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2173	949	63	2594	156	195
Arrive On Green	0.60	0.60	0.03	0.72	0.09	0.09
Sat Flow, veh/h	3705	1577	1810	3705	1810	1610
Grp Volume(v), veh/h	1510	210	32	1774	111	14
Grp Sat Flow(s),veh/h/ln	1805	1577	1810	1805	1810	1610
Q Serve(g_s), s	16.1	3.4	1.0	15.3	3.4	0.4
Cycle Q Clear(g_c), s	16.1	3.4	1.0	15.3	3.4	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2173	949	63	2594	156	195
V/C Ratio(X)	0.69	0.22	0.51	0.68	0.71	0.07
Avail Cap(c_a), veh/h	4262	1862	430	5415	787	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	5.2	26.7	4.4	25.1	21.9
Incr Delay (d2), s/veh	0.4	0.1	2.3	0.3	5.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.6	0.4	0.8	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.1	5.3	29.0	4.7	30.9	22.1
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1720			1806	125	
Approach Delay, s/veh	7.7			5.1	29.9	
Approach LOS	A			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.4	6.6	40.4		47.0
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		24.5	13.4	66.5		84.5
Max Q Clear Time (g_c+I1), s		5.4	3.0	18.1		17.3
Green Ext Time (p_c), s		0.3	0.0	15.8		20.9

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

APPENDIX 7.2: HORIZON YEAR (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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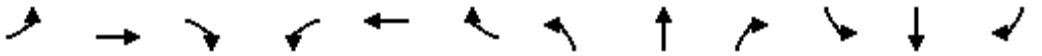
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1115	633	1408	1057	1	390
Future Volume (vph)	1115	633	1408	1057	1	390
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	49.0	22.0	71.0	39.0	39.0	39.0
Total Split (%)	44.5%	20.0%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	43.0	17.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.39	0.16	0.59	0.30	0.30	0.30
v/c Ratio	1.17	2.28	0.68	1.04	1.04	0.74
Control Delay	116.9	598.3	3.6	89.6	89.5	37.3
Queue Delay	0.1	0.0	2.4	92.3	92.3	0.0
Total Delay	117.0	598.3	6.0	181.8	181.8	37.3
LOS	F	F	A	F	F	D
Approach Delay	117.0		189.8		142.9	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.28	
Intersection Signal Delay: 153.7	Intersection LOS: F
Intersection Capacity Utilization 191.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1115	469	633	1408	0	0	0	0	1057	1	390
Future Volume (veh/h)	0	1115	469	633	1408	0	0	0	0	1057	1	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1149	409	653	1452	0				1091	0	353
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1026	358	288	2133	0				1102	0	490
Arrive On Green	0.00	0.39	0.39	0.16	0.59	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2721	915	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	782	776	653	1452	0				1091	0	353
Grp Sat Flow(s),veh/h/ln	0	1805	1735	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	43.0	43.0	17.5	30.3	0.0				33.0	0.0	21.5
Cycle Q Clear(g_c), s	0.0	43.0	43.0	17.5	30.3	0.0				33.0	0.0	21.5
Prop In Lane	0.00		0.53	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	706	678	288	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.11	1.14	2.27	0.68	0.00				0.99	0.00	0.72
Avail Cap(c_a), veh/h	0	706	678	288	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.5	33.5	46.3	15.4	0.0				38.1	0.0	34.1
Incr Delay (d2), s/veh	0.0	67.5	81.6	571.7	0.2	0.0				24.6	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.4	31.9	53.2	10.6	0.0				17.6	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	101.0	115.1	618.0	15.6	0.0				62.7	0.0	39.2
LnGrp LOS	A	F	F	F	B	A				E	A	D
Approach Vol, veh/h		1558			2105						1444	
Approach Delay, s/veh		108.0			202.4						56.9	
Approach LOS		F			F						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.0	49.0		39.0		71.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	17.5	43.0		33.5		65.0
Max Q Clear Time (g_c+I1), s	19.5	45.0		35.0		32.3
Green Ext Time (p_c), s	0.0	0.0		0.0		7.5

Intersection Summary		
HCM 6th Ctrl Delay		132.5
HCM 6th LOS		F

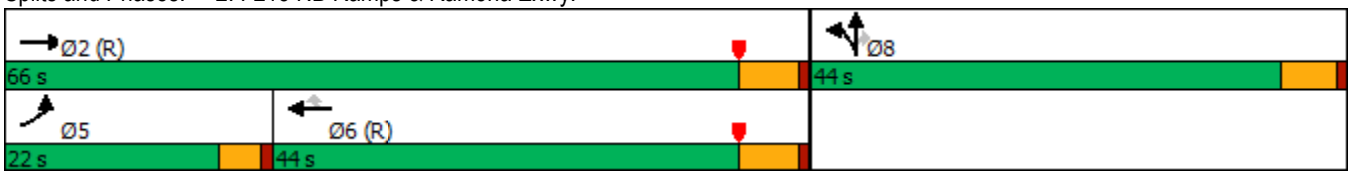
Notes

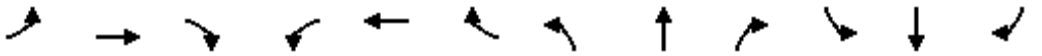
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	160	2013	1597	795	443	2	950
Future Volume (vph)	160	2013	1597	795	443	2	950
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.0	66.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	20.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.6	60.0	40.9	40.9	38.5	38.5	38.5
Actuated g/C Ratio	0.13	0.55	0.37	0.37	0.35	0.35	0.35
v/c Ratio	0.70	1.07	1.24	0.97	0.38	0.39	1.62
Control Delay	39.1	64.2	146.9	41.1	29.2	29.3	310.4
Queue Delay	0.0	16.9	0.1	0.0	0.0	0.0	0.0
Total Delay	39.1	81.1	146.9	41.1	29.2	29.3	310.4
LOS	D	F	F	D	C	C	F
Approach Delay		78.0	111.7			220.8	
Approach LOS		E	F			F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 125.0	Intersection LOS: F
Intersection Capacity Utilization 191.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	2013	0	0	1597	795	443	2	950	0	0	0
Future Volume (veh/h)	160	2013	0	0	1597	795	443	2	950	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	167	2097	0	0	1664	745	462	0	856			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	197	1969	0	0	1427	636	1267	0	564			
Arrive On Green	0.15	0.73	0.00	0.00	0.40	0.40	0.35	0.00	0.35			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	167	2097	0	0	1664	745	462	0	856			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	9.9	60.0	0.0	0.0	43.5	43.5	10.5	0.0	38.5			
Cycle Q Clear(g_c), s	9.9	60.0	0.0	0.0	43.5	43.5	10.5	0.0	38.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	197	1969	0	0	1427	636	1267	0	564			
V/C Ratio(X)	0.85	1.06	0.00	0.00	1.17	1.17	0.36	0.00	1.52			
Avail Cap(c_a), veh/h	288	1969	0	0	1427	636	1267	0	564			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.1	15.1	0.0	0.0	33.3	33.3	26.6	0.0	35.7			
Incr Delay (d2), s/veh	1.5	30.5	0.0	0.0	82.6	93.0	0.2	0.0	242.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	20.4	0.0	0.0	33.7	31.9	4.3	0.0	52.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	45.6	0.0	0.0	115.8	126.2	26.8	0.0	278.3			
LnGrp LOS	D	F	A	A	F	F	C	A	F			
Approach Vol, veh/h		2264			2409			1318				
Approach Delay, s/veh		45.8			119.1			190.1				
Approach LOS		D			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.0			16.5	49.5		44.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.0			17.5	38.0		38.5				
Max Q Clear Time (g_c+I1), s		62.0			11.9	45.5		40.5				
Green Ext Time (p_c), s		0.0			0.2	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	107.0
HCM 6th LOS	F

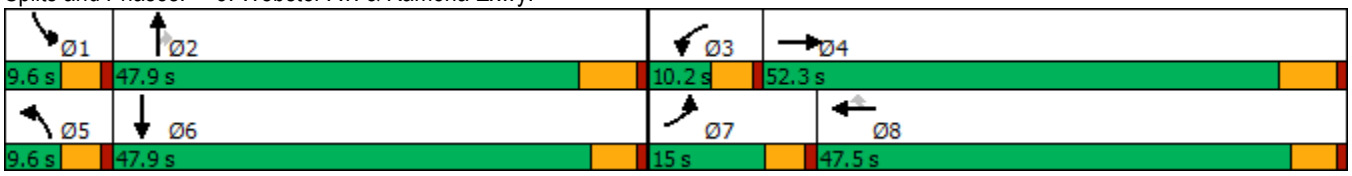
Notes

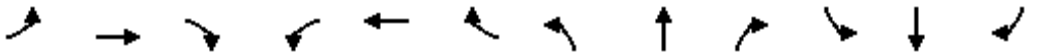
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	745	2125	34	1868	284	77	89	20	323	89
Future Volume (vph)	745	2125	34	1868	284	77	89	20	323	89
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	15.0	52.3	10.2	47.5	47.5	9.6	47.9	47.9	9.6	47.9
Total Split (%)	12.5%	43.6%	8.5%	39.6%	39.6%	8.0%	39.9%	39.9%	8.0%	39.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	50.2	5.5	42.4	42.4	5.0	41.7	41.7	5.0	42.8
Actuated g/C Ratio	0.09	0.42	0.05	0.35	0.35	0.04	0.35	0.35	0.04	0.36
v/c Ratio	4.97	1.08	0.43	1.06	0.42	1.07	0.14	0.03	4.48	1.09
Control Delay	1814.6	79.9	71.6	77.5	10.5	177.7	27.7	0.1	1609.6	91.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1814.6	79.9	71.6	77.5	10.5	177.7	27.7	0.1	1609.6	91.8
LOS	F	E	E	E	B	F	C	A	F	F
Approach Delay		512.9		68.7			86.6			572.9
Approach LOS		F		E			F			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.97	
Intersection Signal Delay: 357.7	Intersection LOS: F
Intersection Capacity Utilization 139.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	745	2125	114	34	1868	284	77	89	20	323	89	606
Future Volume (veh/h)	745	2125	114	34	1868	284	77	89	20	323	89	606
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	776	2214	101	35	1946	282	80	93	12	336	93	565
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	2053	93	51	1800	559	74	665	564	74	81	489
Arrive On Green	0.09	0.40	0.40	0.03	0.35	0.35	0.04	0.35	0.35	0.04	0.35	0.35
Sat Flow, veh/h	1810	5086	231	1810	5187	1610	1810	1900	1610	1810	230	1397
Grp Volume(v), veh/h	776	1502	813	35	1946	282	80	93	12	336	0	658
Grp Sat Flow(s),veh/h/ln	1810	1729	1858	1810	1729	1610	1810	1900	1610	1810	0	1627
Q Serve(g_s), s	10.4	49.3	49.3	2.3	42.4	16.9	5.0	4.1	0.6	5.0	0.0	42.8
Cycle Q Clear(g_c), s	10.4	49.3	49.3	2.3	42.4	16.9	5.0	4.1	0.6	5.0	0.0	42.8
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	154	1396	750	51	1800	559	74	665	564	74	0	570
V/C Ratio(X)	5.04	1.08	1.08	0.68	1.08	0.50	1.08	0.14	0.02	4.54	0.00	1.15
Avail Cap(c_a), veh/h	154	1396	750	83	1800	559	74	665	564	74	0	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.9	36.4	36.4	58.8	39.9	31.6	58.6	27.1	26.0	58.6	0.0	39.7
Incr Delay (d2), s/veh	1832.0	47.4	58.0	5.7	46.9	0.7	128.3	0.1	0.0	1622.7	0.0	88.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	83.0	28.5	32.8	1.1	24.7	6.4	4.9	1.9	0.2	35.6	0.0	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1887.9	83.8	94.5	64.5	86.8	32.3	186.9	27.2	26.0	1681.3	0.0	127.8
LnGrp LOS	F	F	F	E	F	C	F	C	C	F	A	F
Approach Vol, veh/h		3091			2263			185			994	
Approach Delay, s/veh		539.5			79.7			96.2			652.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	49.0	8.1	55.5	9.6	49.0	15.0	48.6
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	41.7	5.6	46.1	5.0	* 43	10.4	* 42
Max Q Clear Time (g_c+I1), s	7.0	6.1	4.3	51.3	7.0	44.8	12.4	44.4
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	384.9
HCM 6th LOS	F

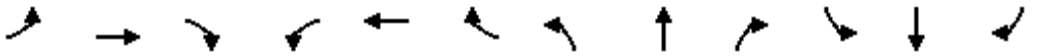
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	703	827	158	79	923	142	277	41	149	117
Future Volume (vph)	703	827	158	79	923	142	277	41	149	117
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	36.0	58.5	58.5	10.3	32.8	11.0	41.1	41.1	10.1	40.2
Total Split (%)	30.0%	48.8%	48.8%	8.6%	27.3%	9.2%	34.3%	34.3%	8.4%	33.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	31.6	53.1	53.1	5.7	27.2	6.4	16.8	16.8	5.5	15.1
Actuated g/C Ratio	0.31	0.52	0.52	0.06	0.27	0.06	0.17	0.17	0.05	0.15
v/c Ratio	1.33	0.33	0.18	0.82	1.16dr	0.68	0.50	0.11	1.62	0.57
Control Delay	192.8	15.4	3.2	101.4	103.5	64.3	40.7	0.6	355.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	192.8	15.4	3.2	101.4	103.5	64.3	40.7	0.6	355.9	14.9
LOS	F	B	A	F	F	E	D	A	F	B
Approach Delay		88.1			103.4		44.4			110.4
Approach LOS		F			F		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 91.8	Intersection LOS: F
Intersection Capacity Utilization 103.2%	ICU Level of Service G
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	703	827	158	79	923	567	142	277	41	149	117	268
Future Volume (veh/h)	703	827	158	79	923	567	142	277	41	149	117	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	748	880	154	84	982	581	151	295	34	159	124	251
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	537	2586	793	98	883	411	212	704	314	94	337	301
Arrive On Green	0.30	0.50	0.50	0.05	0.26	0.26	0.06	0.20	0.20	0.05	0.19	0.19
Sat Flow, veh/h	1810	5187	1590	1810	3458	1610	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	748	880	154	84	982	581	151	295	34	159	124	251
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	31.4	10.8	5.7	4.9	27.0	27.0	4.5	7.6	1.8	5.5	6.3	15.9
Cycle Q Clear(g_c), s	31.4	10.8	5.7	4.9	27.0	27.0	4.5	7.6	1.8	5.5	6.3	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	537	2586	793	98	883	411	212	704	314	94	337	301
V/C Ratio(X)	1.39	0.34	0.19	0.86	1.11	1.41	0.71	0.42	0.11	1.69	0.37	0.84
Avail Cap(c_a), veh/h	537	2586	793	98	883	411	213	1219	544	94	581	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	16.0	14.7	49.6	39.4	39.4	48.8	37.3	35.0	50.1	37.5	41.4
Incr Delay (d2), s/veh	187.5	0.1	0.1	48.1	65.9	199.7	9.2	0.4	0.2	351.4	0.7	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.9	3.9	1.9	3.4	18.9	32.9	2.2	3.3	0.7	11.6	2.8	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.6	16.1	14.8	97.7	105.2	239.1	57.9	37.7	35.1	401.5	38.2	47.5
LnGrp LOS	F	B	B	F	F	F	E	D	D	F	D	D
Approach Vol, veh/h		1782			1647			480			534	
Approach Delay, s/veh		103.5			152.0			43.9			150.7	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	58.5	11.0	25.9	36.0	32.8	10.1	26.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.7	52.7	6.4	34.0	31.4	27.0	5.5	* 36
Max Q Clear Time (g_c+I1), s	6.9	12.8	6.5	17.9	33.4	29.0	7.5	9.6
Green Ext Time (p_c), s	0.0	6.9	0.0	1.9	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	120.7
HCM 6th LOS	F

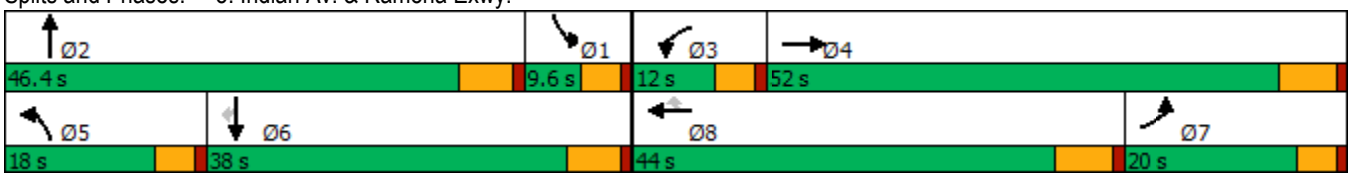
Notes

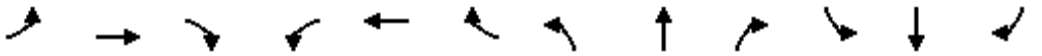
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	305	1647	64	1765	131	129	90	63	117	194
Future Volume (vph)	305	1647	64	1765	131	129	90	63	117	194
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	20.0	52.0	12.0	44.0	44.0	18.0	46.4	9.6	38.0	38.0
Total Split (%)	16.7%	43.3%	10.0%	36.7%	36.7%	15.0%	38.7%	8.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	48.8	6.9	38.1	38.1	11.2	14.8	9.7	13.4	13.4
Actuated g/C Ratio	0.16	0.49	0.07	0.38	0.38	0.11	0.15	0.10	0.13	0.13
v/c Ratio	1.14	0.74	0.54	0.94	0.19	0.67	0.29	0.38	0.25	0.52
Control Delay	137.8	24.7	63.6	40.7	2.4	60.6	22.4	51.8	39.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	137.8	24.7	63.6	40.7	2.4	60.6	22.4	51.8	39.4	10.2
LOS	F	C	E	D	A	E	C	D	D	B
Approach Delay		41.2		38.8			40.0		26.3	
Approach LOS		D		D			D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 39.0	Intersection LOS: D
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1647	136	64	1765	131	129	90	62	63	117	194
Future Volume (veh/h)	305	1647	136	64	1765	131	129	90	62	63	117	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	321	1734	134	67	1858	114	136	95	53	66	123	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	2590	200	87	2048	636	168	243	127	146	385	172
Arrive On Green	0.16	0.53	0.53	0.05	0.39	0.39	0.09	0.11	0.11	0.08	0.11	0.11
Sat Flow, veh/h	1810	4911	379	1810	5187	1610	1810	2293	1197	1810	3610	1610
Grp Volume(v), veh/h	321	1220	648	67	1858	114	136	73	75	66	123	188
Grp Sat Flow(s),veh/h/ln	1810	1729	1832	1810	1729	1610	1810	1805	1685	1810	1805	1610
Q Serve(g_s), s	15.4	24.3	24.4	3.4	31.8	4.3	6.9	3.6	3.9	3.3	3.0	6.8
Cycle Q Clear(g_c), s	15.4	24.3	24.4	3.4	31.8	4.3	6.9	3.6	3.9	3.3	3.0	6.8
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	296	1824	966	87	2048	636	168	192	179	146	385	172
V/C Ratio(X)	1.08	0.67	0.67	0.77	0.91	0.18	0.81	0.38	0.42	0.45	0.32	1.09
Avail Cap(c_a), veh/h	296	1824	966	142	2082	646	257	778	726	146	1234	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	16.3	16.3	44.3	26.9	18.6	41.9	39.2	39.4	41.3	38.9	19.1
Incr Delay (d2), s/veh	76.8	1.0	1.8	5.4	6.2	0.1	5.6	1.3	1.5	0.8	0.5	60.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	8.3	9.1	1.6	12.8	1.5	3.3	1.6	1.6	1.5	1.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.2	17.2	18.1	49.7	33.1	18.7	47.5	40.5	40.9	42.1	39.4	79.8
LnGrp LOS	F	B	B	D	C	B	D	D	D	D	D	F
Approach Vol, veh/h		2189			2039			284			377	
Approach Delay, s/veh		32.0			32.8			44.0			60.0	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	15.8	9.1	55.9	13.3	15.8	21.6	43.4
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	5.0	* 41	7.4	45.8	13.4	32.2	15.4	* 38
Max Q Clear Time (g_c+I1), s	5.3	5.9	5.4	26.4	8.9	8.8	17.4	33.8
Green Ext Time (p_c), s	0.0	0.8	0.0	11.8	0.1	1.3	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

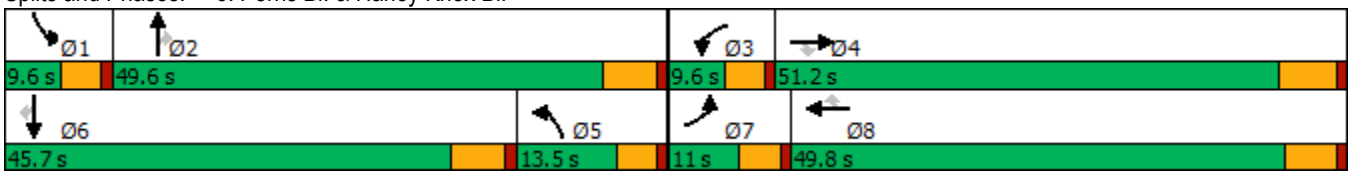
Notes

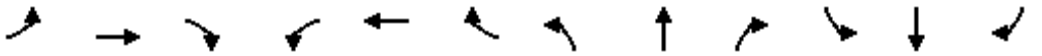
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	649	82	11	869	287	236	1087	22	116	698	337
Future Volume (vph)	236	649	82	11	869	287	236	1087	22	116	698	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	51.2	51.2	9.6	49.8	49.8	13.5	49.6	49.6	9.6	45.7	45.7
Total Split (%)	9.2%	42.7%	42.7%	8.0%	41.5%	41.5%	11.3%	41.3%	41.3%	8.0%	38.1%	38.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	35.1	35.1	5.2	25.5	25.5	10.2	27.7	27.7	5.2	22.6	22.6
Actuated g/C Ratio	0.08	0.41	0.41	0.06	0.29	0.29	0.12	0.32	0.32	0.06	0.26	0.26
v/c Ratio	1.76	0.46	0.11	0.05	0.59	0.50	0.59	0.68	0.04	0.57	0.53	0.67
Control Delay	399.3	21.3	0.3	47.5	27.7	14.7	46.4	28.1	0.1	55.8	29.1	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	399.3	21.3	0.3	47.5	27.7	14.7	46.4	28.1	0.1	55.8	29.1	24.9
LOS	F	C	A	D	C	B	D	C	A	E	C	C
Approach Delay		111.6			24.7			30.8			30.5	
Approach LOS		F			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.76	
Intersection Signal Delay: 46.1	Intersection LOS: D
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	649	82	11	869	287	236	1087	22	116	698	337
Future Volume (veh/h)	236	649	82	11	869	287	236	1087	22	116	698	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	669	72	11	896	252	243	1121	20	120	720	299
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	1227	540	48	1411	438	466	1651	506	207	1189	369
Arrive On Green	0.08	0.34	0.34	0.01	0.27	0.27	0.13	0.32	0.32	0.06	0.23	0.23
Sat Flow, veh/h	1810	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	243	669	72	11	896	252	243	1121	20	120	720	299
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	6.4	11.8	1.4	0.2	12.0	10.6	5.1	14.8	0.7	2.6	9.8	10.0
Cycle Q Clear(g_c), s	6.4	11.8	1.4	0.2	12.0	10.6	5.1	14.8	0.7	2.6	9.8	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1227	540	48	1411	438	466	1651	506	207	1189	369
V/C Ratio(X)	1.65	0.55	0.13	0.23	0.63	0.58	0.52	0.68	0.04	0.58	0.61	0.81
Avail Cap(c_a), veh/h	147	2064	909	223	2899	900	466	2886	884	223	2629	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	21.1	5.8	38.4	25.2	24.7	31.8	23.3	18.5	36.1	27.2	15.0
Incr Delay (d2), s/veh	321.5	0.4	0.1	0.9	0.5	1.2	0.5	0.5	0.0	1.8	0.5	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	4.4	0.8	0.1	4.5	3.8	2.0	5.5	0.2	1.1	3.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	357.7	21.4	5.9	39.3	25.7	25.9	32.3	23.8	18.6	37.9	27.7	19.3
LnGrp LOS	F	C	A	D	C	C	C	C	B	D	C	B
Approach Vol, veh/h		984			1159			1384			1139	
Approach Delay, s/veh		103.3			25.9			25.2			26.5	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	30.9	5.7	33.0	16.3	23.8	11.0	27.6
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	8.9	* 40	6.4	* 44
Max Q Clear Time (g_c+I1), s	4.6	16.8	2.2	13.8	7.1	12.0	8.4	14.0
Green Ext Time (p_c), s	0.0	8.3	0.0	4.6	0.1	6.0	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

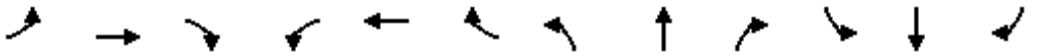
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	30	19	69	112	1349	83	47	848
Future Volume (vph)	20	30	19	69	112	1349	83	47	848
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	10.1	41.6	9.6	41.1	13.2	57.3	57.3	11.5	55.6
Total Split (%)	8.4%	34.7%	8.0%	34.3%	11.0%	47.8%	47.8%	9.6%	46.3%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	6.1	15.2	5.8	15.1	10.1	50.2	50.2	7.0	38.0
Actuated g/C Ratio	0.08	0.19	0.07	0.19	0.13	0.64	0.64	0.09	0.49
v/c Ratio	0.16	0.12	0.16	0.14	0.53	0.63	0.08	0.32	0.42
Control Delay	49.5	17.3	50.3	26.3	51.5	17.6	3.2	49.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	17.3	50.3	26.3	51.5	17.6	3.2	49.9	14.9
LOS	D	B	D	C	D	B	A	D	B
Approach Delay		24.4		30.6		19.3			16.5
Approach LOS		C		C		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	30	41	19	69	20	112	1349	83	47	848	109
Future Volume (veh/h)	20	30	41	19	69	20	112	1349	83	47	848	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	33	28	21	75	19	122	1466	83	51	922	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	269	203	43	392	96	155	1879	827	80	2237	278
Arrive On Green	0.02	0.14	0.14	0.02	0.14	0.14	0.09	0.52	0.52	0.04	0.48	0.48
Sat Flow, veh/h	1810	1962	1477	1810	2874	703	1810	3610	1589	1810	4673	581
Grp Volume(v), veh/h	22	30	31	21	46	48	122	1466	83	51	682	355
Grp Sat Flow(s),veh/h/ln	1810	1805	1634	1810	1805	1772	1810	1805	1589	1810	1729	1795
Q Serve(g_s), s	0.9	1.1	1.2	0.8	1.7	1.8	4.8	24.0	1.9	2.0	9.4	9.4
Cycle Q Clear(g_c), s	0.9	1.1	1.2	0.8	1.7	1.8	4.8	24.0	1.9	2.0	9.4	9.4
Prop In Lane	1.00		0.90	1.00		0.40	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	45	248	224	43	246	242	155	1879	827	80	1655	859
V/C Ratio(X)	0.49	0.12	0.14	0.49	0.19	0.20	0.79	0.78	0.10	0.64	0.41	0.41
Avail Cap(c_a), veh/h	136	899	814	124	887	871	212	2538	1118	170	2351	1221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	27.7	27.8	35.3	28.0	28.1	32.8	14.2	8.9	34.4	12.4	12.4
Incr Delay (d2), s/veh	3.1	0.2	0.3	3.2	0.4	0.4	8.4	1.1	0.1	3.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.5	0.4	0.7	0.7	2.3	8.0	0.6	0.9	3.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	27.9	28.1	38.5	28.4	28.5	41.3	15.3	8.9	37.6	12.6	12.7
LnGrp LOS	D	C	C	D	C	C	D	B	A	D	B	B
Approach Vol, veh/h		83			115			1671			1088	
Approach Delay, s/veh		30.7			30.3			16.9			13.8	
Approach LOS		C			C			B			B	

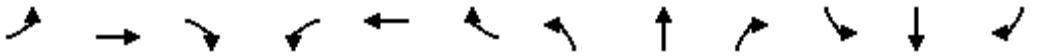
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	43.9	6.3	15.2	10.9	40.9	6.4	15.1
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	6.9	51.5	5.0	36.5	8.6	49.8	5.5	36.0
Max Q Clear Time (g_c+I1), s	4.0	26.0	2.8	3.2	6.8	11.4	2.9	3.8
Green Ext Time (p_c), s	0.0	12.1	0.0	0.3	0.0	7.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	4	10	2	238	1319	13	744
Future Volume (vph)	1	4	10	2	238	1319	13	744
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	13.0	32.6	13.0	32.6	13.0	61.4	13.0	61.4
Total Split (%)	10.8%	27.2%	10.8%	27.2%	10.8%	51.2%	10.8%	51.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	14.5	6.6	14.6	10.8	40.2	6.7	18.8
Actuated g/C Ratio	0.13	0.29	0.13	0.29	0.22	0.81	0.13	0.38
v/c Ratio	0.00	0.03	0.04	0.02	0.64	0.35	0.06	0.40
Control Delay	36.0	15.2	33.3	15.6	35.1	7.9	32.9	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	15.2	33.3	15.6	35.1	7.9	32.9	13.0
LOS	D	B	C	B	D	A	C	B
Approach Delay		16.5		24.9		11.8		13.4
Approach LOS		B		C		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 49.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	4	11	10	2	7	238	1319	75	13	744	11
Future Volume (veh/h)	1	4	11	10	2	7	238	1319	75	13	744	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	4	6	10	2	3	248	1374	78	14	775	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	33	49	24	41	61	304	2507	142	32	1838	26
Arrive On Green	0.00	0.05	0.05	0.01	0.06	0.06	0.17	0.50	0.50	0.02	0.35	0.35
Sat Flow, veh/h	1810	686	1029	1810	686	1029	1810	5022	285	1810	5270	75
Grp Volume(v), veh/h	1	0	10	10	0	5	248	946	506	14	508	278
Grp Sat Flow(s),veh/h/ln	1810	0	1715	1810	0	1715	1810	1729	1849	1810	1729	1887
Q Serve(g_s), s	0.0	0.0	0.3	0.3	0.0	0.1	6.1	8.8	8.8	0.4	5.2	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.3	0.3	0.0	0.1	6.1	8.8	8.8	0.4	5.2	5.2
Prop In Lane	1.00		0.60	1.00		0.60	1.00		0.15	1.00		0.04
Lane Grp Cap(c), veh/h	4	0	82	24	0	102	304	1726	923	32	1206	658
V/C Ratio(X)	0.26	0.00	0.12	0.42	0.00	0.05	0.81	0.55	0.55	0.43	0.42	0.42
Avail Cap(c_a), veh/h	327	0	1034	327	0	1034	327	4142	2214	327	4142	2260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	21.2	22.7	0.0	20.6	18.6	8.0	8.0	22.6	11.5	11.5
Incr Delay (d2), s/veh	12.3	0.0	0.7	4.4	0.0	0.2	12.5	0.3	0.5	3.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.1	0.0	0.1	3.1	1.9	2.1	0.2	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	21.8	27.2	0.0	20.8	31.1	8.3	8.5	26.0	11.8	12.0
LnGrp LOS	D	A	C	C	A	C	C	A	A	C	B	B
Approach Vol, veh/h		11			15			1700			800	
Approach Delay, s/veh		23.1			25.0			11.7			12.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	29.0	5.2	6.8	12.4	22.0	4.7	7.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	55.6	8.4	28.0	8.4	55.6	8.4	28.0
Max Q Clear Time (g_c+I1), s	2.4	10.8	2.3	2.3	8.1	7.2	2.0	2.1
Green Ext Time (p_c), s	0.0	12.4	0.0	0.0	0.0	5.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	136	1497	127	0	991
Future Vol, veh/h	0	136	1497	127	0	991
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	148	1627	138	0	1077

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	883	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*570	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*570	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	570	-
HCM Lane V/C Ratio	-	-	0.259	-
HCM Control Delay (s)	-	-	13.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	117	1506	193	0	991
Future Vol, veh/h	0	117	1506	193	0	991
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	127	1637	210	0	1077

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	924	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*570	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*570	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	570	-
HCM Lane V/C Ratio	-	-	0.223	-
HCM Control Delay (s)	-	-	13.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	51	1649	57	0	991
Future Vol, veh/h	0	51	1649	57	0	991
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	55	1792	62	0	1077

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	927	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*548	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*548	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

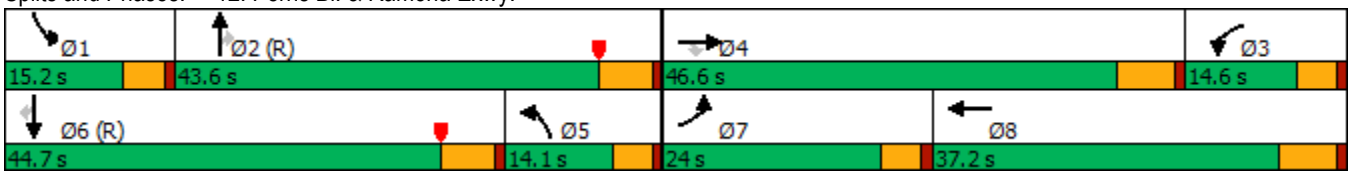
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	548	-
HCM Lane V/C Ratio	-	-	0.101	-
HCM Control Delay (s)	-	-	12.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

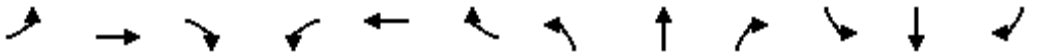
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	551	1194	208	195	1362	344	1173	91	347	475	284
Future Volume (vph)	551	1194	208	195	1362	344	1173	91	347	475	284
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	46.6	46.6	14.6	37.2	14.1	43.6	43.6	15.2	44.7	44.7
Total Split (%)	20.0%	38.8%	38.8%	12.2%	31.0%	11.8%	36.3%	36.3%	12.7%	37.3%	37.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	19.4	37.6	37.6	12.8	31.0	9.5	37.8	37.8	10.6	38.9	38.9
Actuated g/C Ratio	0.16	0.31	0.31	0.11	0.26	0.08	0.32	0.32	0.09	0.32	0.32
v/c Ratio	1.02	0.77	0.33	0.55	1.34	1.31	1.09	0.16	1.18	0.43	0.42
Control Delay	93.7	40.9	5.1	47.1	184.1	204.8	92.6	0.5	156.8	33.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.7	40.9	5.1	47.1	184.1	204.8	92.6	0.5	156.8	33.2	5.2
LOS	F	D	A	D	F	F	F	A	F	C	A
Approach Delay		52.0			170.0		111.4			64.8	
Approach LOS		D			F		F			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 102.7	Intersection LOS: F
Intersection Capacity Utilization 109.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	551	1194	208	195	1362	332	344	1173	91	347	475	284
Future Volume (veh/h)	551	1194	208	195	1362	332	344	1173	91	347	475	284
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	580	1257	157	205	1434	270	362	1235	50	365	500	225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	568	1526	474	395	1133	213	1436	2365	1053	310	1170	521
Arrive On Green	0.16	0.29	0.29	0.11	0.26	0.26	0.41	0.66	0.66	0.09	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	3510	4385	824	3510	3610	1608	3510	3610	1609
Grp Volume(v), veh/h	580	1257	157	205	1130	574	362	1235	50	365	500	225
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1752	1755	1805	1608	1755	1805	1609
Q Serve(g_s), s	19.4	27.1	9.2	6.6	31.0	31.0	8.2	21.5	1.8	10.6	13.0	15.0
Cycle Q Clear(g_c), s	19.4	27.1	9.2	6.6	31.0	31.0	8.2	21.5	1.8	10.6	13.0	15.0
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	568	1526	474	395	893	453	1436	2365	1053	310	1170	521
V/C Ratio(X)	1.02	0.82	0.33	0.52	1.27	1.27	0.25	0.52	0.05	1.18	0.43	0.43
Avail Cap(c_a), veh/h	568	1746	542	395	893	453	1436	2365	1053	310	1170	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	39.5	33.1	50.2	44.5	44.5	23.4	10.9	13.8	54.7	31.8	41.1
Incr Delay (d2), s/veh	35.2	1.8	0.2	0.6	128.3	137.1	0.0	0.6	0.1	108.1	1.1	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	11.2	3.5	2.8	28.5	30.0	3.3	7.6	0.4	9.2	5.7	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.5	41.3	33.4	50.7	172.8	181.6	23.4	11.4	13.9	162.8	33.0	43.7
LnGrp LOS	F	D	C	D	F	F	C	B	B	F	C	D
Approach Vol, veh/h		1994			1909			1647			1090	
Approach Delay, s/veh		53.5			162.3			14.1			78.7	
Approach LOS		D			F			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	85.6	19.7	41.5	56.1	44.7	24.0	37.2
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	10.6	37.8	10.0	* 40	9.5	* 39	19.4	31.0
Max Q Clear Time (g_c+I1), s	12.6	23.5	8.6	29.1	10.2	17.0	21.4	33.0
Green Ext Time (p_c), s	0.0	7.1	0.1	6.2	0.0	3.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	79.2
HCM 6th LOS	E

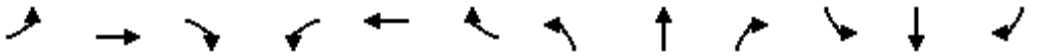
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø7
Lane Configurations									
Traffic Volume (vph)	1	71	0	3	1205	11	38	714	
Future Volume (vph)	1	71	0	3	1205	11	38	714	
Turn Type	NA	Prot	NA	Prot	NA	Perm	Prot	NA	
Protected Phases	4	3	8	5	2		1	6	7
Permitted Phases						2			
Detector Phase	4	3	8	5	2	2	1	6	
Switch Phase									
Minimum Initial (s)	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	34.6	9.6	34.6	9.6	22.8	22.8	9.6	26.8	9.6
Total Split (s)	34.6	13.0	38.0	11.0	60.4	60.4	12.0	61.4	9.6
Total Split (%)	28.8%	10.8%	31.7%	9.2%	50.3%	50.3%	10.0%	51.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	13.6	9.9	15.1	5.7	34.5	34.5	6.7	39.6	
Actuated g/C Ratio	0.20	0.15	0.22	0.08	0.51	0.51	0.10	0.59	
v/c Ratio	0.00	0.28	0.23	0.02	0.68	0.01	0.22	0.25	
Control Delay	29.0	37.5	1.1	42.3	17.1	0.0	40.8	8.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.0	37.5	1.1	42.3	17.1	0.0	40.8	8.8	
LOS	C	D	A	D	B	A	D	A	
Approach Delay	29.0		14.8		17.0			10.4	
Approach LOS	C		B		B			B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 67.6		
Natural Cycle: 85		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.68		
Intersection Signal Delay: 14.5	Intersection LOS: B	
Intersection Capacity Utilization 52.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 13: Perris Bl. & Dawes St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	71	0	117	3	1205	11	38	714	0
Future Volume (veh/h)	0	1	0	71	0	117	3	1205	11	38	714	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	74	0	104	3	1255	11	40	744	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	248	0	102	0	414	7	1710	744	71	2640	820
Arrive On Green	0.00	0.13	0.00	0.06	0.00	0.26	0.00	0.47	0.47	0.04	0.51	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1610	1810	3610	1570	1810	5187	1610
Grp Volume(v), veh/h	0	1	0	74	0	104	3	1255	11	40	744	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1610	1810	1805	1570	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	2.6	0.0	3.4	0.1	18.3	0.2	1.4	5.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	0.0	3.4	0.1	18.3	0.2	1.4	5.4	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	3	248	0	102	0	414	7	1710	744	71	2640	820
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.25	0.41	0.73	0.01	0.56	0.28	0.00
Avail Cap(c_a), veh/h	139	873	0	233	0	823	177	3017	1312	205	4415	1370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.7	0.0	30.3	0.0	19.3	32.5	13.9	9.1	30.8	9.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.6	0.0	0.3	13.0	0.6	0.0	2.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.2	0.0	1.2	0.1	5.9	0.1	0.6	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.7	0.0	33.9	0.0	19.6	45.4	14.5	9.1	33.3	9.2	0.0
LnGrp LOS	A	C	A	C	A	B	D	B	A	C	A	A
Approach Vol, veh/h		1			178			1269			784	
Approach Delay, s/veh		24.7			25.5			14.5			10.5	
Approach LOS		C			C			B			B	

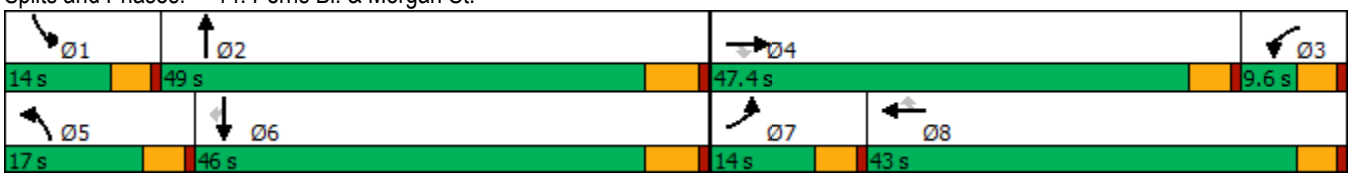
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	36.7	8.3	13.1	4.9	39.1	0.0	21.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	54.6	8.4	30.0	6.4	55.6	5.0	33.4
Max Q Clear Time (g_c+I1), s	3.4	20.3	4.6	2.0	2.1	7.4	0.0	5.4
Green Ext Time (p_c), s	0.0	10.6	0.0	0.0	0.0	5.4	0.0	0.6

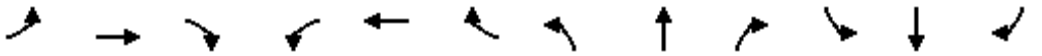
Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	33	232	25	11	125	40	71	1258	52	764	96
Future Volume (vph)	33	232	25	11	125	40	71	1258	52	764	96
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	14.0	47.4	47.4	9.6	43.0	43.0	17.0	49.0	14.0	46.0	46.0
Total Split (%)	11.7%	39.5%	39.5%	8.0%	35.8%	35.8%	14.2%	40.8%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.1	19.3	19.3	7.2	15.9	15.9	8.5	30.2	7.6	26.2	26.2
Actuated g/C Ratio	0.10	0.27	0.27	0.10	0.23	0.23	0.12	0.43	0.11	0.37	0.37
v/c Ratio	0.19	0.24	0.05	0.06	0.30	0.09	0.34	0.60	0.28	0.59	0.15
Control Delay	43.3	24.3	0.2	40.6	30.1	0.4	42.2	19.9	43.3	22.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	24.3	0.2	40.6	30.1	0.4	42.2	19.9	43.3	22.6	2.2
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		24.3			23.9			21.0		21.7	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 70.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	232	25	11	125	40	71	1258	11	52	764	96
Future Volume (veh/h)	33	232	25	11	125	40	71	1258	11	52	764	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	242	6	11	130	34	74	1310	9	54	796	90
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	627	280	66	330	279	109	2122	15	91	1405	627
Arrive On Green	0.04	0.17	0.17	0.04	0.17	0.17	0.06	0.40	0.40	0.05	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5315	37	1810	3610	1610
Grp Volume(v), veh/h	34	242	6	11	130	34	74	852	467	54	796	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1893	1810	1805	1610
Q Serve(g_s), s	1.1	3.4	0.1	0.3	3.5	1.0	2.3	11.3	11.3	1.7	9.9	2.1
Cycle Q Clear(g_c), s	1.1	3.4	0.1	0.3	3.5	1.0	2.3	11.3	11.3	1.7	9.9	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	66	627	280	66	330	279	109	1380	756	91	1405	627
V/C Ratio(X)	0.52	0.39	0.02	0.17	0.39	0.12	0.68	0.62	0.62	0.59	0.57	0.14
Avail Cap(c_a), veh/h	296	2685	1198	157	1268	1074	390	2596	1421	296	2522	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	21.1	10.6	26.9	21.1	20.1	26.5	13.8	13.8	26.8	13.8	11.4
Incr Delay (d2), s/veh	2.3	0.4	0.0	0.4	0.8	0.2	2.7	0.5	0.8	2.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	0.1	0.1	1.5	0.4	1.0	3.5	3.9	0.7	3.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	21.5	10.6	27.3	21.9	20.3	29.2	14.2	14.6	29.1	14.1	11.5
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		282			175			1393			940	
Approach Delay, s/veh		22.2			21.9			15.2			14.7	
Approach LOS		C			C			B			B	

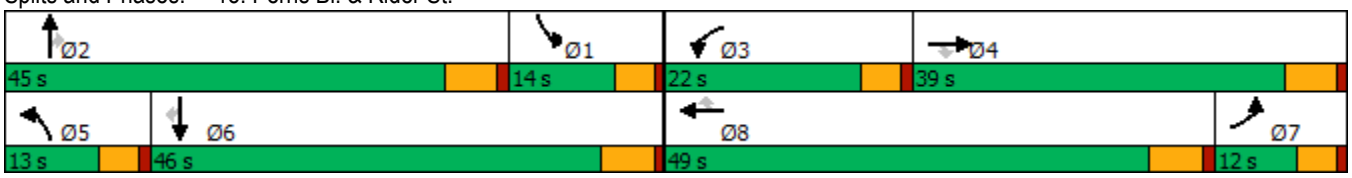
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	28.8	6.7	14.6	8.1	28.2	6.7	14.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	9.4	43.2	5.0	42.8	12.4	40.2	9.4	38.4
Max Q Clear Time (g_c+I1), s	3.7	13.3	2.3	5.4	4.3	11.9	3.1	5.5
Green Ext Time (p_c), s	0.0	9.7	0.0	1.8	0.0	5.8	0.0	0.9

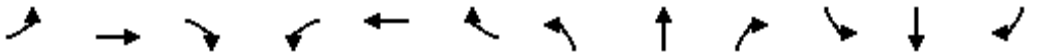
Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	42	45	141	120	286	80	890	133	154	369	38
Future Volume (vph)	22	42	45	141	120	286	80	890	133	154	369	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	12.0	39.0	39.0	22.0	49.0	49.0	13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	10.0%	32.5%	32.5%	18.3%	40.8%	40.8%	10.8%	37.5%	37.5%	11.7%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	13.8	13.8	12.5	20.6	20.6	7.8	22.1	22.1	10.1	27.5	27.5
Actuated g/C Ratio	0.11	0.18	0.18	0.16	0.27	0.27	0.10	0.29	0.29	0.13	0.36	0.36
v/c Ratio	0.12	0.07	0.11	0.50	0.13	0.47	0.45	0.61	0.24	0.67	0.20	0.06
Control Delay	38.1	29.0	0.5	40.8	24.4	7.1	47.0	26.4	3.4	52.4	20.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	29.0	0.5	40.8	24.4	7.1	47.0	26.4	3.4	52.4	20.9	0.2
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		19.1			19.6			25.1			28.1	
Approach LOS		B			B			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	42	45	141	120	286	80	890	133	154	369	38
Future Volume (veh/h)	22	42	45	141	120	286	80	890	133	154	369	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	44	29	147	125	201	83	927	129	160	384	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	563	251	188	626	279	108	1519	471	201	1881	584
Arrive On Green	0.07	0.16	0.16	0.10	0.17	0.17	0.06	0.29	0.29	0.11	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	1810	3610	1607	1810	5187	1609	1810	5187	1610
Grp Volume(v), veh/h	23	44	29	147	125	201	83	927	129	160	384	32
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1607	1810	1729	1609	1810	1729	1610
Q Serve(g_s), s	0.8	0.7	1.0	5.2	1.9	7.7	3.0	10.1	2.5	5.6	3.3	0.5
Cycle Q Clear(g_c), s	0.8	0.7	1.0	5.2	1.9	7.7	3.0	10.1	2.5	5.6	3.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	563	251	188	626	279	108	1519	471	201	1881	584
V/C Ratio(X)	0.19	0.08	0.12	0.78	0.20	0.72	0.77	0.61	0.27	0.80	0.20	0.05
Avail Cap(c_a), veh/h	205	1832	817	481	2384	1062	232	3108	964	260	3188	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	23.6	23.7	28.6	23.2	25.5	30.3	19.9	7.0	28.4	14.4	5.1
Incr Delay (d2), s/veh	0.3	0.1	0.2	2.7	0.2	3.5	4.3	0.4	0.3	9.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.4	2.2	0.8	2.9	1.3	3.5	1.3	2.7	1.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	23.6	23.9	31.3	23.3	29.1	34.6	20.3	7.3	37.7	14.4	5.2
LnGrp LOS	C	C	C	C	C	C	C	C	A	D	B	A
Approach Vol, veh/h		96			473			1139			576	
Approach Delay, s/veh		25.0			28.2			19.9			20.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	25.0	11.4	16.0	8.5	29.5	10.3	17.1
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	9.4	* 39	17.4	33.2	8.4	40.2	7.4	* 43
Max Q Clear Time (g_c+I1), s	7.6	12.1	7.2	3.0	5.0	5.3	2.8	9.7
Green Ext Time (p_c), s	0.0	7.0	0.1	0.3	0.0	2.6	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

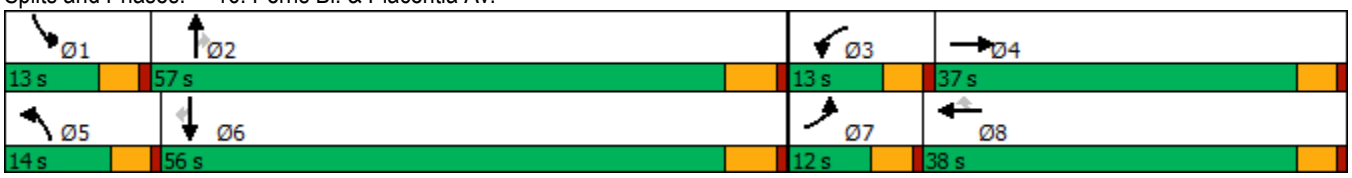
Notes

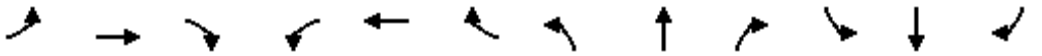
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	52	121	56	246	158	88	1126	45	44	691	47
Future Volume (vph)	52	121	56	246	158	88	1126	45	44	691	47
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	37.0	13.0	38.0	38.0	14.0	57.0	57.0	13.0	56.0	56.0
Total Split (%)	10.0%	30.8%	10.8%	31.7%	31.7%	11.7%	47.5%	47.5%	10.8%	46.7%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	19.7	7.8	20.1	20.1	9.1	38.4	38.4	7.5	34.6	34.6
Actuated g/C Ratio	0.09	0.23	0.09	0.24	0.24	0.11	0.45	0.45	0.09	0.41	0.41
v/c Ratio	0.37	0.52	0.37	0.60	0.34	0.50	0.75	0.06	0.30	0.51	0.07
Control Delay	54.1	34.3	53.1	39.9	7.5	55.0	25.2	0.2	51.7	22.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	34.3	53.1	39.9	7.5	55.0	25.2	0.2	51.7	22.2	0.5
LOS	D	C	D	D	A	E	C	A	D	C	A
Approach Delay		38.3		30.4			26.4			22.6	
Approach LOS		D		C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.3	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	121	87	56	246	158	88	1126	45	44	691	47
Future Volume (veh/h)	52	121	87	56	246	158	88	1126	45	44	691	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	132	91	61	267	58	96	1224	40	48	751	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	193	133	89	354	300	124	1620	723	78	1528	682
Arrive On Green	0.05	0.18	0.18	0.05	0.19	0.19	0.07	0.45	0.45	0.04	0.42	0.42
Sat Flow, veh/h	1810	1048	722	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	57	0	223	61	267	58	96	1224	40	48	751	46
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.2	0.0	8.4	2.4	9.5	2.2	3.7	20.2	1.0	1.9	10.8	1.2
Cycle Q Clear(g_c), s	2.2	0.0	8.4	2.4	9.5	2.2	3.7	20.2	1.0	1.9	10.8	1.2
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	0	326	89	354	300	124	1620	723	78	1528	682
V/C Ratio(X)	0.66	0.00	0.68	0.69	0.75	0.19	0.77	0.76	0.06	0.62	0.49	0.07
Avail Cap(c_a), veh/h	188	0	803	213	889	753	238	2589	1155	213	2539	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	0.0	27.2	33.4	27.5	24.5	32.7	16.4	11.1	33.6	15.0	12.2
Incr Delay (d2), s/veh	3.3	0.0	2.5	3.5	3.3	0.3	3.8	0.7	0.0	2.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.7	1.1	4.5	0.8	1.6	7.0	0.3	0.8	3.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	29.7	36.9	30.8	24.8	36.5	17.1	11.1	36.5	15.2	12.3
LnGrp LOS	D	A	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		280			386			1360			845	
Approach Delay, s/veh		31.1			30.9			18.3			16.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	37.8	8.1	17.8	9.5	36.0	8.0	17.9
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.4	51.2	8.4	32.4	9.4	50.2	7.4	33.4
Max Q Clear Time (g_c+I1), s	3.9	22.2	4.4	10.4	5.7	12.8	4.2	11.5
Green Ext Time (p_c), s	0.0	9.9	0.0	1.3	0.0	5.5	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	77	15	6	19	0	2
Future Vol, veh/h	77	15	6	19	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	84	16	7	21	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	-	92
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1505	-	0	971
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1505	-	-	971
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	971	-	-	1505	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	0	10	25	0	10
Future Vol, veh/h	78	0	10	25	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	85	0	11	27	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	85	0	-	85
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1524	-	0	980
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	-	980
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1524	-
HCM Lane V/C Ratio	0.011	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	0	10	35	0	10
Future Vol, veh/h	88	0	10	35	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	96	0	11	38	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	96	0	-	96
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1510	-	0	966
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	-	966
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1510	-
HCM Lane V/C Ratio	0.011	-	-	0.007	-
HCM Control Delay (s)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1973	2761	183	0	153
Future Vol, veh/h	0	1973	2761	183	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2145	3001	199	0	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1600
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	0	*292
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*292
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	32.5
HCM LOS			D

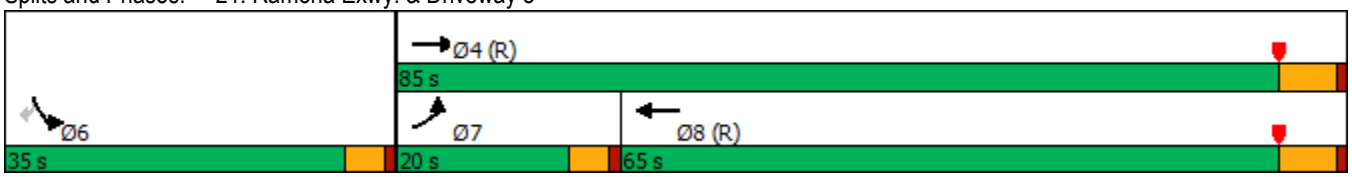
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	292
HCM Lane V/C Ratio	-	-	-	0.57
HCM Control Delay (s)	-	-	-	32.5
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	3.3

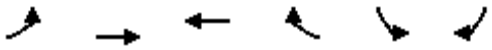
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	82	1891	2828	138	116
Future Volume (vph)	82	1891	2828	138	116
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	23.2	31.6	31.6
Total Split (s)	20.0	85.0	65.0	35.0	35.0
Total Split (%)	16.7%	70.8%	54.2%	29.2%	29.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	11.2	92.6	76.8	16.6	16.6
Actuated g/C Ratio	0.09	0.77	0.64	0.14	0.14
v/c Ratio	0.53	0.51	1.02	0.60	0.38
Control Delay	55.1	4.6	45.1	57.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	4.6	45.1	57.6	10.3
LOS	E	A	D	E	B
Approach Delay		6.7	45.1	36.0	
Approach LOS		A	D	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113.8 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 21: Ramona Exwy. & Driveway 8





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	1891	2828	268	138	116
Future Volume (veh/h)	82	1891	2828	268	138	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	2055	3074	291	150	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	113	4180	3409	313	189	168
Arrive On Green	0.08	1.00	0.71	0.71	0.10	0.10
Sat Flow, veh/h	1810	5358	5005	444	1810	1610
Grp Volume(v), veh/h	89	2055	2172	1193	150	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1820	1810	1610
Q Serve(g_s), s	5.8	0.0	59.7	67.4	9.7	9.1
Cycle Q Clear(g_c), s	5.8	0.0	59.7	67.4	9.7	9.1
Prop In Lane	1.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	113	4180	2438	1283	189	168
V/C Ratio(X)	0.79	0.49	0.89	0.93	0.80	0.75
Avail Cap(c_a), veh/h	232	4180	2438	1283	458	408
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	54.3	0.0	14.0	15.1	52.5	52.2
Incr Delay (d2), s/veh	11.5	0.4	0.5	1.6	7.4	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.2	17.8	21.5	4.8	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.8	0.4	14.6	16.7	59.9	58.8
LnGrp LOS	E	A	B	B	E	E
Approach Vol, veh/h		2144	3365		276	
Approach Delay, s/veh		3.1	15.3		59.4	
Approach LOS		A	B		E	

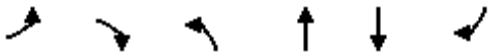
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	102.9	17.1	12.1	90.8
Change Period (Y+Rc), s	6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s	78.8	30.4	15.4	58.8
Max Q Clear Time (g_c+I1), s	2.0	11.7	7.8	69.4
Green Ext Time (p_c), s	27.6	0.8	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	26	57	143	1278	543
Future Volume (vph)	26	57	143	1278	543
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	30.0	38.0	38.0	90.0	52.0
Total Split (%)	25.0%	31.7%	31.7%	75.0%	43.3%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.5	15.8	9.8	40.1	20.8
Actuated g/C Ratio	0.26	0.33	0.21	0.84	0.44
v/c Ratio	0.06	0.10	0.41	0.44	0.43
Control Delay	18.0	3.1	23.3	5.2	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	3.1	23.3	5.2	13.3
LOS	B	A	C	A	B
Approach Delay	7.7			7.0	13.3
Approach LOS	A			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 47.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	57	143	1278	543	91
Future Volume (veh/h)	26	57	143	1278	543	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	34	151	1345	572	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	221	375	200	2238	1230	204
Arrive On Green	0.12	0.12	0.11	0.62	0.40	0.40
Sat Flow, veh/h	1810	1610	1810	3705	3194	513
Grp Volume(v), veh/h	27	34	151	1345	332	335
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1808
Q Serve(g_s), s	0.5	0.7	3.3	9.2	5.5	5.6
Cycle Q Clear(g_c), s	0.5	0.7	3.3	9.2	5.5	5.6
Prop In Lane	1.00	1.00	1.00			0.28
Lane Grp Cap(c), veh/h	221	375	200	2238	716	717
V/C Ratio(X)	0.12	0.09	0.76	0.60	0.46	0.47
Avail Cap(c_a), veh/h	1106	1161	1483	7494	2064	2067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	12.3	17.6	4.7	9.1	9.1
Incr Delay (d2), s/veh	0.2	0.1	2.2	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	1.2	1.1	1.5	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.2	12.4	19.8	5.0	9.6	9.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	61			1496	667	
Approach Delay, s/veh	14.0			6.5	9.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.7		10.1	9.1	21.6
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		84.6		24.9	33.4	46.6
Max Q Clear Time (g_c+I1), s		11.2		2.7	5.3	7.6
Green Ext Time (p_c), s		14.1		0.1	0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	36	51	1426	667	25
Future Vol, veh/h	43	36	51	1426	667	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	39	55	1550	725	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1624	376	752	0	-	0
Stage 1	739	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	95	627	867	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	89	627	867	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	369	-	-	-	-	-

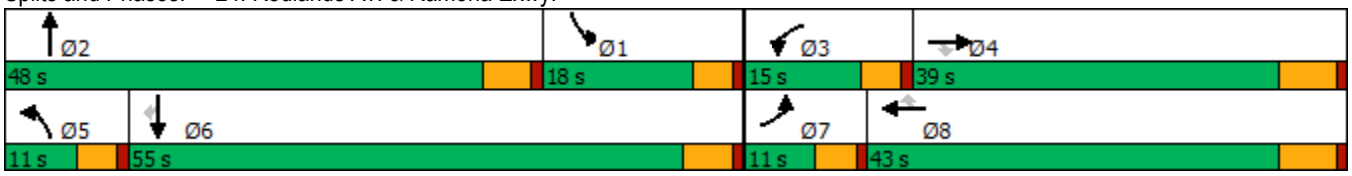
Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.3	0
HCM LOS	C		

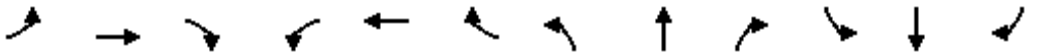
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	867	-	218	627	-	-
HCM Lane V/C Ratio	0.064	-	0.214	0.062	-	-
HCM Control Delay (s)	9.4	-	26	11.1	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	385	1558	86	158	2709	690	92	600	417	192	95
Future Volume (vph)	385	1558	86	158	2709	690	92	600	417	192	95
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	11.0	39.0	39.0	15.0	43.0	43.0	11.0	48.0	18.0	55.0	55.0
Total Split (%)	9.2%	32.5%	32.5%	12.5%	35.8%	35.8%	9.2%	40.0%	15.0%	45.8%	45.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	32.8	32.8	10.4	36.8	36.8	6.4	42.6	13.4	49.6	49.6
Actuated g/C Ratio	0.05	0.27	0.27	0.09	0.31	0.31	0.05	0.36	0.11	0.41	0.41
v/c Ratio	4.18	1.15	0.17	1.06	1.77	1.02	1.00	1.45	2.16	0.25	0.14
Control Delay	1468.1	114.1	0.8	140.6	379.2	63.0	149.0	242.6	564.2	24.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1468.1	114.1	0.8	140.6	379.2	63.0	149.0	242.6	564.2	24.2	3.5
LOS	F	F	A	F	F	E	F	F	F	C	A
Approach Delay		366.1			307.2			234.0		341.1	
Approach LOS		F			F			F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.18	
Intersection Signal Delay: 316.8	Intersection LOS: F
Intersection Capacity Utilization 164.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	1558	86	158	2709	690	92	600	309	417	192	95
Future Volume (veh/h)	385	1558	86	158	2709	690	92	600	309	417	192	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	401	1623	75	165	2822	572	96	625	277	434	200	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1408	426	156	1580	484	96	438	194	201	793	662
Arrive On Green	0.05	0.27	0.27	0.09	0.30	0.30	0.05	0.35	0.35	0.11	0.42	0.42
Sat Flow, veh/h	1810	5187	1570	1810	5187	1590	1810	1242	550	1810	1900	1587
Grp Volume(v), veh/h	401	1623	75	165	2822	572	96	0	902	434	200	97
Grp Sat Flow(s),veh/h/ln	1810	1729	1570	1810	1729	1590	1810	0	1793	1810	1900	1587
Q Serve(g_s), s	6.4	32.8	4.4	10.4	36.8	25.8	6.4	0.0	42.6	13.4	8.3	4.6
Cycle Q Clear(g_c), s	6.4	32.8	4.4	10.4	36.8	25.8	6.4	0.0	42.6	13.4	8.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	96	1408	426	156	1580	484	96	0	632	201	793	662
V/C Ratio(X)	4.18	1.15	0.18	1.06	1.79	1.18	1.00	0.00	1.43	2.16	0.25	0.15
Avail Cap(c_a), veh/h	96	1408	426	156	1580	484	96	0	632	201	793	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	44.0	33.7	55.2	42.0	20.7	57.2	0.0	39.1	53.7	22.9	21.8
Incr Delay (d2), s/veh	1456.5	77.2	0.2	88.7	356.2	101.1	92.3	0.0	201.2	539.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	41.6	23.4	1.7	8.4	66.9	22.4	5.3	0.0	53.3	36.0	3.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1513.7	121.2	33.9	143.9	398.2	121.8	149.5	0.0	240.3	592.9	23.1	22.0
LnGrp LOS	F	F	C	F	F	F	F	A	F	F	C	C
Approach Vol, veh/h		2099			3559			998			731	
Approach Delay, s/veh		384.1			342.0			231.5			361.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	48.0	15.0	39.0	11.0	55.8	11.0	43.0
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 43	10.4	32.8	6.4	49.6	6.4	36.8
Max Q Clear Time (g_c+I1), s	15.4	44.6	12.4	34.8	8.4	10.3	8.4	38.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	340.9
HCM 6th LOS	F

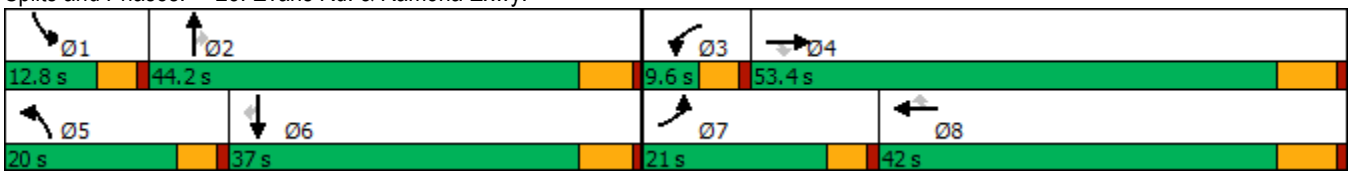
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	564	1470	75	7	1654	280	386	457	21	235	180	493
Future Volume (vph)	564	1470	75	7	1654	280	386	457	21	235	180	493
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	53.4	53.4	9.6	42.0	42.0	20.0	44.2	44.2	12.8	37.0	37.0
Total Split (%)	17.5%	44.5%	44.5%	8.0%	35.0%	35.0%	16.7%	36.8%	36.8%	10.7%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.1	57.4	57.4	5.6	38.2	38.2	15.4	34.9	34.9	8.8	28.4	28.4
Actuated g/C Ratio	0.15	0.50	0.50	0.05	0.33	0.33	0.13	0.30	0.30	0.08	0.25	0.25
v/c Ratio	1.12	0.59	0.09	0.08	1.42	0.44	0.85	0.43	0.04	0.90	0.21	0.90
Control Delay	121.7	23.0	0.2	56.9	227.3	13.0	67.1	33.0	0.1	88.6	34.6	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.7	23.0	0.2	56.9	227.3	13.0	67.1	33.0	0.1	88.6	34.6	42.6
LOS	F	C	A	E	F	B	E	C	A	F	C	D
Approach Delay		48.6			195.7			47.4			52.9	
Approach LOS		D			F			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.1	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 98.1	Intersection LOS: F
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	564	1470	75	7	1654	280	386	457	21	235	180	493
Future Volume (veh/h)	564	1470	75	7	1654	280	386	457	21	235	180	493
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	581	1515	0	7	1705	194	398	471	8	242	186	373
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	509	2360		25	1169	521	468	1155	508	263	944	421
Arrive On Green	0.14	0.45	0.00	0.01	0.32	0.32	0.13	0.32	0.32	0.07	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1588	3510	3610	1610
Grp Volume(v), veh/h	581	1515	0	7	1705	194	398	471	8	242	186	373
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1588	1755	1805	1610
Q Serve(g_s), s	17.0	26.4	0.0	0.4	38.0	10.9	13.0	12.0	0.4	8.0	4.7	26.1
Cycle Q Clear(g_c), s	17.0	26.4	0.0	0.4	38.0	10.9	13.0	12.0	0.4	8.0	4.7	26.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	509	2360		25	1169	521	468	1155	508	263	944	421
V/C Ratio(X)	1.14	0.64		0.28	1.46	0.37	0.85	0.41	0.02	0.92	0.20	0.89
Avail Cap(c_a), veh/h	509	2360		86	1169	521	479	1237	544	263	1015	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	24.6	0.0	57.3	39.7	30.5	49.7	31.2	27.3	53.9	33.7	41.6
Incr Delay (d2), s/veh	85.4	0.6	0.0	2.2	211.1	0.4	12.7	0.2	0.0	34.2	0.1	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	9.9	0.0	0.2	49.9	4.0	6.4	5.1	0.1	4.7	2.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.6	25.2	0.0	59.5	250.8	30.9	62.4	31.4	27.3	88.1	33.8	59.4
LnGrp LOS	F	C		E	F	C	E	C	C	F	C	E
Approach Vol, veh/h		2096			1906			877			801	
Approach Delay, s/veh		55.8			227.7			45.4			62.1	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	41.5	5.6	57.4	19.6	34.7	21.0	42.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	8.2	38.4	5.0	46.9	15.4	31.2	16.4	35.5
Max Q Clear Time (g_c+I1), s	10.0	14.0	2.4	28.4	15.0	28.1	19.0	40.0
Green Ext Time (p_c), s	0.0	2.9	0.0	9.4	0.0	0.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	112.8
HCM 6th LOS	F

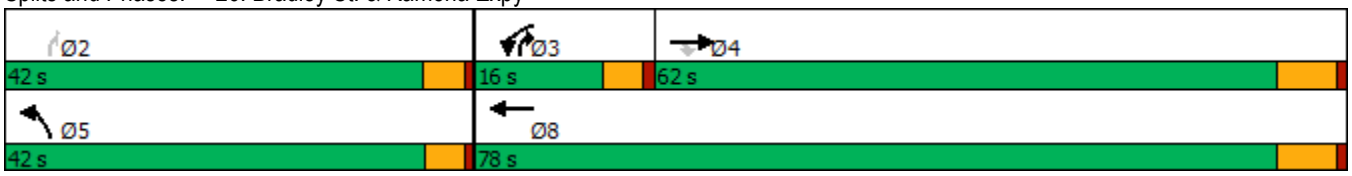
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1553	143	13	1327	194	20	
Future Volume (vph)	1553	143	13	1327	194	20	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	62.0	62.0	16.0	78.0	42.0	16.0	42.0
Total Split (%)	51.7%	51.7%	13.3%	65.0%	35.0%	13.3%	35%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	51.6	51.6	5.6	57.1	15.5	25.8	
Actuated g/C Ratio	0.61	0.61	0.07	0.68	0.18	0.31	
v/c Ratio	0.75	0.15	0.12	0.58	0.63	0.04	
Control Delay	16.1	3.5	45.4	8.5	42.4	18.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.1	3.5	45.4	8.5	42.4	18.7	
LOS	B	A	D	A	D	B	
Approach Delay	15.1			8.9	40.1		
Approach LOS	B			A	D		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1553	143	13	1327	194	20
Future Volume (veh/h)	1553	143	13	1327	194	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1670	152	14	1427	209	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2169	945	31	2480	269	267
Arrive On Green	0.60	0.60	0.02	0.69	0.15	0.15
Sat Flow, veh/h	3705	1573	1810	3705	1810	1610
Grp Volume(v), veh/h	1670	152	14	1427	209	12
Grp Sat Flow(s),veh/h/ln	1805	1573	1810	1805	1810	1610
Q Serve(g_s), s	22.9	2.9	0.5	13.7	7.4	0.4
Cycle Q Clear(g_c), s	22.9	2.9	0.5	13.7	7.4	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2169	945	31	2480	269	267
V/C Ratio(X)	0.77	0.16	0.45	0.58	0.78	0.05
Avail Cap(c_a), veh/h	2999	1307	309	3864	1016	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	5.9	32.5	5.4	27.4	23.4
Incr Delay (d2), s/veh	0.8	0.1	3.8	0.2	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.6	0.2	2.2	3.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	6.0	36.3	5.6	32.2	23.5
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	1822			1441	221	
Approach Delay, s/veh	10.3			5.9	31.8	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.4	5.7	46.6		52.4
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		37.5	11.4	55.5		71.5
Max Q Clear Time (g_c+I1), s		9.4	2.5	24.9		15.7
Green Ext Time (p_c), s		0.7	0.0	15.2		13.2

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	15	9	40	5	2
Future Vol, veh/h	83	15	9	40	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	90	16	10	43	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	161	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1498	-	835	963
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1498	-	829	963
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	958	-

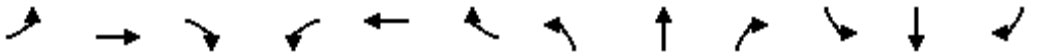
Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	848	-	-	1498	-
HCM Lane V/C Ratio	0.009	-	-	0.007	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1042	1025	1357	1054	4	438
Future Volume (vph)	1042	1025	1357	1054	4	438
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	45.0	29.0	74.0	36.0	36.0	36.0
Total Split (%)	40.9%	26.4%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	39.0	24.5	68.0	30.5	30.5	30.5
Actuated g/C Ratio	0.35	0.22	0.62	0.28	0.28	0.28
v/c Ratio	1.21	2.63	0.63	1.14	1.15	0.90
Control Delay	132.8	753.2	1.5	124.1	127.0	55.0
Queue Delay	0.0	0.0	2.4	23.5	23.5	0.0
Total Delay	132.9	753.2	3.9	147.6	150.4	55.0
LOS	F	F	A	F	F	D
Approach Delay	132.9		326.4		121.5	
Approach LOS	F		F		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.63	
Intersection Signal Delay: 215.7	Intersection LOS: F
Intersection Capacity Utilization 175.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1042	440	1025	1357	0	0	0	0	1054	4	438
Future Volume (veh/h)	0	1042	440	1025	1357	0	0	0	0	1054	4	438
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1074	302	1057	1399	0				1090	0	394
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	988	276	403	2232	0				1003	0	446
Arrive On Green	0.00	0.35	0.35	0.22	0.62	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	2883	777	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	692	684	1057	1399	0				1090	0	394
Grp Sat Flow(s),veh/h/ln	0	1805	1760	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	39.0	39.0	24.5	26.6	0.0				30.5	0.0	25.8
Cycle Q Clear(g_c), s	0.0	39.0	39.0	24.5	26.6	0.0				30.5	0.0	25.8
Prop In Lane	0.00		0.44	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	640	624	403	2232	0				1003	0	446
V/C Ratio(X)	0.00	1.08	1.10	2.62	0.63	0.00				1.09	0.00	0.88
Avail Cap(c_a), veh/h	0	640	624	403	2232	0				1003	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.5	35.5	42.8	13.1	0.0				39.7	0.0	38.0
Incr Delay (d2), s/veh	0.0	59.7	64.9	730.8	0.1	0.0				54.8	0.0	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.4	26.7	92.2	9.0	0.0				20.5	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	95.2	100.4	773.6	13.2	0.0				94.6	0.0	56.4
LnGrp LOS	A	F	F	F	B	A				F	A	E
Approach Vol, veh/h		1376			2456						1484	
Approach Delay, s/veh		97.8			340.5						84.4	
Approach LOS		F			F						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	29.0	45.0		36.0		74.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	24.5	39.0		30.5		68.0
Max Q Clear Time (g_c+I1), s	26.5	41.0		32.5		28.6
Green Ext Time (p_c), s	0.0	0.0		0.0		7.3

Intersection Summary		
HCM 6th Ctrl Delay		206.2
HCM 6th LOS		F

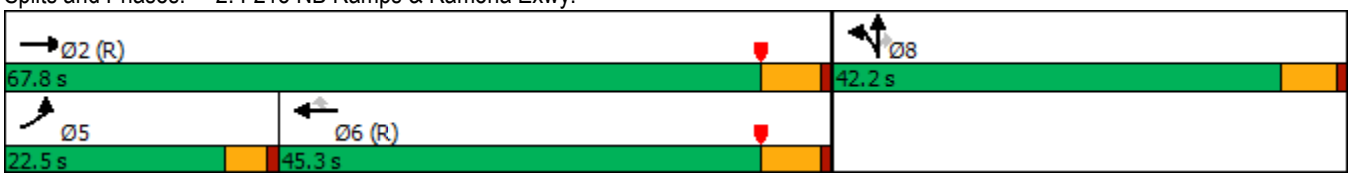
Notes

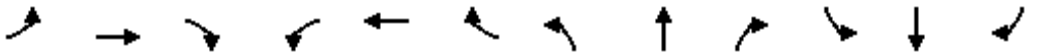
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	348	1747	2006	920	376	2	610
Future Volume (vph)	348	1747	2006	920	376	2	610
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	22.5	67.8	45.3	45.3	42.2	42.2	42.2
Total Split (%)	20.5%	61.6%	41.2%	41.2%	38.4%	38.4%	38.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.0	61.8	39.3	39.3	36.7	36.7	36.7
Actuated g/C Ratio	0.16	0.56	0.36	0.36	0.33	0.33	0.33
v/c Ratio	1.24	0.91	1.64	1.17	0.35	0.35	1.09
Control Delay	144.6	31.0	318.3	111.7	29.8	29.8	96.5
Queue Delay	0.0	47.9	0.0	0.0	0.0	0.0	0.0
Total Delay	144.6	78.8	318.3	111.7	29.8	29.8	96.5
LOS	F	E	F	F	C	C	F
Approach Delay		89.8	253.3			71.0	
Approach LOS		F	F			E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.64	
Intersection Signal Delay: 166.3	Intersection LOS: F
Intersection Capacity Utilization 175.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	1747	0	0	2006	920	376	2	610	0	0	0
Future Volume (veh/h)	348	1747	0	0	2006	920	376	2	610	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	366	1839	0	0	2112	883	397	0	540			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	296	2028	0	0	1290	575	1207	0	537			
Arrive On Green	0.33	1.00	0.00	0.00	0.36	0.36	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1609	3619	0	1610			
Grp Volume(v), veh/h	366	1839	0	0	2112	883	397	0	540			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1609	1810	0	1610			
Q Serve(g_s), s	18.0	0.0	0.0	0.0	39.3	39.3	9.0	0.0	36.7			
Cycle Q Clear(g_c), s	18.0	0.0	0.0	0.0	39.3	39.3	9.0	0.0	36.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	296	2028	0	0	1290	575	1207	0	537			
V/C Ratio(X)	1.24	0.91	0.00	0.00	1.64	1.54	0.33	0.00	1.01			
Avail Cap(c_a), veh/h	296	2028	0	0	1290	575	1207	0	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.0	0.0	0.0	0.0	35.4	35.3	27.4	0.0	36.7			
Incr Delay (d2), s/veh	109.0	0.8	0.0	0.0	290.4	250.0	0.2	0.0	40.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.9	0.2	0.0	0.0	67.9	54.1	3.8	0.0	19.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.0	0.8	0.0	0.0	325.8	285.3	27.6	0.0	76.8			
LnGrp LOS	F	A	A	A	F	F	C	A	F			
Approach Vol, veh/h		2205			2995			937				
Approach Delay, s/veh		24.9			313.8			55.9				
Approach LOS		C			F			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.8			22.5	45.3		42.2				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.8			18.0	39.3		36.7				
Max Q Clear Time (g_c+I1), s		2.0			20.0	41.3		38.7				
Green Ext Time (p_c), s		12.4			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	170.6
HCM 6th LOS	F

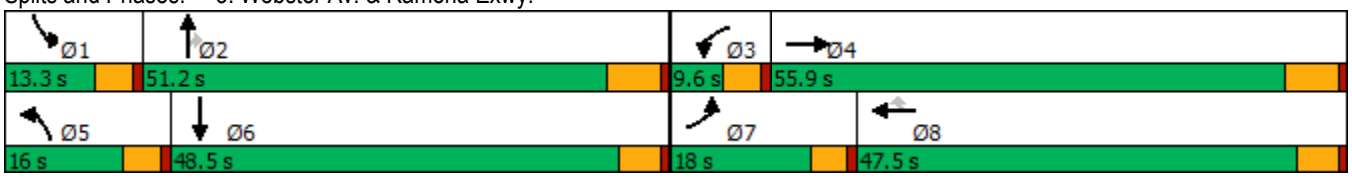
Notes

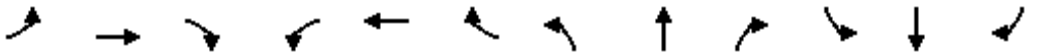
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	505	1990	14	2389	90	214	53	20	349	91
Future Volume (vph)	505	1990	14	2389	90	214	53	20	349	91
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5
Total Split (s)	18.0	55.9	9.6	47.5	47.5	16.0	51.2	51.2	13.3	48.5
Total Split (%)	13.8%	43.0%	7.4%	36.5%	36.5%	12.3%	39.4%	39.4%	10.2%	37.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.4	55.5	5.0	42.4	42.4	11.4	38.0	38.0	18.9	43.4
Actuated g/C Ratio	0.10	0.43	0.04	0.33	0.33	0.09	0.29	0.29	0.15	0.33
v/c Ratio	2.86	1.01	0.22	1.49	0.16	1.42	0.10	0.04	1.40	1.83
Control Delay	872.5	58.1	68.2	255.5	1.7	265.2	29.9	0.1	240.8	403.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	872.5	58.1	68.2	255.5	1.7	265.2	29.9	0.1	240.8	403.2
LOS	F	E	E	F	A	F	C	A	F	F
Approach Delay		215.7		245.2			203.1			365.2
Approach LOS		F		F			F			F

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.86	
Intersection Signal Delay: 258.3	Intersection LOS: F
Intersection Capacity Utilization 172.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	1990	116	14	2389	90	214	53	20	349	91	1052
Future Volume (veh/h)	505	1990	116	14	2389	90	214	53	20	349	91	1052
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	2095	116	15	2515	83	225	56	14	367	96	1008
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	2043	113	29	1664	516	156	663	561	119	47	489
Arrive On Green	0.10	0.41	0.41	0.02	0.32	0.32	0.09	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	1810	5031	277	1810	5187	1608	1810	1900	1610	1810	142	1490
Grp Volume(v), veh/h	532	1437	774	15	2515	83	225	56	14	367	0	1104
Grp Sat Flow(s),veh/h/ln	1810	1729	1850	1810	1729	1608	1810	1900	1610	1810	0	1632
Q Serve(g_s), s	13.4	53.7	53.7	1.1	42.4	4.9	11.4	2.6	0.8	8.7	0.0	43.4
Cycle Q Clear(g_c), s	13.4	53.7	53.7	1.1	42.4	4.9	11.4	2.6	0.8	8.7	0.0	43.4
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	183	1404	751	29	1664	516	156	663	561	119	0	536
V/C Ratio(X)	2.90	1.02	1.03	0.52	1.51	0.16	1.44	0.08	0.02	3.08	0.00	2.06
Avail Cap(c_a), veh/h	183	1404	751	68	1664	516	156	663	561	119	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.4	39.3	39.3	64.5	44.9	32.2	60.4	28.9	28.3	61.8	0.0	44.4
Incr Delay (d2), s/veh	870.0	30.1	40.9	5.2	233.5	0.1	231.2	0.1	0.0	958.7	0.0	483.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	50.3	27.2	31.3	0.5	53.2	1.9	15.2	1.2	0.3	35.7	0.0	89.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	929.4	69.3	80.1	69.8	278.4	32.3	291.6	28.9	28.3	1020.5	0.0	528.2
LnGrp LOS	F	F	F	E	F	C	F	C	C	F	A	F
Approach Vol, veh/h		2743			2613			295			1471	
Approach Delay, s/veh		239.2			269.3			229.3			651.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	52.3	6.7	59.9	16.0	49.6	18.0	48.6
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2
Max Green Setting (Gmax), s	8.7	45.0	5.0	49.7	11.4	* 43	13.4	* 42
Max Q Clear Time (g_c+I1), s	10.7	4.6	3.1	55.7	13.4	45.4	15.4	44.4
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	334.9
HCM 6th LOS	F

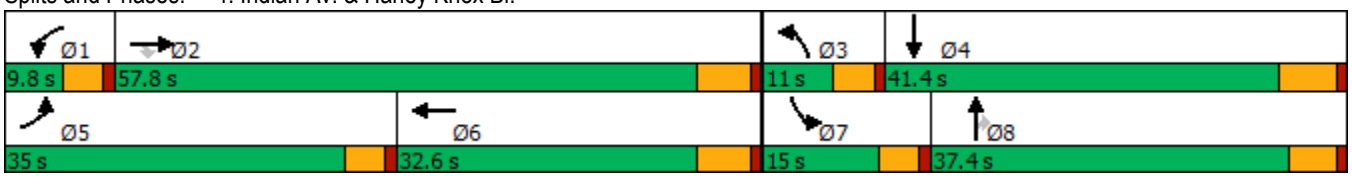
Notes

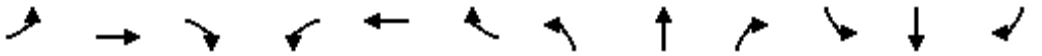
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	413	644	109	45	942	170	263	80	517	322
Future Volume (vph)	413	644	109	45	942	170	263	80	517	322
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	35.0	57.8	57.8	9.8	32.6	11.0	37.4	37.4	15.0	41.4
Total Split (%)	29.2%	48.2%	48.2%	8.2%	27.2%	9.2%	31.2%	31.2%	12.5%	34.5%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.4	54.0	54.0	5.2	26.8	6.4	32.0	32.0	10.4	35.2
Actuated g/C Ratio	0.25	0.45	0.45	0.04	0.22	0.05	0.27	0.27	0.09	0.29
v/c Ratio	0.98	0.30	0.15	0.64	1.03	0.99	0.30	0.16	3.60	1.11dr
Control Delay	83.0	21.9	4.0	90.5	78.5	121.6	36.1	0.7	1203.2	45.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.0	21.9	4.0	90.5	78.5	121.6	36.1	0.7	1203.2	45.6
LOS	F	C	A	F	E	F	D	A	F	D
Approach Delay		41.9			79.0		58.9			404.8
Approach LOS		D			E		E			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.60	
Intersection Signal Delay: 188.2	Intersection LOS: F
Intersection Capacity Utilization 102.5%	ICU Level of Service G
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	644	109	45	942	147	170	263	80	517	322	827
Future Volume (veh/h)	413	644	109	45	942	147	170	263	80	517	322	827
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	449	700	111	49	1024	145	185	286	78	562	350	752
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	458	2291	711	63	1026	145	187	939	419	157	529	472
Arrive On Green	0.25	0.44	0.44	0.04	0.22	0.22	0.05	0.26	0.26	0.09	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	1810	4592	649	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	449	700	111	49	771	398	185	286	78	562	350	752
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1783	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	29.6	10.5	5.0	3.2	26.7	26.8	6.3	7.6	4.5	10.4	20.4	35.2
Cycle Q Clear(g_c), s	29.6	10.5	5.0	3.2	26.7	26.8	6.3	7.6	4.5	10.4	20.4	35.2
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	2291	711	63	772	398	187	939	419	157	529	472
V/C Ratio(X)	0.98	0.31	0.16	0.77	1.00	1.00	0.99	0.30	0.19	3.58	0.66	1.59
Avail Cap(c_a), veh/h	458	2291	711	78	772	398	187	963	429	157	529	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	21.6	20.1	57.4	46.6	46.6	56.8	35.7	34.5	54.8	37.2	42.4
Incr Delay (d2), s/veh	36.4	0.1	0.1	24.2	31.8	45.2	62.0	0.2	0.2	1178.3	3.0	276.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	4.0	1.8	1.9	14.5	16.4	4.3	3.3	1.8	55.9	9.1	49.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	21.7	20.2	81.7	78.4	91.8	118.8	35.9	34.7	1233.1	40.2	318.7
LnGrp LOS	F	C	C	F	E	F	F	D	C	F	D	F
Approach Vol, veh/h		1260			1218			549			1664	
Approach Delay, s/veh		42.7			82.9			63.7			569.0	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	58.8	11.0	41.4	35.0	32.6	15.0	37.4
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.2	52.0	6.4	35.2	30.4	26.8	10.4	* 32
Max Q Clear Time (g_c+I1), s	5.2	12.5	8.3	37.2	31.6	28.8	12.4	9.6
Green Ext Time (p_c), s	0.0	5.1	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	242.3
HCM 6th LOS	F

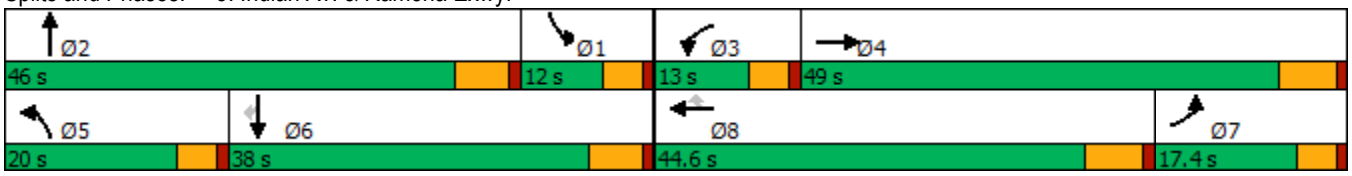
Notes

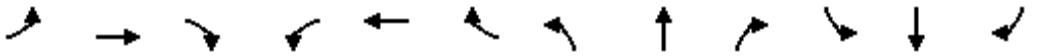
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	437	2007	184	1801	206	188	266	194	188	209
Future Volume (vph)	437	2007	184	1801	206	188	266	194	188	209
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.4	49.0	13.0	44.6	44.6	20.0	46.0	12.0	38.0	38.0
Total Split (%)	14.5%	40.8%	10.8%	37.2%	37.2%	16.7%	38.3%	10.0%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	43.1	8.5	38.6	38.6	14.7	18.4	10.3	14.1	14.1
Actuated g/C Ratio	0.13	0.42	0.08	0.38	0.38	0.14	0.18	0.10	0.14	0.14
v/c Ratio	2.08	1.06	1.34	0.99	0.31	0.78	0.60	1.15	0.41	0.54
Control Delay	525.7	65.8	228.4	51.1	7.8	64.6	36.2	156.1	41.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	525.7	65.8	228.4	51.1	7.8	64.6	36.2	156.1	41.8	10.0
LOS	F	E	F	D	A	E	D	F	D	B
Approach Delay		144.3		61.9			45.8		68.1	
Approach LOS		F		E			D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.08	
Intersection Signal Delay: 96.8	Intersection LOS: F
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	2007	114	184	1801	206	188	266	102	194	188	209
Future Volume (veh/h)	437	2007	114	184	1801	206	188	266	102	194	188	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	2182	110	200	1958	203	204	289	97	211	204	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	2253	113	153	1999	621	237	395	130	176	457	204
Arrive On Green	0.13	0.45	0.45	0.08	0.39	0.39	0.13	0.15	0.15	0.10	0.13	0.13
Sat Flow, veh/h	1810	5055	253	1810	5187	1610	1810	2669	878	1810	3610	1610
Grp Volume(v), veh/h	475	1489	803	200	1958	203	204	193	193	211	204	200
Grp Sat Flow(s),veh/h/ln	1810	1729	1851	1810	1729	1610	1810	1805	1742	1810	1805	1610
Q Serve(g_s), s	12.8	41.7	42.4	8.4	37.1	8.8	11.0	10.2	10.5	9.7	5.2	8.8
Cycle Q Clear(g_c), s	12.8	41.7	42.4	8.4	37.1	8.8	11.0	10.2	10.5	9.7	5.2	8.8
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	232	1541	825	153	1999	621	237	267	258	176	457	204
V/C Ratio(X)	2.04	0.97	0.97	1.31	0.98	0.33	0.86	0.72	0.75	1.20	0.45	0.98
Avail Cap(c_a), veh/h	232	1541	825	153	1999	621	280	728	703	176	1167	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	26.9	27.1	45.6	30.2	21.5	42.4	40.5	40.7	45.0	40.3	22.2
Incr Delay (d2), s/veh	484.2	15.6	25.0	178.8	15.5	0.3	18.4	3.7	4.3	131.1	0.7	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.7	18.4	22.1	11.2	16.7	0.1	6.0	4.7	4.7	10.6	2.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	527.6	42.4	52.1	224.5	45.7	21.8	60.9	44.2	45.0	176.1	41.0	47.4
LnGrp LOS	F	D	D	F	D	C	E	D	D	F	D	D
Approach Vol, veh/h		2767			2361			590			615	
Approach Delay, s/veh		128.5			58.8			50.2			89.4	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	20.5	13.0	50.6	17.6	18.4	19.0	44.6
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	7.4	* 40	8.4	42.8	15.4	32.2	12.8	* 38
Max Q Clear Time (g_c+I1), s	11.7	12.5	10.4	44.4	13.0	10.8	14.8	39.1
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.1	1.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	91.4
HCM 6th LOS	F

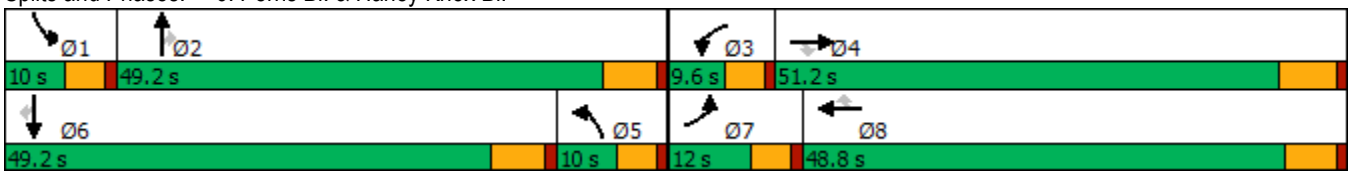
Notes

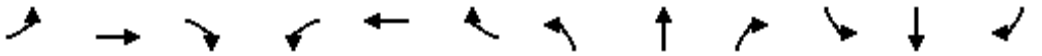
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	617	137	23	598	161	98	955	24	358	1254	327
Future Volume (vph)	292	617	137	23	598	161	98	955	24	358	1254	327
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	10.0	49.2	49.2	10.0	49.2	49.2
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.3%	41.0%	41.0%	8.3%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	31.0	31.0	5.2	22.3	22.3	5.6	35.8	35.8	5.6	35.8	35.8
Actuated g/C Ratio	0.08	0.33	0.33	0.06	0.24	0.24	0.06	0.39	0.39	0.06	0.39	0.39
v/c Ratio	2.14	0.56	0.23	0.13	0.52	0.34	0.51	0.52	0.04	1.85	0.68	0.48
Control Delay	558.5	28.6	4.3	50.6	31.9	7.5	56.3	23.7	0.1	428.8	26.5	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	558.5	28.6	4.3	50.6	31.9	7.5	56.3	23.7	0.1	428.8	26.5	12.8
LOS	F	C	A	D	C	A	E	C	A	F	C	B
Approach Delay		173.1			27.4			26.1			98.5	
Approach LOS		F			C			C			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.14	
Intersection Signal Delay: 87.0	Intersection LOS: F
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	617	137	23	598	161	98	955	24	358	1254	327
Future Volume (veh/h)	292	617	137	23	598	161	98	955	24	358	1254	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	671	128	25	650	130	107	1038	25	389	1363	296
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	948	423	93	1030	320	196	2001	613	232	1978	606
Arrive On Green	0.09	0.26	0.26	0.03	0.20	0.20	0.06	0.39	0.39	0.07	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	317	671	128	25	650	130	107	1038	25	389	1363	296
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	7.4	13.8	3.8	0.6	9.4	5.8	2.4	12.6	0.8	5.4	18.0	7.5
Cycle Q Clear(g_c), s	7.4	13.8	3.8	0.6	9.4	5.8	2.4	12.6	0.8	5.4	18.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	948	423	93	1030	320	196	2001	613	232	1978	606
V/C Ratio(X)	1.94	0.71	0.30	0.27	0.63	0.41	0.55	0.52	0.04	1.68	0.69	0.49
Avail Cap(c_a), veh/h	164	1986	886	215	2727	846	232	2752	844	232	2752	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	27.3	12.7	39.0	30.0	28.6	37.6	19.3	15.7	38.2	21.2	8.1
Incr Delay (d2), s/veh	443.1	1.0	0.4	0.6	0.6	0.8	0.9	0.2	0.0	323.5	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.2	5.5	1.8	0.2	3.7	2.1	1.0	4.5	0.3	12.6	6.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	480.3	28.3	13.1	39.6	30.7	29.4	38.5	19.5	15.7	361.7	21.7	8.7
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		1116			805			1170			2048	
Approach Delay, s/veh		154.9			30.7			21.2			84.4	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	37.4	6.8	27.7	10.4	37.0	12.0	22.5
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.4	43.4	5.0	45.0	5.4	* 43	7.4	* 43
Max Q Clear Time (g_c+I1), s	7.4	14.6	2.6	15.8	4.4	20.0	9.4	11.4
Green Ext Time (p_c), s	0.0	7.7	0.0	4.7	0.0	11.2	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	76.9
HCM 6th LOS	E

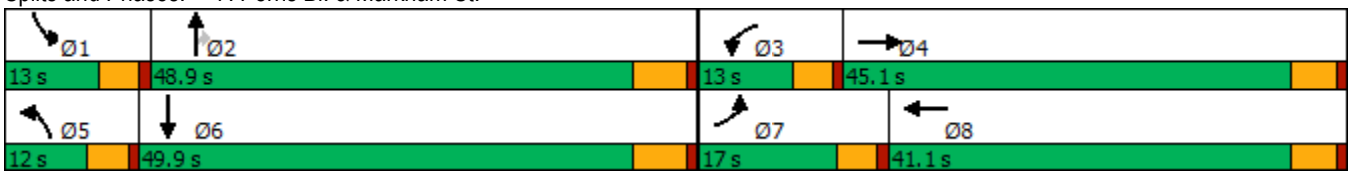
Notes

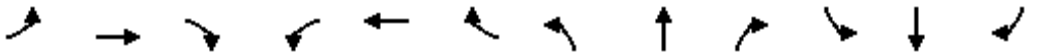
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	83	41	66	32	955	39	35	1125
Future Volume (vph)	70	83	41	66	32	955	39	35	1125
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	9.6	32.8	32.8	9.6	32.8
Total Split (s)	17.0	45.1	13.0	41.1	12.0	48.9	48.9	13.0	49.9
Total Split (%)	14.2%	37.6%	10.8%	34.3%	10.0%	40.8%	40.8%	10.8%	41.6%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.5	19.0	7.2	15.0	6.8	28.7	28.7	7.0	28.9
Actuated g/C Ratio	0.12	0.26	0.10	0.21	0.09	0.40	0.40	0.10	0.40
v/c Ratio	0.36	0.18	0.25	0.17	0.21	0.73	0.06	0.22	0.62
Control Delay	43.3	15.7	44.5	19.3	45.0	24.6	0.2	44.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	15.7	44.5	19.3	45.0	24.6	0.2	44.5	20.8
LOS	D	B	D	B	D	C	A	D	C
Approach Delay		24.1		26.0		24.3			21.5
Approach LOS		C		C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Perris Bl. & Markham St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	83	77	41	66	48	32	955	39	35	1125	47
Future Volume (veh/h)	70	83	77	41	66	48	32	955	39	35	1125	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	90	45	45	72	40	35	1038	38	38	1223	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	437	205	79	386	199	66	1451	637	71	2077	75
Arrive On Green	0.06	0.18	0.18	0.04	0.17	0.17	0.04	0.40	0.40	0.04	0.40	0.40
Sat Flow, veh/h	1810	2383	1120	1810	2300	1188	1810	3610	1585	1810	5140	185
Grp Volume(v), veh/h	76	67	68	45	55	57	35	1038	38	38	823	444
Grp Sat Flow(s),veh/h/ln	1810	1805	1698	1810	1805	1684	1810	1805	1585	1810	1729	1867
Q Serve(g_s), s	2.5	1.9	2.1	1.5	1.6	1.8	1.2	14.6	0.9	1.2	11.3	11.3
Cycle Q Clear(g_c), s	2.5	1.9	2.1	1.5	1.6	1.8	1.2	14.6	0.9	1.2	11.3	11.3
Prop In Lane	1.00		0.66	1.00		0.71	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	108	331	311	79	303	282	66	1451	637	71	1397	754
V/C Ratio(X)	0.70	0.20	0.22	0.57	0.18	0.20	0.53	0.72	0.06	0.54	0.59	0.59
Avail Cap(c_a), veh/h	371	1192	1122	251	1073	1001	221	2570	1128	251	2519	1360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	21.0	21.0	28.4	21.6	21.7	28.6	15.2	11.1	28.6	14.1	14.1
Incr Delay (d2), s/veh	3.1	0.3	0.3	2.4	0.3	0.3	2.4	0.7	0.0	2.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.8	0.6	0.6	0.7	0.5	4.9	0.3	0.5	3.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	21.3	21.4	30.7	21.9	22.1	31.0	15.9	11.1	30.9	14.5	14.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		211			157			1111			1305	
Approach Delay, s/veh		24.8			24.5			16.2			15.1	
Approach LOS		C			C			B			B	

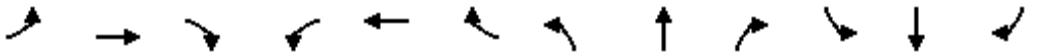
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	30.1	7.3	16.2	6.8	30.3	8.2	15.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1
Max Green Setting (Gmax), s	8.4	43.1	8.4	40.0	7.4	44.1	12.4	36.0
Max Q Clear Time (g_c+I1), s	3.2	16.6	3.5	4.1	3.2	13.3	4.5	3.8
Green Ext Time (p_c), s	0.0	7.7	0.0	0.7	0.0	9.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	3	29	5	242	1019	7	1290
Future Volume (vph)	5	3	29	5	242	1019	7	1290
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.6	9.6	32.6	9.6	22.8	9.6	22.8
Total Split (s)	12.0	33.0	12.0	33.0	12.0	63.0	12.0	63.0
Total Split (%)	10.0%	27.5%	10.0%	27.5%	10.0%	52.5%	10.0%	52.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.1	14.2	6.8	16.3	8.9	47.1	6.2	29.7
Actuated g/C Ratio	0.10	0.22	0.11	0.26	0.14	0.74	0.10	0.47
v/c Ratio	0.03	0.08	0.17	0.03	1.04	0.30	0.05	0.59
Control Delay	41.6	13.8	40.4	17.5	105.6	9.0	41.3	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	13.8	40.4	17.5	105.6	9.0	41.3	15.8
LOS	D	B	D	B	F	A	D	B
Approach Delay		17.7		33.5		26.9		16.0
Approach LOS		B		C		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Perris Bl. & Perry St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3	26	29	5	8	242	1019	43	7	1290	12
Future Volume (veh/h)	5	3	26	29	5	8	242	1019	43	7	1290	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	3	12	32	5	4	263	1108	47	8	1402	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	25	102	62	102	82	225	2796	119	19	2303	21
Arrive On Green	0.01	0.08	0.08	0.03	0.10	0.10	0.12	0.55	0.55	0.01	0.43	0.43
Sat Flow, veh/h	1810	332	1327	1810	977	782	1810	5097	216	1810	5300	49
Grp Volume(v), veh/h	5	0	15	32	0	9	263	751	404	8	915	500
Grp Sat Flow(s),veh/h/ln	1810	0	1658	1810	0	1759	1810	1729	1856	1810	1729	1891
Q Serve(g_s), s	0.2	0.0	0.5	1.0	0.0	0.3	7.4	7.4	7.5	0.3	12.1	12.1
Cycle Q Clear(g_c), s	0.2	0.0	0.5	1.0	0.0	0.3	7.4	7.4	7.5	0.3	12.1	12.1
Prop In Lane	1.00		0.80	1.00		0.44	1.00		0.12	1.00		0.03
Lane Grp Cap(c), veh/h	12	0	127	62	0	184	225	1897	1018	19	1502	822
V/C Ratio(X)	0.41	0.00	0.12	0.51	0.00	0.05	1.17	0.40	0.40	0.42	0.61	0.61
Avail Cap(c_a), veh/h	225	0	792	225	0	841	225	3328	1786	225	3328	1820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	25.6	28.2	0.0	24.0	26.0	7.7	7.7	29.2	12.9	12.9
Incr Delay (d2), s/veh	8.2	0.0	0.4	2.4	0.0	0.1	112.6	0.1	0.3	5.5	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.5	0.0	0.1	9.8	1.9	2.1	0.1	3.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	0.0	26.0	30.6	0.0	24.1	138.6	7.9	8.0	34.8	13.3	13.7
LnGrp LOS	D	A	C	C	A	C	F	A	A	C	B	B
Approach Vol, veh/h		20			41			1418			1423	
Approach Delay, s/veh		28.9			29.2			32.2			13.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	38.4	6.7	9.2	12.0	31.6	5.0	10.8
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	57.2	7.4	28.4	7.4	57.2	7.4	28.4
Max Q Clear Time (g_c+I1), s	2.3	9.5	3.0	2.5	9.4	14.1	2.2	2.3
Green Ext Time (p_c), s	0.0	8.8	0.0	0.0	0.0	11.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	114	1188	90	0	1574
Future Vol, veh/h	0	114	1188	90	0	1574
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	124	1291	98	0	1711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	695	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*657	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*657	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	657	-
HCM Lane V/C Ratio	-	-	0.189	-
HCM Control Delay (s)	-	-	11.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	100	1178	133	0	1574
Future Vol, veh/h	0	100	1178	133	0	1574
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	109	1280	145	0	1711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	713	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*657	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*657	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	657	-
HCM Lane V/C Ratio	-	-	0.165	-
HCM Control Delay (s)	-	-	11.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	83	1228	51	0	1574
Future Vol, veh/h	0	83	1228	51	0	1574
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	90	1335	55	0	1711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	695	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	*635	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*635	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

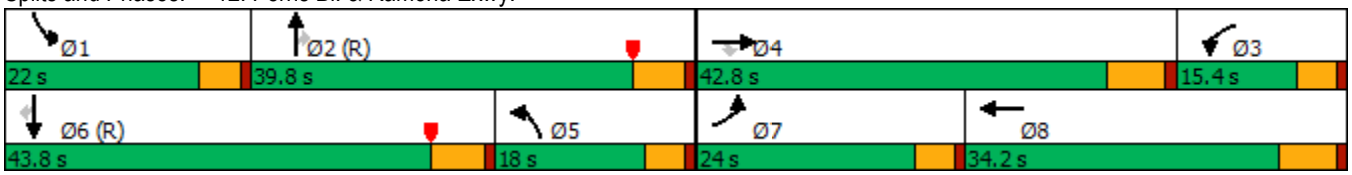
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	635	-
HCM Lane V/C Ratio	-	-	0.142	-
HCM Control Delay (s)	-	-	11.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

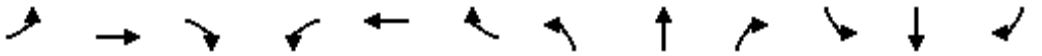
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	493	1588	330	205	1424	382	697	137	473	782	346
Future Volume (vph)	493	1588	330	205	1424	382	697	137	473	782	346
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	24.0	42.8	42.8	15.4	34.2	18.0	39.8	39.8	22.0	43.8	43.8
Total Split (%)	20.0%	35.7%	35.7%	12.8%	28.5%	15.0%	33.2%	33.2%	18.3%	36.5%	36.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	19.0	36.6	36.6	10.8	28.4	13.4	34.0	34.0	17.4	38.0	38.0
Actuated g/C Ratio	0.16	0.30	0.30	0.09	0.24	0.11	0.28	0.28	0.14	0.32	0.32
v/c Ratio	0.92	1.03	0.51	0.67	1.46	1.01	0.70	0.24	0.96	0.71	0.52
Control Delay	72.1	73.1	11.1	52.4	238.5	100.6	42.9	3.8	82.9	40.1	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	73.1	11.1	52.4	238.5	100.6	42.9	3.8	82.9	40.1	12.2
LOS	E	E	B	D	F	F	D	A	F	D	B
Approach Delay		64.4			218.7		56.6			46.7	
Approach LOS		E			F		E			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay: 100.7	Intersection LOS: F
Intersection Capacity Utilization 98.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	1588	330	205	1424	297	382	697	137	473	782	346
Future Volume (veh/h)	493	1588	330	205	1424	297	382	697	137	473	782	346
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	508	1637	241	211	1468	280	394	719	93	488	806	299
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	559	1582	491	269	1028	196	1147	1835	819	509	1143	510
Arrive On Green	0.16	0.31	0.31	0.05	0.16	0.16	0.33	0.51	0.51	0.14	0.32	0.32
Sat Flow, veh/h	3510	5187	1609	3510	4365	830	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	508	1637	241	211	1162	586	394	719	93	488	806	299
Grp Sat Flow(s),veh/h/ln	1755	1729	1609	1755	1729	1738	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	17.1	36.6	14.7	7.1	28.3	28.3	10.2	14.7	4.0	16.6	23.6	18.1
Cycle Q Clear(g_c), s	17.1	36.6	14.7	7.1	28.3	28.3	10.2	14.7	4.0	16.6	23.6	18.1
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	559	1582	491	269	815	409	1147	1835	819	509	1143	510
V/C Ratio(X)	0.91	1.03	0.49	0.79	1.43	1.43	0.34	0.39	0.11	0.96	0.71	0.59
Avail Cap(c_a), veh/h	568	1582	491	316	815	409	1147	1835	819	509	1143	510
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	41.7	34.1	55.9	50.5	50.5	30.6	18.1	18.6	50.9	36.1	32.3
Incr Delay (d2), s/veh	2.2	18.2	0.1	8.7	199.1	207.8	0.1	0.6	0.3	29.4	3.7	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	17.4	5.5	3.4	34.9	36.0	4.2	5.9	1.3	9.1	10.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	59.9	34.2	64.7	249.6	258.3	30.7	18.7	18.8	80.3	39.7	37.2
LnGrp LOS	D	F	C	E	F	F	C	B	B	F	D	D
Approach Vol, veh/h		2386			1959			1206			1593	
Approach Delay, s/veh		55.6			232.3			22.6			51.7	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	66.9	15.4	42.8	45.1	43.8	23.7	34.5
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2
Max Green Setting (Gmax), s	17.4	34.0	10.8	* 37	13.4	* 38	19.4	28.0
Max Q Clear Time (g_c+I1), s	18.6	16.7	9.1	38.6	12.2	25.6	19.1	30.3
Green Ext Time (p_c), s	0.0	4.5	0.1	0.0	0.1	4.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	97.6
HCM 6th LOS	F

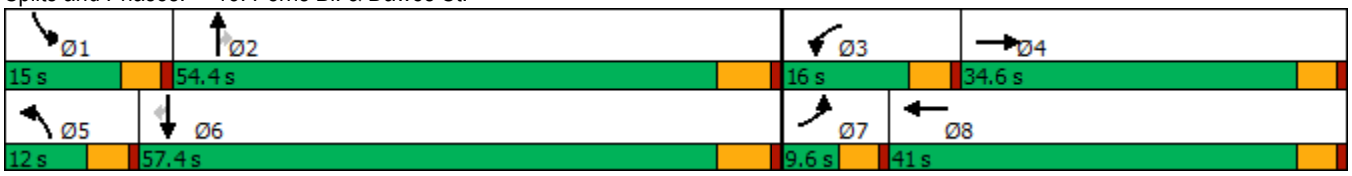
Notes

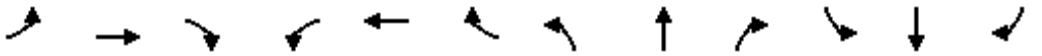
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBT	NBL	NBT	NBR	SBL	SBT	Ø4	Ø7
Lane Configurations									
Traffic Volume (vph)	50	0	2	1063	48	40	1210		
Future Volume (vph)	50	0	2	1063	48	40	1210		
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA		
Protected Phases	3	8	5	2		1	6	4	7
Permitted Phases					2				
Detector Phase	3	8	5	2	2	1	6		
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0
Minimum Split (s)	9.6	34.6	9.6	22.8	22.8	9.6	26.8	34.6	9.6
Total Split (s)	16.0	41.0	12.0	54.4	54.4	15.0	57.4	34.6	9.6
Total Split (%)	13.3%	34.2%	10.0%	45.3%	45.3%	12.5%	47.8%	29%	8%
Yellow Time (s)	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	5.8	5.8	4.6	5.8		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	Min	None	None
Act Effct Green (s)	9.0	15.8	6.1	40.7	40.7	7.3	46.0		
Actuated g/C Ratio	0.15	0.26	0.10	0.66	0.66	0.12	0.75		
v/c Ratio	0.19	0.07	0.01	0.45	0.04	0.19	0.32		
Control Delay	34.7	0.2	41.5	14.5	0.1	37.4	8.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.7	0.2	41.5	14.5	0.1	37.4	8.6		
LOS	C	A	D	B	A	D	A		
Approach Delay		19.8		13.9			9.6		
Approach LOS		B		B			A		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Perris Bl. & Dawes St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	50	0	38	2	1063	48	40	1210	0
Future Volume (veh/h)	0	0	0	50	0	38	2	1063	48	40	1210	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	51	0	39	2	1085	49	41	1235	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	4	0	95	0	248	5	1691	753	80	2646	821
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.16	0.00	0.47	0.47	0.04	0.51	0.00
Sat Flow, veh/h	1810	1900	0	1810	0	1588	1810	3610	1608	1810	5187	1610
Grp Volume(v), veh/h	0	0	0	51	0	39	2	1085	49	41	1235	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1588	1810	1805	1608	1810	1729	1610
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	1.0	0.1	10.4	0.8	1.0	6.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	0.0	1.0	0.1	10.4	0.8	1.0	6.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	4	0	95	0	248	5	1691	753	80	2646	821
V/C Ratio(X)	0.00	0.00	0.00	0.54	0.00	0.16	0.40	0.64	0.07	0.51	0.47	0.00
Avail Cap(c_a), veh/h	200	1258	0	455	0	1275	295	3871	1725	415	5905	1833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.9	0.0	16.5	22.6	9.2	6.6	21.2	7.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.3	18.4	0.4	0.0	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.3	0.0	2.5	0.2	0.4	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	22.7	0.0	16.8	40.9	9.6	6.6	23.0	7.3	0.0
LnGrp LOS	A	A	A	C	A	B	D	A	A	C	A	A
Approach Vol, veh/h		0			90			1136			1276	
Approach Delay, s/veh		0.0			20.2			9.5			7.8	
Approach LOS					C			A			A	

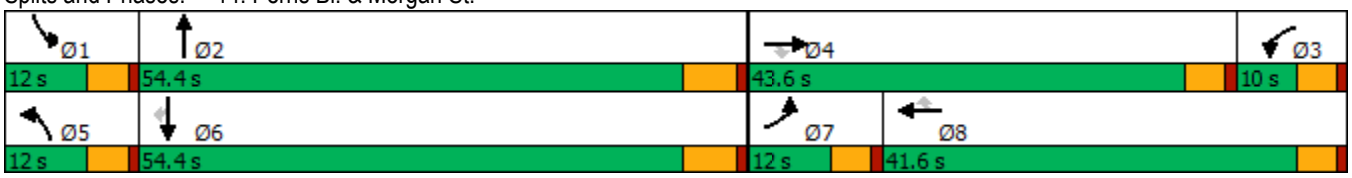
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	27.0	7.0	4.7	4.7	28.9	0.0	11.7
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	10.4	48.6	11.4	30.0	7.4	51.6	5.0	36.4
Max Q Clear Time (g_c+I1), s	3.0	12.4	3.2	0.0	2.1	8.9	0.0	3.0
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	10.4	0.0	0.2

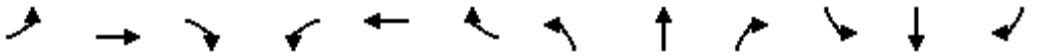
Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	106	36	15	223	69	26	988	32	1104	20
Future Volume (vph)	54	106	36	15	223	69	26	988	32	1104	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	43.6	43.6	10.0	41.6	41.6	12.0	54.4	12.0	54.4	54.4
Total Split (%)	10.0%	36.3%	36.3%	8.3%	34.7%	34.7%	10.0%	45.3%	10.0%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	25.6	25.6	7.1	19.4	19.4	6.7	35.0	6.9	35.2	35.2
Actuated g/C Ratio	0.09	0.32	0.32	0.09	0.24	0.24	0.08	0.43	0.09	0.44	0.44
v/c Ratio	0.36	0.10	0.07	0.10	0.53	0.16	0.19	0.49	0.23	0.76	0.03
Control Delay	52.0	25.2	0.2	46.8	35.7	3.0	49.6	19.3	49.8	25.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	25.2	0.2	46.8	35.7	3.0	49.6	19.3	49.8	25.7	0.1
LOS	D	C	A	D	D	A	D	B	D	C	A
Approach Delay		28.0			28.9			20.0		25.9	
Approach LOS		C			C			C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: Perris Bl. & Morgan St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	106	36	15	223	69	26	988	15	32	1104	20
Future Volume (veh/h)	54	106	36	15	223	69	26	988	15	32	1104	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	115	25	16	242	62	28	1074	15	35	1200	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	545	240	136	335	284	55	2330	33	65	1616	721
Arrive On Green	0.05	0.15	0.15	0.08	0.18	0.18	0.03	0.44	0.44	0.04	0.45	0.45
Sat Flow, veh/h	1810	3610	1588	1810	1900	1610	1810	5270	74	1810	3610	1610
Grp Volume(v), veh/h	59	115	25	16	242	62	28	705	384	35	1200	19
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1900	1610	1810	1729	1886	1810	1805	1610
Q Serve(g_s), s	2.1	1.9	0.7	0.5	8.0	2.2	1.0	9.5	9.5	1.3	18.2	0.4
Cycle Q Clear(g_c), s	2.1	1.9	0.7	0.5	8.0	2.2	1.0	9.5	9.5	1.3	18.2	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	90	545	240	136	335	284	55	1529	834	65	1616	721
V/C Ratio(X)	0.65	0.21	0.10	0.12	0.72	0.22	0.51	0.46	0.46	0.54	0.74	0.03
Avail Cap(c_a), veh/h	202	2125	935	147	1061	899	202	2536	1383	202	2648	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	24.7	15.6	28.6	25.8	23.4	31.6	13.0	13.0	31.4	15.1	10.2
Incr Delay (d2), s/veh	2.9	0.2	0.2	0.1	3.0	0.4	2.7	0.2	0.4	2.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.8	0.3	0.2	3.7	0.8	0.4	3.0	3.3	0.6	6.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	24.9	15.7	28.7	28.7	23.8	34.3	13.2	13.4	34.0	15.8	10.2
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		199			320			1117			1254	
Approach Delay, s/veh		26.4			27.8			13.8			16.3	
Approach LOS		C			C			B			B	

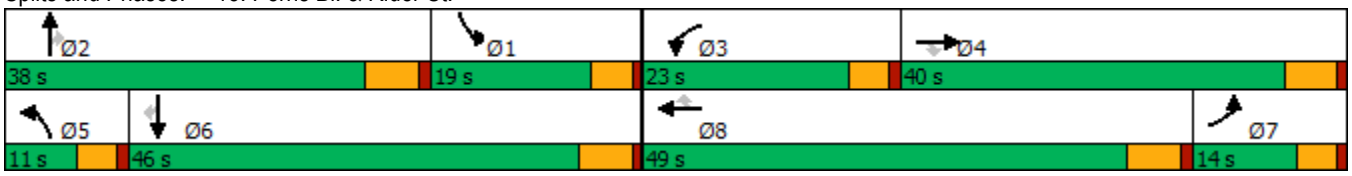
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	35.1	9.6	14.6	6.6	35.5	7.9	16.3
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	7.4	48.6	5.4	39.0	7.4	48.6	7.4	37.0
Max Q Clear Time (g_c+I1), s	3.3	11.5	2.5	3.9	3.0	20.2	4.1	10.0
Green Ext Time (p_c), s	0.0	7.8	0.0	0.8	0.0	9.4	0.0	1.7

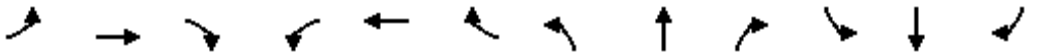
Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	220	209	232	101	259	47	757	238	222	896	21
Future Volume (vph)	67	220	209	232	101	259	47	757	238	222	896	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	14.0	40.0	40.0	23.0	49.0	49.0	11.0	38.0	38.0	19.0	46.0	46.0
Total Split (%)	11.7%	33.3%	33.3%	19.2%	40.8%	40.8%	9.2%	31.7%	31.7%	15.8%	38.3%	38.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.7	14.8	14.8	17.3	18.7	18.7	6.1	22.9	22.9	14.8	33.9	33.9
Actuated g/C Ratio	0.17	0.16	0.16	0.19	0.21	0.21	0.07	0.25	0.25	0.16	0.37	0.37
v/c Ratio	0.24	0.41	0.57	0.74	0.15	0.51	0.42	0.63	0.44	0.83	0.50	0.03
Control Delay	37.7	36.5	16.6	51.2	33.5	7.6	56.8	33.3	6.5	63.3	24.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.7	36.5	16.6	51.2	33.5	7.6	56.8	33.3	6.5	63.3	24.9	0.1
LOS	D	D	B	D	C	A	E	C	A	E	C	A
Approach Delay		28.3			29.1			28.2			31.9	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Perris Bl. & Rider St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	220	209	232	101	259	47	757	238	222	896	21
Future Volume (veh/h)	67	220	209	232	101	259	47	757	238	222	896	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	239	185	252	110	207	51	823	210	241	974	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	591	263	293	615	274	77	1264	392	281	1927	597
Arrive On Green	0.14	0.16	0.16	0.16	0.17	0.17	0.04	0.24	0.24	0.16	0.37	0.37
Sat Flow, veh/h	1810	3610	1607	1810	3610	1607	1810	5187	1608	1810	5187	1608
Grp Volume(v), veh/h	73	239	185	252	110	207	51	823	210	241	974	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1607	1810	1729	1608	1810	1729	1608
Q Serve(g_s), s	2.9	4.7	8.7	10.8	2.1	9.8	2.2	11.4	5.6	10.4	11.6	0.2
Cycle Q Clear(g_c), s	2.9	4.7	8.7	10.8	2.1	9.8	2.2	11.4	5.6	10.4	11.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	591	263	293	615	274	77	1264	392	281	1927	597
V/C Ratio(X)	0.29	0.40	0.70	0.86	0.18	0.76	0.66	0.65	0.54	0.86	0.51	0.02
Avail Cap(c_a), veh/h	254	1545	688	417	1952	869	145	2091	648	326	2610	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	29.9	31.6	32.6	28.4	31.6	37.7	27.2	9.9	32.9	19.4	4.7
Incr Delay (d2), s/veh	0.2	0.4	3.4	8.9	0.1	4.2	3.6	0.6	1.1	16.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.0	3.4	5.1	0.9	3.9	1.0	4.4	3.1	5.5	4.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	30.4	35.0	41.5	28.5	35.8	41.3	27.7	11.0	49.1	19.6	4.8
LnGrp LOS	C	C	C	D	C	D	D	C	B	D	B	A
Approach Vol, veh/h		497			569			1084			1228	
Approach Delay, s/veh		32.2			36.9			25.1			25.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	25.3	17.6	18.9	8.0	35.5	17.0	19.4
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8
Max Green Setting (Gmax), s	14.4	* 32	18.4	34.2	6.4	40.2	9.4	* 43
Max Q Clear Time (g_c+I1), s	12.4	13.4	12.8	10.7	4.2	13.6	4.9	11.8
Green Ext Time (p_c), s	0.1	5.8	0.2	1.9	0.0	6.9	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

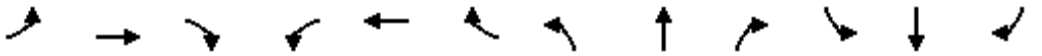
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	48	195	91	117	129	169	1075	126	171	1376	42
Future Volume (vph)	48	195	91	117	129	169	1075	126	171	1376	42
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	11.0	31.0	15.0	35.0	35.0	10.0	48.0	48.0	26.0	64.0	64.0
Total Split (%)	9.2%	25.8%	12.5%	29.2%	29.2%	8.3%	40.0%	40.0%	21.7%	53.3%	53.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	25.5	9.2	30.9	30.9	5.5	42.5	42.5	15.6	52.6	52.6
Actuated g/C Ratio	0.05	0.23	0.08	0.27	0.27	0.05	0.38	0.38	0.14	0.47	0.47
v/c Ratio	0.53	0.92	0.67	0.24	0.25	2.09	0.85	0.20	0.74	0.88	0.06
Control Delay	74.7	68.3	74.6	36.1	5.9	553.4	40.1	4.8	64.9	34.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	68.3	74.6	36.1	5.9	553.4	40.1	4.8	64.9	34.2	0.1
LOS	E	E	E	D	A	F	D	A	E	C	A
Approach Delay		69.0		34.9			100.3			36.6	
Approach LOS		E		C			F			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.09	
Intersection Signal Delay: 63.6	Intersection LOS: E
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	195	169	91	117	129	169	1075	126	171	1376	42
Future Volume (veh/h)	48	195	169	91	117	129	169	1075	126	171	1376	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	210	172	98	126	63	182	1156	105	184	1480	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	226	185	123	503	426	89	1446	642	215	1697	739
Arrive On Green	0.04	0.23	0.23	0.07	0.26	0.26	0.05	0.40	0.40	0.12	0.47	0.47
Sat Flow, veh/h	1810	966	791	1810	1900	1608	1810	3610	1604	1810	3610	1572
Grp Volume(v), veh/h	52	0	382	98	126	63	182	1156	105	184	1480	40
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1810	1900	1608	1810	1805	1604	1810	1805	1572
Q Serve(g_s), s	3.1	0.0	23.3	5.8	5.7	3.3	5.4	31.0	4.6	10.9	40.4	1.5
Cycle Q Clear(g_c), s	3.1	0.0	23.3	5.8	5.7	3.3	5.4	31.0	4.6	10.9	40.4	1.5
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	0	411	123	503	426	89	1446	642	215	1697	739
V/C Ratio(X)	0.77	0.00	0.93	0.79	0.25	0.15	2.04	0.80	0.16	0.86	0.87	0.05
Avail Cap(c_a), veh/h	106	0	423	172	527	446	89	1446	642	353	1917	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	0.0	41.1	50.3	31.7	30.8	52.1	29.0	21.1	47.4	26.1	15.8
Incr Delay (d2), s/veh	6.9	0.0	26.8	10.6	0.3	0.2	505.3	3.3	0.1	5.4	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	13.1	3.0	2.7	1.3	14.9	13.2	1.8	5.1	16.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	0.0	67.9	60.9	32.0	31.0	557.4	32.3	21.2	52.8	30.4	15.8
LnGrp LOS	E	A	E	E	C	C	F	C	C	D	C	B
Approach Vol, veh/h		434			287			1443			1704	
Approach Delay, s/veh		66.8			41.7			97.7			32.5	
Approach LOS		E			D			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	49.7	12.1	30.2	10.0	57.3	8.7	33.6
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	21.4	42.2	10.4	26.4	5.4	58.2	6.4	30.4
Max Q Clear Time (g_c+I1), s	12.9	33.0	7.8	25.3	7.4	42.4	5.1	7.7
Green Ext Time (p_c), s	0.1	5.1	0.0	0.3	0.0	9.2	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	61.3
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	8	3	42	0	8
Future Vol, veh/h	45	8	3	42	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	9	3	46	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	58	0	-	54
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1559	-	0	1019
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1559	-	-	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1019	-	-	1559	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	0	10	45	0	11
Future Vol, veh/h	52	0	10	45	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	0	11	49	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	-	57
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1560	-	0	1015
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	-	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1015	-	-	1560	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	0	10	55	0	11
Future Vol, veh/h	63	0	10	55	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	68	0	11	60	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	68	0	-	68
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1546	-	0	1001
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1546	-	-	1001
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1546	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	2957	2006	117	0	125
Future Vol, veh/h	0	2957	2006	117	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3214	2180	127	0	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1154
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*459
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*459
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.1
HCM LOS			C

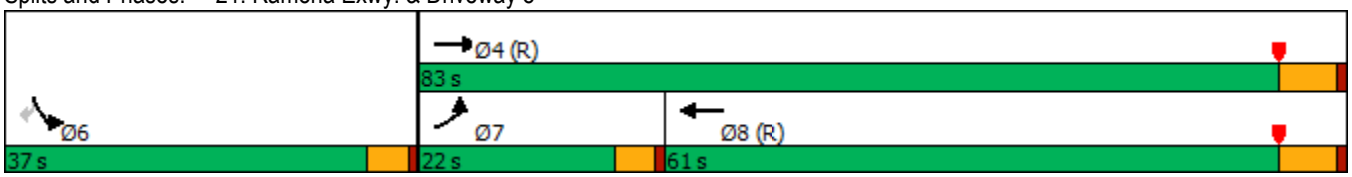
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	459
HCM Lane V/C Ratio	-	-	-	0.296
HCM Control Delay (s)	-	-	-	16.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.2

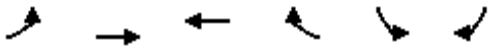
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	79	2878	2027	122	96
Future Volume (vph)	79	2878	2027	122	96
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.2	23.2	31.6	31.6
Total Split (s)	22.0	83.0	61.0	37.0	37.0
Total Split (%)	18.3%	69.2%	50.8%	30.8%	30.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None
Act Effct Green (s)	11.0	93.3	79.9	15.9	15.9
Actuated g/C Ratio	0.09	0.78	0.67	0.13	0.13
v/c Ratio	0.52	0.78	0.70	0.56	0.34
Control Delay	54.5	17.4	16.2	56.3	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	17.4	16.2	56.3	10.8
LOS	D	B	B	E	B
Approach Delay		18.4	16.2	36.4	
Approach LOS		B	B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113.8 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 21: Ramona Exwy. & Driveway 8





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	2878	2027	163	122	96
Future Volume (veh/h)	79	2878	2027	163	122	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	3128	2203	177	133	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	110	4231	3511	279	171	152
Arrive On Green	0.06	0.82	0.72	0.72	0.09	0.09
Sat Flow, veh/h	1810	5358	5069	389	1810	1610
Grp Volume(v), veh/h	86	3128	1548	832	133	104
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1830	1810	1610
Q Serve(g_s), s	5.6	33.6	27.6	28.3	8.6	7.5
Cycle Q Clear(g_c), s	5.6	33.6	27.6	28.3	8.6	7.5
Prop In Lane	1.00			0.21	1.00	1.00
Lane Grp Cap(c), veh/h	110	4231	2478	1311	171	152
V/C Ratio(X)	0.78	0.74	0.62	0.63	0.78	0.69
Avail Cap(c_a), veh/h	262	4231	2478	1311	489	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	55.6	5.1	8.7	8.8	53.1	52.6
Incr Delay (d2), s/veh	11.4	1.2	0.1	0.2	7.5	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.7	8.0	8.7	4.3	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.0	6.3	8.8	9.0	60.6	58.0
LnGrp LOS	E	A	A	A	E	E
Approach Vol, veh/h		3214	2380		237	
Approach Delay, s/veh		7.9	8.9		59.5	
Approach LOS		A	A		E	

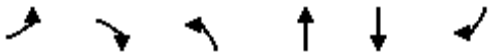
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	104.1	15.9	11.9	92.2
Change Period (Y+Rc), s	6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s	76.8	32.4	17.4	54.8
Max Q Clear Time (g_c+I1), s	35.6	10.6	7.6	30.3
Green Ext Time (p_c), s	36.3	0.7	0.1	17.9

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	97	142	70	579	1058
Future Volume (vph)	97	142	70	579	1058
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	29.0	28.0	28.0	91.0	63.0
Total Split (%)	24.2%	23.3%	23.3%	75.8%	52.5%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	12.6	21.6	8.0	48.3	33.9
Actuated g/C Ratio	0.19	0.33	0.12	0.73	0.51
v/c Ratio	0.31	0.28	0.35	0.24	0.64
Control Delay	29.4	13.3	36.0	4.7	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	13.3	36.0	4.7	15.6
LOS	C	B	D	A	B
Approach Delay	19.8			8.1	15.6
Approach LOS	B			A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 22: Redlands Av. & Markham St.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	142	70	579	1058	35
Future Volume (veh/h)	97	142	70	579	1058	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	104	76	629	1150	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	327	394	115	2238	1674	54
Arrive On Green	0.18	0.18	0.06	0.62	0.47	0.47
Sat Flow, veh/h	1810	1610	1810	3705	3665	115
Grp Volume(v), veh/h	105	104	76	629	581	606
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1879
Q Serve(g_s), s	2.7	2.8	2.2	4.2	13.3	13.3
Cycle Q Clear(g_c), s	2.7	2.8	2.2	4.2	13.3	13.3
Prop In Lane	1.00	1.00	1.00			0.06
Lane Grp Cap(c), veh/h	327	394	115	2238	847	882
V/C Ratio(X)	0.32	0.26	0.66	0.28	0.69	0.69
Avail Cap(c_a), veh/h	820	833	803	5862	1972	2053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	16.1	24.1	4.6	11.0	11.0
Incr Delay (d2), s/veh	0.6	0.4	2.4	0.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	0.9	4.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3	16.4	26.5	4.7	12.0	11.9
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	209			705	1187	
Approach Delay, s/veh	17.9			7.0	11.9	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.1		14.6	8.0	30.1
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		85.6		23.9	23.4	57.6
Max Q Clear Time (g_c+I1), s		6.2		4.8	4.2	15.3
Green Ext Time (p_c), s		4.6		0.6	0.1	9.4

Intersection Summary		
HCM 6th Ctrl Delay		10.9
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	51	13	653	1195	27
Future Vol, veh/h	40	51	13	653	1195	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	55	14	710	1299	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1697	664	1328	0	-	0
Stage 1	1314	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	85	408	527	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	408	527	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	665	-	-	-	-	-

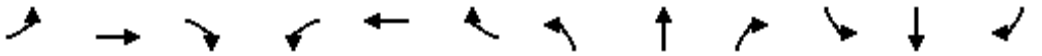
Approach	EB	NB	SB
HCM Control Delay, s	22.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	527	-	173	408	-	-
HCM Lane V/C Ratio	0.027	-	0.251	0.136	-	-
HCM Control Delay (s)	12	-	32.7	15.2	-	-
HCM Lane LOS	B	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	182	2715	103	295	1716	467	118	126	542	456	248
Future Volume (vph)	182	2715	103	295	1716	467	118	126	542	456	248
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.1	38.8	38.8	11.1	39.8	39.8	11.2	43.5	26.6	58.9	58.9
Total Split (%)	8.4%	32.3%	32.3%	9.3%	33.2%	33.2%	9.3%	36.3%	22.2%	49.1%	49.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	32.8	32.8	6.5	33.8	33.8	6.6	22.8	22.1	38.3	38.3
Actuated g/C Ratio	0.05	0.31	0.31	0.06	0.32	0.32	0.06	0.22	0.21	0.36	0.36
v/c Ratio	2.06	1.79	0.18	2.80	1.10	0.66	1.12	0.78	1.52	0.70	0.39
Control Delay	536.2	382.1	2.4	858.1	87.9	14.4	164.7	44.0	278.9	34.2	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	536.2	382.1	2.4	858.1	87.9	14.4	164.7	44.0	278.9	34.2	12.2
LOS	F	F	A	F	F	B	F	D	F	C	B
Approach Delay		378.4			165.8			77.1		136.3	
Approach LOS		F			F			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.80	
Intersection Signal Delay: 244.4	Intersection LOS: F
Intersection Capacity Utilization 134.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	2715	103	295	1716	467	118	126	187	542	456	248
Future Volume (veh/h)	182	2715	103	295	1716	467	118	126	187	542	456	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	2888	87	314	1826	450	126	134	161	577	485	251
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1637	497	114	1687	517	116	157	188	385	677	573
Arrive On Green	0.05	0.32	0.32	0.06	0.33	0.33	0.06	0.20	0.20	0.21	0.36	0.36
Sat Flow, veh/h	1810	5187	1574	1810	5187	1590	1810	786	944	1810	1900	1610
Grp Volume(v), veh/h	194	2888	87	314	1826	450	126	0	295	577	485	251
Grp Sat Flow(s),veh/h/ln	1810	1729	1574	1810	1729	1590	1810	0	1730	1810	1900	1610
Q Serve(g_s), s	5.5	32.6	4.1	6.5	33.6	14.2	6.6	0.0	17.0	22.0	22.8	12.3
Cycle Q Clear(g_c), s	5.5	32.6	4.1	6.5	33.6	14.2	6.6	0.0	17.0	22.0	22.8	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	96	1637	497	114	1687	517	116	0	345	385	677	573
V/C Ratio(X)	2.01	1.76	0.18	2.76	1.08	0.87	1.09	0.00	0.86	1.50	0.72	0.44
Avail Cap(c_a), veh/h	96	1637	497	114	1687	517	116	0	638	385	984	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	35.3	25.6	48.4	34.8	8.8	48.3	0.0	39.9	40.6	28.7	25.4
Incr Delay (d2), s/veh	490.5	346.3	0.2	814.8	47.8	14.8	109.8	0.0	6.1	236.9	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	65.1	1.5	28.6	20.5	6.0	6.4	0.0	7.6	34.8	10.1	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	539.4	381.7	25.8	863.2	82.7	23.6	158.2	0.0	46.0	277.6	30.2	25.9
LnGrp LOS	F	F	C	F	F	C	F	A	D	F	C	C
Approach Vol, veh/h		3169			2590			421			1313	
Approach Delay, s/veh		381.5			167.0			79.6			138.1	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	26.0	11.1	38.8	11.2	42.2	10.1	39.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	22.0	* 38	6.5	32.6	6.6	53.5	5.5	33.6
Max Q Clear Time (g_c+I1), s	24.0	19.0	8.5	34.6	8.6	24.8	7.5	35.6
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	247.8
HCM 6th LOS	F

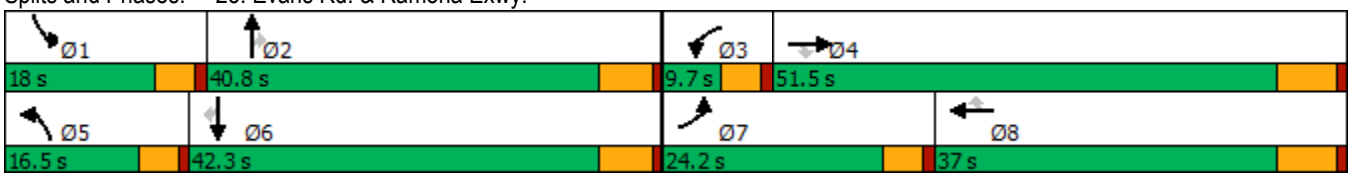
Notes

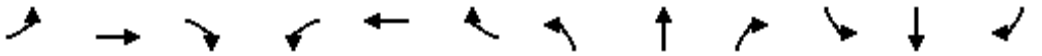
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	690	1983	223	25	1800	247	281	298	16	324	508	807
Future Volume (vph)	690	1983	223	25	1800	247	281	298	16	324	508	807
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	24.2	51.5	51.5	9.7	37.0	37.0	16.5	40.8	40.8	18.0	42.3	42.3
Total Split (%)	20.2%	42.9%	42.9%	8.1%	30.8%	30.8%	13.8%	34.0%	34.0%	15.0%	35.3%	35.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.2	51.4	51.4	5.7	33.0	33.0	12.2	36.8	36.8	13.7	38.3	38.3
Actuated g/C Ratio	0.17	0.43	0.43	0.05	0.28	0.28	0.10	0.31	0.31	0.11	0.32	0.32
v/c Ratio	1.21	0.92	0.29	0.31	1.87	0.46	0.81	0.28	0.03	0.83	0.45	1.17
Control Delay	150.1	40.7	6.0	64.9	421.1	17.4	71.0	32.3	0.1	70.6	34.0	115.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	150.1	40.7	6.0	64.9	421.1	17.4	71.0	32.3	0.1	70.6	34.0	115.0
LOS	F	D	A	E	F	B	E	C	A	E	C	F
Approach Delay		64.1			368.6			49.8			81.1	
Approach LOS		E			F			D			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.87	
Intersection Signal Delay: 154.4	Intersection LOS: F
Intersection Capacity Utilization 117.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	690	1983	223	25	1800	247	281	298	16	324	508	807
Future Volume (veh/h)	690	1983	223	25	1800	247	281	298	16	324	508	807
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	711	2044	0	26	1856	191	290	307	8	334	524	706
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	592	2152		53	994	444	360	1110	495	403	1154	515
Arrive On Green	0.17	0.41	0.00	0.03	0.28	0.28	0.10	0.31	0.31	0.11	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	711	2044	0	26	1856	191	290	307	8	334	524	706
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	20.2	45.6	0.0	1.7	33.0	11.7	9.7	7.7	0.4	11.1	13.8	38.3
Cycle Q Clear(g_c), s	20.2	45.6	0.0	1.7	33.0	11.7	9.7	7.7	0.4	11.1	13.8	38.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	592	2152		53	994	444	360	1110	495	403	1154	515
V/C Ratio(X)	1.20	0.95		0.49	1.87	0.43	0.80	0.28	0.02	0.83	0.45	1.37
Avail Cap(c_a), veh/h	592	2152		86	994	444	366	1110	495	410	1154	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	33.8	0.0	57.3	43.4	35.7	52.6	31.4	28.9	51.9	32.4	40.7
Incr Delay (d2), s/veh	106.0	10.1	0.0	2.6	393.7	0.7	11.3	0.1	0.0	12.2	0.3	179.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.1	19.4	0.0	0.8	68.2	4.4	4.7	3.3	0.2	5.5	5.9	39.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.8	43.9	0.0	59.9	437.1	36.3	63.8	31.5	28.9	64.0	32.7	219.9
LnGrp LOS	F	D		E	F	D	E	C	C	E	C	F
Approach Vol, veh/h		2755			2073			605			1564	
Approach Delay, s/veh		72.8			395.5			47.0			123.9	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	40.8	7.5	53.7	16.3	42.3	24.2	37.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	13.4	35.0	5.1	45.0	11.9	36.5	19.6	30.5
Max Q Clear Time (g_c+I1), s	13.1	9.7	3.7	47.6	11.7	40.3	22.2	35.0
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	177.6
HCM 6th LOS	F

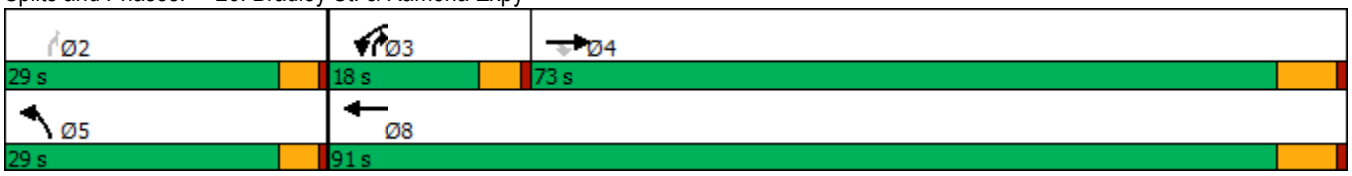
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1422	219	30	1667	120	22	
Future Volume (vph)	1422	219	30	1667	120	22	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	18.0	91.0	29.0	18.0	29.0
Total Split (%)	60.8%	60.8%	15.0%	75.8%	24.2%	15.0%	24%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	44.8	44.8	6.6	50.8	13.1	24.5	
Actuated g/C Ratio	0.59	0.59	0.09	0.67	0.17	0.32	
v/c Ratio	0.72	0.23	0.21	0.74	0.42	0.04	
Control Delay	13.9	1.8	43.8	9.7	38.3	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.9	1.8	43.8	9.7	38.3	10.9	
LOS	B	A	D	A	D	B	
Approach Delay	12.3			10.3	34.0		
Approach LOS	B			B	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 26: Bradley St. & Ramona Expy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1422	219	30	1667	120	22
Future Volume (veh/h)	1422	219	30	1667	120	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1529	229	32	1792	129	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2172	949	63	2579	178	214
Arrive On Green	0.60	0.60	0.03	0.71	0.10	0.10
Sat Flow, veh/h	3705	1577	1810	3705	1810	1610
Grp Volume(v), veh/h	1529	229	32	1792	129	14
Grp Sat Flow(s),veh/h/ln	1805	1577	1810	1805	1810	1610
Q Serve(g_s), s	17.2	4.0	1.0	16.6	4.1	0.4
Cycle Q Clear(g_c), s	17.2	4.0	1.0	16.6	4.1	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2172	949	63	2579	178	214
V/C Ratio(X)	0.70	0.24	0.51	0.69	0.72	0.07
Avail Cap(c_a), veh/h	4081	1783	412	5186	754	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	5.5	27.9	4.8	25.7	22.3
Incr Delay (d2), s/veh	0.4	0.1	2.4	0.3	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.7	0.4	1.3	1.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	5.6	30.3	5.1	31.2	22.4
LnGrp LOS	A	A	C	A	C	C
Approach Vol, veh/h	1758			1824	143	
Approach Delay, s/veh	8.1			5.5	30.4	
Approach LOS	A			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	10.3	6.6	41.9	48.5
Change Period (Y+Rc), s	4.5	4.6	6.5	6.5
Max Green Setting (Gmax), s	24.5	13.4	66.5	84.5
Max Q Clear Time (g_c+I1), s	6.1	3.0	19.2	18.6
Green Ext Time (p_c), s	0.3	0.0	16.2	21.2

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	8	4	45	20	12
Future Vol, veh/h	66	8	4	45	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	72	9	4	49	22	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	81	0	134	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1529	-	864	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	861	990
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	884	-	-	1529	-
HCM Lane V/C Ratio	0.039	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX 7.3: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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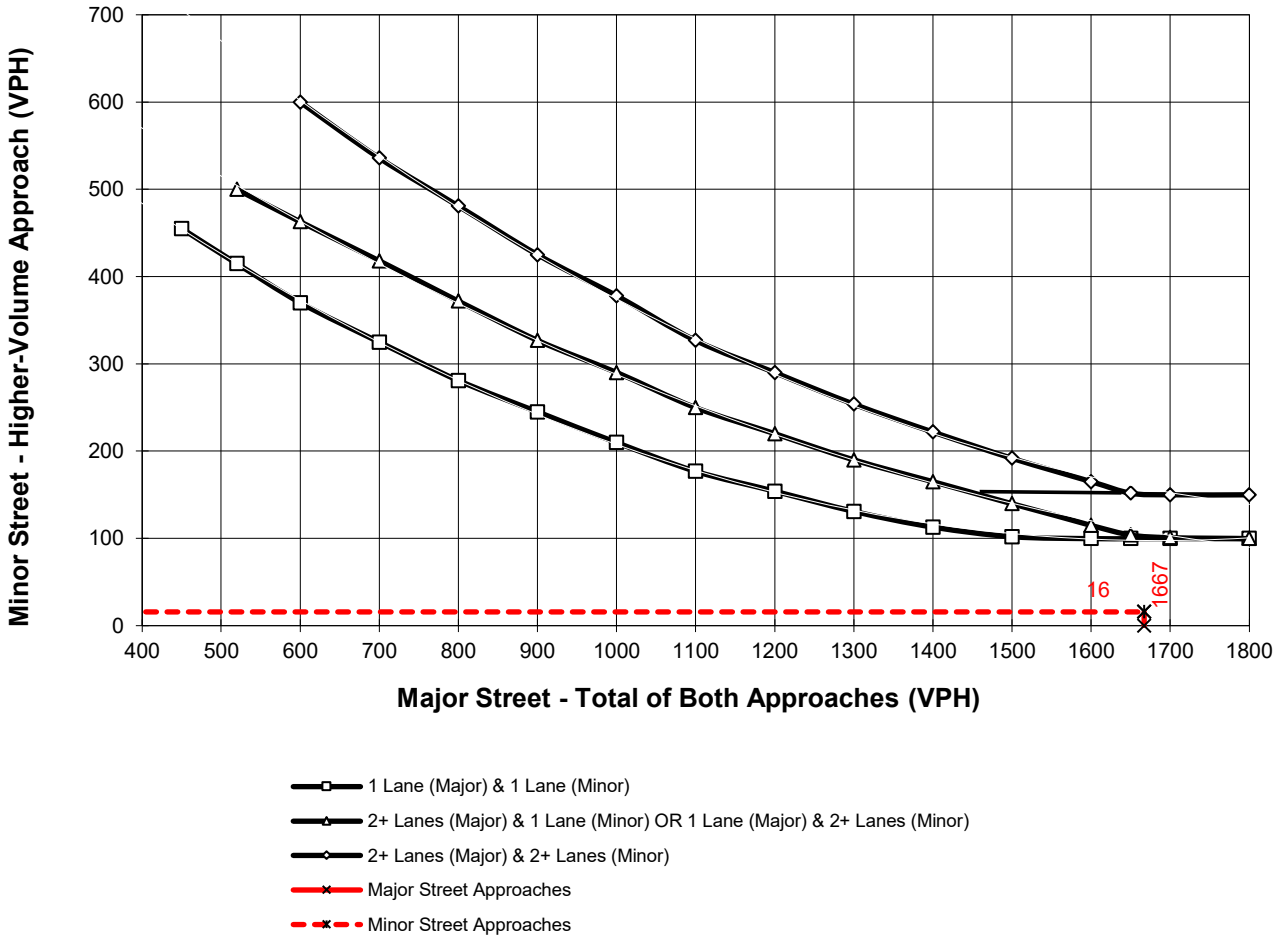
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2045) Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Redlands Av.**
Total of Both Approaches (VPH) = **1667**
Number of Approach Lanes on Major Street = **3**

Minor Street Name = **Perry St.**
High Volume Approach (VPH) = **16**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.4: HORIZON YEAR (2045) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	HY WP (2045)
				CALC CP	DATE 10/12/22
				CHK CP	DATE 10/12/22

Jurisdiction: **City of Perris**
Major Street: **Perry St.**
Minor Street: **Driveway 5**
Critical Approach Speed (Major) 25 mph
Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,369** vpd
Minor Street Future ADT = **193** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..
or
In built up area of isolated community of < 10,000 population ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,369**	*1* **193**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,369**	*1* **193**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	A: 8% B: 11%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	HY WP (2045)
				CALC CP	DATE 10/12/22
Jurisdiction: **City of Perris**				CHK CP	DATE 10/12/22
Major Street: **Perry St.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 6**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,396** vpd Minor Street Future ADT = **345** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **1,396** / *1* **345**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **1,396** / *1* **345**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 14% B: 12%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

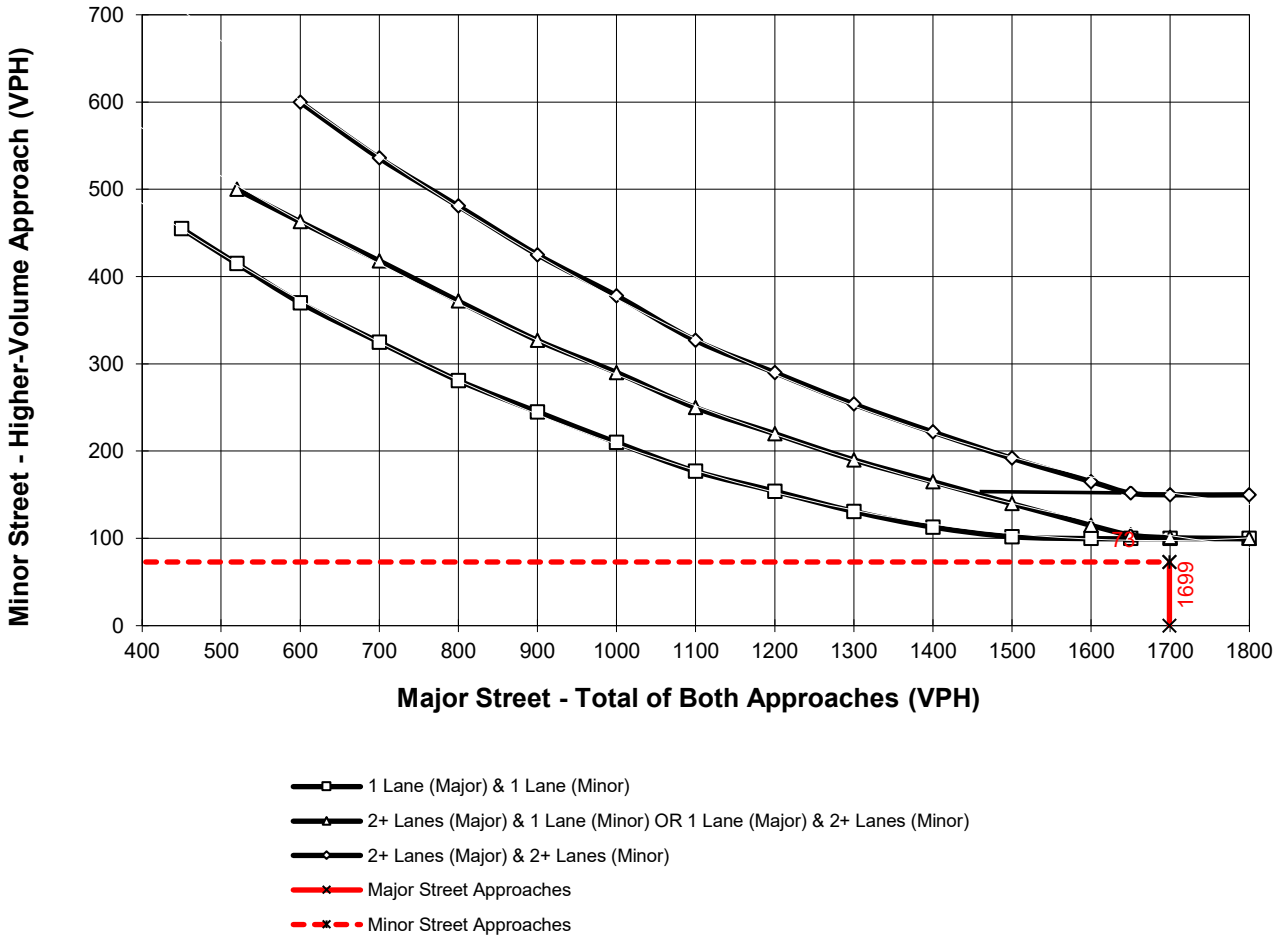
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2045) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Redlands Av.**
Total of Both Approaches (VPH) = **1699**
Number of Approach Lanes on Major Street = **3**

Minor Street Name = **Perry St.**
High Volume Approach (VPH) = **73**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.5: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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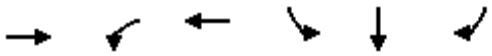


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1602	592	1431	495	496	402
v/c Ratio	1.15	2.04	0.67	0.95	0.95	0.74
Control Delay	107.8	495.9	3.6	68.0	68.0	37.5
Queue Delay	0.1	0.0	2.0	98.0	98.0	0.0
Total Delay	107.9	495.9	5.6	166.0	166.0	37.5
Queue Length 50th (ft)	~687	~640	27	358	360	210
Queue Length 95th (ft)	#829	m#505	m26	#577	#578	330
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1391	290	2139	522	523	543
Starvation Cap Reductn	0	0	524	0	0	0
Spillback Cap Reductn	33	0	0	485	486	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.18	2.04	0.89	13.38	13.41	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

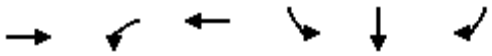
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	167	1963	1582	766	230	233	892
v/c Ratio	0.70	1.00	1.18	0.90	0.38	0.39	1.46
Control Delay	39.1	40.5	121.7	30.4	29.2	29.3	241.5
Queue Delay	0.0	39.7	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	80.2	121.7	30.4	29.2	29.3	241.5
Queue Length 50th (ft)	123	758	~716	268	127	129	~833
Queue Length 95th (ft)	m105	m724	#881	#550	200	202	#1079
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	287	1969	1341	851	600	602	613
Starvation Cap Reductn	0	923	0	0	0	0	0
Spillback Cap Reductn	0	0	13	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	1.88	1.19	0.90	0.38	0.39	1.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1511	1000	1380	516	520	452
v/c Ratio	1.19	2.49	0.62	1.09	1.09	0.90
Control Delay	126.9	690.3	1.5	105.2	107.1	55.0
Queue Delay	0.0	0.0	2.0	25.7	23.6	0.0
Total Delay	126.9	690.3	3.6	130.9	130.7	55.0
Queue Length 50th (ft)	~666	~1143	21	~431	~436	264
Queue Length 95th (ft)	#806	m#611	m16	#650	#656	#457
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1266	402	2231	475	476	501
Starvation Cap Reductn	0	0	664	0	0	0
Spillback Cap Reductn	14	0	0	360	362	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	2.49	0.88	4.49	4.56	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	366	1765	2035	906	198	200	588
v/c Ratio	1.24	0.87	1.58	1.11	0.35	0.35	1.00
Control Delay	144.6	30.1	292.3	86.0	29.8	29.8	70.1
Queue Delay	0.0	48.6	0.0	0.0	0.0	0.0	0.0
Total Delay	144.6	78.7	292.3	86.0	29.8	29.8	70.1
Queue Length 50th (ft)	~309	695	~1077	~544	110	111	373
Queue Length 95th (ft)	m220	m607	#1216	#790	176	178	#614
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	295	2028	1289	818	572	573	588
Starvation Cap Reductn	0	1028	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	1.76	1.58	1.11	0.35	0.35	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 7.6: HORIZON YEAR (2045) WITH PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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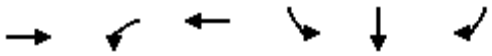


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1633	653	1452	545	546	402
v/c Ratio	1.17	2.28	0.68	1.04	1.04	0.74
Control Delay	116.9	598.3	3.6	89.6	89.5	37.3
Queue Delay	0.1	0.0	2.4	92.3	92.3	0.0
Total Delay	117.0	598.3	6.0	181.8	181.8	37.3
Queue Length 50th (ft)	~713	~728	27	~440	~441	210
Queue Length 95th (ft)	#854	m#540	m25	#663	#663	330
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1391	287	2133	522	523	543
Starvation Cap Reductn	0	0	528	0	0	0
Spillback Cap Reductn	44	0	0	496	497	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	2.28	0.90	20.96	21.00	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

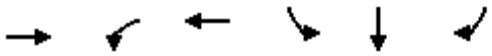
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	167	2097	1664	828	230	233	990
v/c Ratio	0.70	1.07	1.24	0.97	0.38	0.39	1.62
Control Delay	39.1	64.2	146.9	41.1	29.2	29.3	310.4
Queue Delay	0.0	16.9	0.1	0.0	0.0	0.0	0.0
Total Delay	39.1	81.1	146.9	41.1	29.2	29.3	310.4
Queue Length 50th (ft)	123	~852	~780	336	127	129	~980
Queue Length 95th (ft)	m104	m727	#945	#639	200	202	#1231
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	287	1969	1341	858	600	602	613
Starvation Cap Reductn	0	922	0	0	0	0	0
Spillback Cap Reductn	0	0	19	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	2.00	1.26	0.97	0.38	0.39	1.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1528	1057	1399	543	548	452
v/c Ratio	1.21	2.63	0.63	1.14	1.15	0.90
Control Delay	132.8	753.2	1.5	124.1	127.0	55.0
Queue Delay	0.0	0.0	2.4	23.5	23.5	0.0
Total Delay	132.9	753.2	3.9	147.6	150.4	55.0
Queue Length 50th (ft)	~681	~1226	21	~473	~480	264
Queue Length 95th (ft)	#821	m#629	m15	#694	#702	#457
Internal Link Dist (ft)	731		388		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1265	402	2231	475	476	501
Starvation Cap Reductn	0	0	667	0	0	0
Spillback Cap Reductn	14	0	0	374	375	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.22	2.63	0.89	5.38	5.43	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	366	1839	2112	968	198	200	642
v/c Ratio	1.24	0.91	1.64	1.17	0.35	0.35	1.09
Control Delay	144.6	31.0	318.3	111.7	29.8	29.8	96.5
Queue Delay	0.0	47.9	0.0	0.0	0.0	0.0	0.0
Total Delay	144.6	78.8	318.3	111.7	29.8	29.8	96.5
Queue Length 50th (ft)	~310	724	~1137	~626	110	111	~476
Queue Length 95th (ft)	m216	m610	#1275	#876	176	178	#701
Internal Link Dist (ft)		388	780			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	295	2028	1289	825	572	573	588
Starvation Cap Reductn	0	1028	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	1.84	1.64	1.17	0.35	0.35	1.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 7.7: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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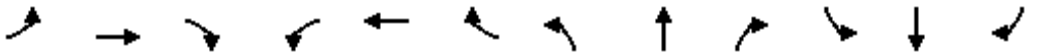
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1084	469	574	1388	960	1	390
Future Volume (vph)	1084	469	574	1388	960	1	390
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	38.0	38.0	32.0	70.0	40.0	40.0	40.0
Total Split (%)	34.5%	34.5%	29.1%	63.6%	36.4%	36.4%	36.4%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	39.7	39.7	23.4	67.5	31.0	31.0	31.0
Actuated g/C Ratio	0.36	0.36	0.21	0.61	0.28	0.28	0.28
v/c Ratio	0.60	0.54	0.80	0.45	0.72	0.71	0.79
Control Delay	31.7	5.3	38.7	3.0	40.0	44.1	41.4
Queue Delay	0.0	0.0	0.0	0.4	58.1	67.2	0.0
Total Delay	31.7	5.3	38.7	3.4	98.1	111.3	41.4
LOS	C	A	D	A	F	F	D
Approach Delay	23.7			13.7		84.8	
Approach LOS	C			B		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 36.6	Intersection LOS: D
Intersection Capacity Utilization 99.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1084	469	574	1388	0	0	0	0	960	1	390
Future Volume (veh/h)	0	1084	469	574	1388	0	0	0	0	960	1	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1118	409	592	1431	0				991	0	353
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2075	644	681	3293	0				1414	0	420
Arrive On Green	0.00	0.40	0.40	0.19	0.63	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1118	409	592	1431	0				991	0	353
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	18.1	22.5	18.0	15.3	0.0				18.2	0.0	22.8
Cycle Q Clear(g_c), s	0.0	18.1	22.5	18.0	15.3	0.0				18.2	0.0	22.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2075	644	681	3293	0				1414	0	420
V/C Ratio(X)	0.00	0.54	0.64	0.87	0.43	0.00				0.70	0.00	0.84
Avail Cap(c_a), veh/h	0	2075	644	878	3293	0				1703	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.27	0.27	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.2	26.5	43.0	10.1	0.0				36.8	0.0	38.5
Incr Delay (d2), s/veh	0.0	1.0	4.7	2.2	0.1	0.0				1.0	0.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	8.8	7.6	4.9	0.0				7.8	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.3	31.3	45.2	10.2	0.0				37.8	0.0	49.0
LnGrp LOS	A	C	C	D	B	A				D	A	D
Approach Vol, veh/h		1527			2023						1344	
Approach Delay, s/veh		27.6			20.5						40.7	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.8	50.0		34.2		75.8
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	27.5	32.0		34.5		64.0
Max Q Clear Time (g_c+I1), s	20.0	24.5		24.8		17.3
Green Ext Time (p_c), s	1.4	3.5		3.8		7.4

Intersection Summary		
HCM 6th Ctrl Delay		28.3
HCM 6th LOS		C

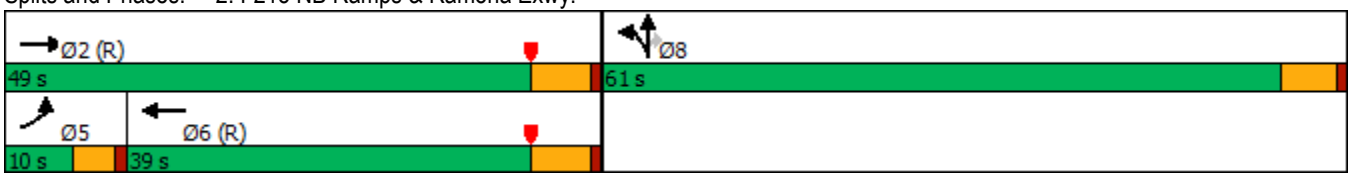
Notes

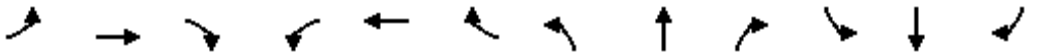
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	160	1884	1519	735	443	2	856
Future Volume (vph)	160	1884	1519	735	443	2	856
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	10.0	49.0	39.0		61.0	61.0	61.0
Total Split (%)	9.1%	44.5%	35.5%		55.5%	55.5%	55.5%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	5.5	43.0	33.0	110.0	55.5	55.5	55.5
Actuated g/C Ratio	0.05	0.39	0.30	1.00	0.50	0.50	0.50
v/c Ratio	0.95	0.97	1.02	0.48	0.27	0.27	1.05
Control Delay	104.9	55.5	65.6	1.0	16.6	16.7	70.2
Queue Delay	0.0	42.9	0.0	0.0	0.0	0.0	0.0
Total Delay	104.9	98.4	65.6	1.0	16.6	16.7	70.2
LOS	F	F	E	A	B	B	E
Approach Delay		98.9	44.6			51.9	
Approach LOS		F	D			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 66.1	Intersection LOS: E
Intersection Capacity Utilization 99.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1884	0	0	1519	735	443	2	856	0	0	0
Future Volume (veh/h)	160	1884	0	0	1519	735	443	2	856	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	167	1962	0	0	1582	0	462	0	658			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	176	2375	0	0	1904		1584	0	705			
Arrive On Green	0.10	0.92	0.00	0.00	0.37	0.00	0.44	0.00	0.44			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	167	1962	0	0	1582	0	462	0	658			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	5.2	14.4	0.0	0.0	30.6	0.0	9.1	0.0	42.8			
Cycle Q Clear(g_c), s	5.2	14.4	0.0	0.0	30.6	0.0	9.1	0.0	42.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	176	2375	0	0	1904		1584	0	705			
V/C Ratio(X)	0.95	0.83	0.00	0.00	0.83		0.29	0.00	0.93			
Avail Cap(c_a), veh/h	176	2375	0	0	1904		1826	0	812			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.4	3.1	0.0	0.0	31.7	0.0	19.9	0.0	29.4			
Incr Delay (d2), s/veh	44.2	2.5	0.0	0.0	4.4	0.0	0.1	0.0	16.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	1.9	0.0	0.0	12.6	0.0	3.6	0.0	18.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.6	5.6	0.0	0.0	36.1	0.0	20.0	0.0	45.8			
LnGrp LOS	F	A	A	A	D		C	A	D			
Approach Vol, veh/h		2129			1582			1120				
Approach Delay, s/veh		12.5			36.1			35.2				
Approach LOS		B			D			D				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.4			10.0	46.4		53.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		43.0			5.5	33.0		55.5				
Max Q Clear Time (g_c+I1), s		16.4			7.2	32.6		44.8				
Green Ext Time (p_c), s		10.8			0.0	0.3		3.4				

Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									

Notes

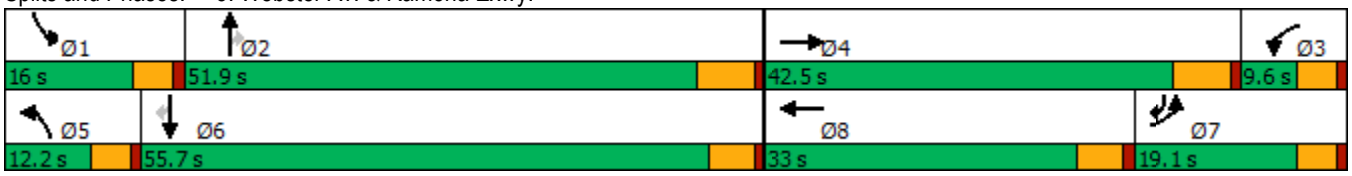
User approved volume balancing among the lanes for turning movement.

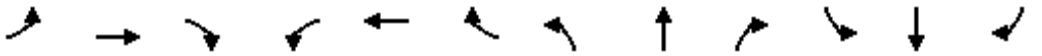
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	745	1902	34	1730	77	89	20	323	89	606
Future Volume (vph)	745	1902	34	1730	77	89	20	323	89	606
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	27.1	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	19.1	42.5	9.6	33.0	12.2	51.9	51.9	16.0	55.7	19.1
Total Split (%)	15.9%	35.4%	8.0%	27.5%	10.2%	43.3%	43.3%	13.3%	46.4%	15.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	41.8	5.1	28.7	7.2	15.1	15.1	11.7	19.2	34.6
Actuated g/C Ratio	0.17	0.48	0.06	0.33	0.08	0.17	0.17	0.13	0.22	0.40
v/c Ratio	1.26	0.58	0.33	0.85	0.54	0.28	0.05	1.39	0.22	0.94
Control Delay	163.6	21.0	53.6	33.1	56.9	33.5	0.2	230.8	28.6	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	163.6	21.0	53.6	33.1	56.9	33.5	0.2	230.8	28.6	40.9
LOS	F	C	D	C	E	C	A	F	C	D
Approach Delay		59.4		33.4		39.5			100.0	
Approach LOS		E		C		D			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 56.8	Intersection LOS: E
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	745	1902	114	34	1730	284	77	89	20	323	89	606
Future Volume (veh/h)	745	1902	114	34	1730	284	77	89	20	323	89	606
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	776	1981	101	35	1802	197	80	93	12	336	93	449
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	630	2765	141	178	2177	238	103	228	193	247	379	597
Arrive On Green	0.17	0.39	0.39	0.10	0.32	0.32	0.06	0.12	0.12	0.14	0.20	0.20
Sat Flow, veh/h	3619	7169	365	1810	6732	736	1810	1900	1610	1810	1900	1589
Grp Volume(v), veh/h	776	1575	507	35	1526	473	80	93	12	336	93	449
Grp Sat Flow(s),veh/h/ln	1810	1900	1834	1810	1900	1768	1810	1900	1610	1810	1900	1589
Q Serve(g_s), s	14.5	19.6	19.6	1.5	20.6	20.6	3.6	3.8	0.4	11.4	3.4	3.7
Cycle Q Clear(g_c), s	14.5	19.6	19.6	1.5	20.6	20.6	3.6	3.8	0.4	11.4	3.4	3.7
Prop In Lane	1.00		0.20	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	630	2198	707	178	1843	572	103	228	193	247	379	597
V/C Ratio(X)	1.23	0.72	0.72	0.20	0.83	0.83	0.77	0.41	0.06	1.36	0.25	0.75
Avail Cap(c_a), veh/h	630	2482	799	178	1908	592	165	1042	883	247	1153	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	21.7	21.7	34.5	26.1	26.1	38.8	33.9	17.9	36.0	28.1	9.3
Incr Delay (d2), s/veh	118.1	0.9	2.7	0.2	3.1	9.3	4.6	1.2	0.1	185.0	0.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	7.7	7.8	0.6	8.8	9.1	1.7	1.8	0.2	17.6	1.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	152.6	22.6	24.4	34.7	29.1	35.3	43.3	35.1	18.0	221.0	28.4	11.2
LnGrp LOS	F	C	C	C	C	D	D	D	B	F	C	B
Approach Vol, veh/h		2858			2034			185			878	
Approach Delay, s/veh		58.2			30.7			37.6			93.3	
Approach LOS		E			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	16.2	12.8	38.3	9.4	22.8	19.1	32.1
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	5.1
Max Green Setting (Gmax), s	11.4	45.7	5.0	36.3	7.6	* 51	14.5	27.9
Max Q Clear Time (g_c+I1), s	13.4	5.8	3.5	21.6	5.6	5.7	16.5	22.6
Green Ext Time (p_c), s	0.0	0.5	0.0	10.6	0.0	2.3	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

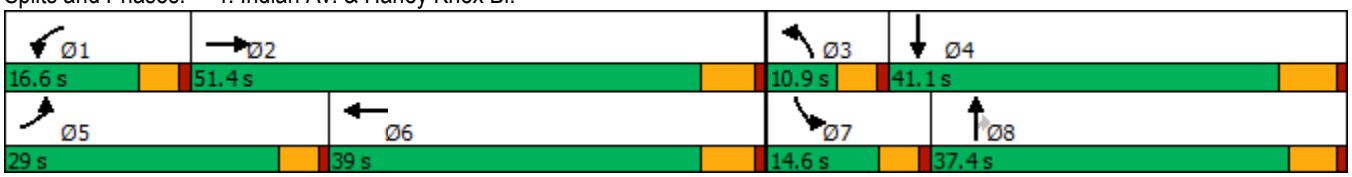
Notes

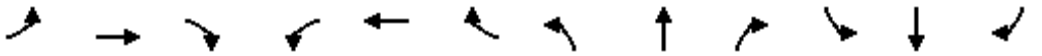
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	703	788	79	892	142	277	41	138	117
Future Volume (vph)	703	788	79	892	142	277	41	138	117
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	29.0	51.4	16.6	39.0	10.9	37.4	37.4	14.6	41.1
Total Split (%)	24.2%	42.8%	13.8%	32.5%	9.1%	31.2%	31.2%	12.2%	34.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.5	51.2	8.8	33.4	6.3	16.1	16.1	10.1	19.0
Actuated g/C Ratio	0.23	0.49	0.08	0.32	0.06	0.15	0.15	0.10	0.18
v/c Ratio	0.91	0.40	0.55	0.99dr	0.71	0.53	0.12	0.85	0.50
Control Delay	56.1	18.8	60.9	44.0	68.5	43.7	0.6	86.3	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	18.8	60.9	44.0	68.5	43.7	0.6	86.3	13.3
LOS	E	B	E	D	E	D	A	F	B
Approach Delay		34.7		44.9		47.5			32.6
Approach LOS		C		D		D			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 104.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 39.6	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	703	788	158	79	892	560	142	277	41	138	117	268
Future Volume (veh/h)	703	788	158	79	892	560	142	277	41	138	117	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	748	838	154	84	949	574	151	295	34	147	124	251
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	805	2150	392	108	1103	513	212	549	245	174	338	302
Arrive On Green	0.23	0.49	0.49	0.06	0.32	0.32	0.06	0.15	0.15	0.10	0.19	0.19
Sat Flow, veh/h	3510	4399	803	1810	3458	1610	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	748	658	334	84	949	574	151	295	34	147	124	251
Grp Sat Flow(s),veh/h/ln	1755	1729	1744	1810	1729	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	21.7	12.5	12.6	4.8	26.8	33.2	4.4	7.9	1.9	8.3	6.2	15.6
Cycle Q Clear(g_c), s	21.7	12.5	12.6	4.8	26.8	33.2	4.4	7.9	1.9	8.3	6.2	15.6
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	805	1690	852	108	1103	513	212	549	245	174	338	302
V/C Ratio(X)	0.93	0.39	0.39	0.78	0.86	1.12	0.71	0.54	0.14	0.85	0.37	0.83
Avail Cap(c_a), veh/h	823	1690	852	209	1103	513	212	1110	495	174	605	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	16.8	16.8	48.3	33.3	35.5	48.0	40.8	38.2	46.3	36.9	40.7
Incr Delay (d2), s/veh	16.1	0.1	0.3	4.5	7.1	76.2	9.1	0.8	0.3	28.8	0.7	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	4.5	4.6	2.2	11.6	23.0	2.1	3.4	0.7	5.0	2.7	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	16.9	17.1	52.8	40.4	111.6	57.1	41.6	38.5	75.0	37.6	46.6
LnGrp LOS	E	B	B	D	D	F	E	D	D	E	D	D
Approach Vol, veh/h		1740			1607			480			522	
Approach Delay, s/veh		33.5			66.5			46.3			52.5	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	56.7	10.9	25.7	28.5	39.0	14.6	22.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	12.0	45.6	6.3	34.9	24.4	33.2	10.0	* 32
Max Q Clear Time (g_c+I1), s	6.8	14.6	6.4	17.6	23.7	35.2	10.3	9.9
Green Ext Time (p_c), s	0.0	6.6	0.0	1.9	0.2	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

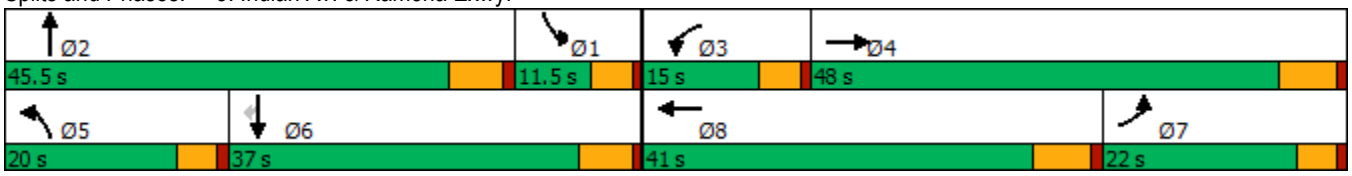
Notes

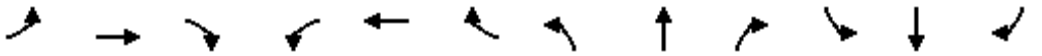
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	305	1424	44	1627	129	90	35	117	194
Future Volume (vph)	305	1424	44	1627	129	90	35	117	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	22.0	48.0	15.0	41.0	20.0	45.5	11.5	37.0	37.0
Total Split (%)	18.3%	40.0%	12.5%	34.2%	16.7%	37.9%	9.6%	30.8%	30.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.6	48.4	7.1	33.5	11.2	20.4	8.5	13.3	13.3
Actuated g/C Ratio	0.18	0.50	0.07	0.35	0.12	0.21	0.09	0.14	0.14
v/c Ratio	0.98	0.44	0.35	0.70	0.65	0.17	0.24	0.25	0.51
Control Delay	87.7	18.3	53.2	30.0	57.9	25.3	48.5	38.9	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.7	18.3	53.2	30.0	57.9	25.3	48.5	38.9	10.2
LOS	F	B	D	C	E	C	D	D	B
Approach Delay		29.7		30.6		42.1		23.8	
Approach LOS		C		C		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1424	136	44	1627	112	129	90	31	35	117	194
Future Volume (veh/h)	305	1424	136	44	1627	112	129	90	31	35	117	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	321	1499	134	46	1713	94	136	95	21	37	123	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	355	3527	315	69	2406	132	170	336	72	145	411	183
Arrive On Green	0.20	0.51	0.51	0.04	0.34	0.34	0.09	0.11	0.11	0.08	0.11	0.11
Sat Flow, veh/h	1810	6876	614	1810	7138	392	1810	2956	635	1810	3610	1610
Grp Volume(v), veh/h	321	1242	391	46	1368	439	136	57	59	37	123	188
Grp Sat Flow(s),veh/h/ln	1810	1900	1790	1810	1900	1830	1810	1805	1786	1810	1805	1610
Q Serve(g_s), s	15.2	11.9	12.0	2.2	18.4	18.4	6.5	2.5	2.7	1.7	2.7	6.2
Cycle Q Clear(g_c), s	15.2	11.9	12.0	2.2	18.4	18.4	6.5	2.5	2.7	1.7	2.7	6.2
Prop In Lane	1.00		0.34	1.00		0.21	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	355	2924	918	69	1921	617	170	205	203	145	411	183
V/C Ratio(X)	0.90	0.42	0.43	0.66	0.71	0.71	0.80	0.28	0.29	0.25	0.30	1.03
Avail Cap(c_a), veh/h	358	2924	918	214	2256	724	317	815	806	145	1281	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	13.3	13.3	41.7	25.4	25.4	39.0	35.7	35.7	38.0	35.8	15.2
Incr Delay (d2), s/veh	24.7	0.1	0.3	4.0	0.9	2.7	3.3	0.7	0.8	0.3	0.4	37.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	4.3	4.1	1.0	7.6	7.6	2.9	1.1	1.2	0.7	1.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	13.4	13.7	45.7	26.3	28.1	42.3	36.4	36.5	38.3	36.2	53.1
LnGrp LOS	E	B	B	D	C	C	D	D	D	D	D	F
Approach Vol, veh/h		1954			1853			252			348	
Approach Delay, s/veh		21.0			27.2			39.6			45.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	15.8	8.0	51.3	12.9	15.8	23.4	35.8
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	6.9	* 40	10.4	41.8	15.4	31.2	17.4	* 35
Max Q Clear Time (g_c+I1), s	3.7	4.7	4.2	14.0	8.5	8.2	17.2	20.4
Green Ext Time (p_c), s	0.0	0.6	0.0	12.2	0.1	1.3	0.0	9.2

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

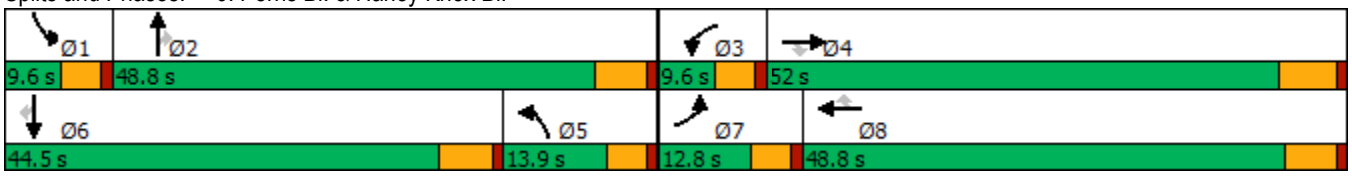
Notes

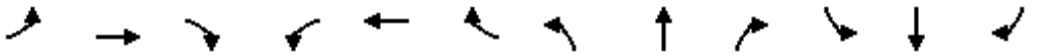
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	630	51	11	850	287	216	1067	22	116	667	337
Future Volume (vph)	236	630	51	11	850	287	216	1067	22	116	667	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.8	52.0	52.0	9.6	48.8	48.8	13.9	48.8	48.8	9.6	44.5	44.5
Total Split (%)	10.7%	43.3%	43.3%	8.0%	40.7%	40.7%	11.6%	40.7%	40.7%	8.0%	37.1%	37.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	36.7	36.7	5.2	25.2	25.2	10.8	27.6	27.6	5.2	22.0	22.0
Actuated g/C Ratio	0.10	0.42	0.42	0.06	0.29	0.29	0.12	0.31	0.31	0.06	0.25	0.25
v/c Ratio	0.72	0.43	0.07	0.05	0.59	0.51	0.52	0.68	0.04	0.59	0.53	0.69
Control Delay	55.0	20.6	0.2	48.3	28.7	15.3	45.0	28.9	0.1	57.1	30.2	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	20.6	0.2	48.3	28.7	15.3	45.0	28.9	0.1	57.1	30.2	26.3
LOS	D	C	A	D	C	B	D	C	A	E	C	C
Approach Delay		28.3			25.6			31.1			31.9	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	630	51	11	850	287	216	1067	22	116	667	337
Future Volume (veh/h)	236	630	51	11	850	287	216	1067	22	116	667	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	649	40	11	876	252	223	1100	20	120	688	299
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	1248	550	48	1382	429	464	1620	496	207	1161	360
Arrive On Green	0.09	0.35	0.35	0.01	0.27	0.27	0.13	0.31	0.31	0.06	0.22	0.22
Sat Flow, veh/h	3510	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	243	649	40	11	876	252	223	1100	20	120	688	299
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	5.3	11.3	0.8	0.2	11.7	10.7	4.6	14.6	0.7	2.6	9.3	9.9
Cycle Q Clear(g_c), s	5.3	11.3	0.8	0.2	11.7	10.7	4.6	14.6	0.7	2.6	9.3	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1248	550	48	1382	429	464	1620	496	207	1161	360
V/C Ratio(X)	0.74	0.52	0.07	0.23	0.63	0.59	0.48	0.68	0.04	0.58	0.59	0.83
Avail Cap(c_a), veh/h	366	2101	925	223	2834	880	464	2834	868	223	2551	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	20.5	5.5	38.4	25.5	25.1	31.6	23.6	18.8	36.1	27.3	14.7
Incr Delay (d2), s/veh	5.9	0.3	0.1	0.9	0.5	1.3	0.3	0.5	0.0	1.8	0.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.2	0.4	0.1	4.4	3.9	1.8	5.4	0.2	1.1	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	20.9	5.6	39.3	26.0	26.4	31.9	24.1	18.9	37.9	27.8	19.6
LnGrp LOS	D	C	A	D	C	C	C	C	B	D	C	B
Approach Vol, veh/h		932			1139			1343			1107	
Approach Delay, s/veh		25.4			26.2			25.3			26.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	30.4	5.7	33.4	16.2	23.4	11.9	27.2
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.0	5.0	45.8	9.3	* 39	8.2	* 43
Max Q Clear Time (g_c+I1), s	4.6	16.6	2.2	13.3	6.6	11.9	7.3	13.7
Green Ext Time (p_c), s	0.0	8.0	0.0	4.3	0.1	5.7	0.0	7.2

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

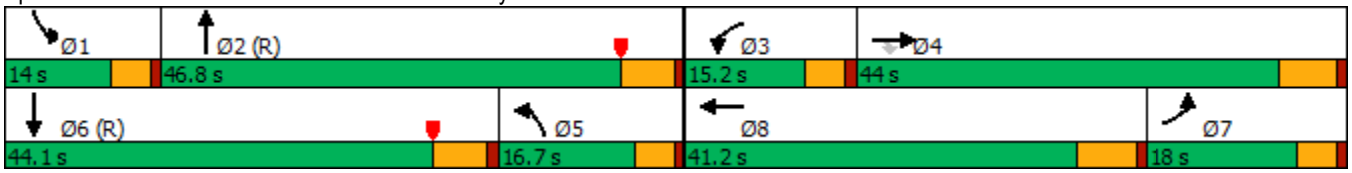
Notes

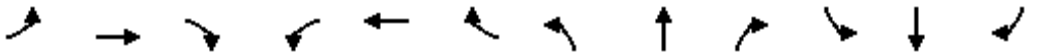
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	385	1078	208	158	1294	344	1079	190	454
Future Volume (vph)	385	1078	208	158	1294	344	1079	190	454
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	18.0	44.0	44.0	15.2	41.2	16.7	46.8	14.0	44.1
Total Split (%)	15.0%	36.7%	36.7%	12.7%	34.3%	13.9%	39.0%	11.7%	36.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	13.4	39.0	39.0	9.4	35.0	12.1	41.3	9.1	38.3
Actuated g/C Ratio	0.11	0.32	0.32	0.08	0.29	0.10	0.34	0.08	0.32
v/c Ratio	1.00	0.67	0.33	0.61	1.08	0.99	0.70	0.73	0.40
Control Delay	99.3	37.6	5.3	65.2	86.9	99.9	36.2	70.4	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	37.6	5.3	65.2	86.9	99.9	36.2	70.4	28.4
LOS	F	D	A	E	F	F	D	E	C
Approach Delay		47.8			84.9		50.7		38.2
Approach LOS		D			F		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 58.2	Intersection LOS: E
Intersection Capacity Utilization 99.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	1078	208	158	1294	250	344	1079	91	190	454	175
Future Volume (veh/h)	385	1078	208	158	1294	250	344	1079	91	190	454	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	405	1135	87	166	1362	79	362	1136	50	200	478	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	404	1807	561	220	1435	83	1465	3376	149	258	1518	163
Arrive On Green	0.11	0.35	0.35	0.13	0.57	0.57	0.40	0.66	0.66	0.07	0.32	0.32
Sat Flow, veh/h	3619	5187	1610	3510	5015	291	3619	5093	224	3619	4756	510
Grp Volume(v), veh/h	405	1135	87	166	939	502	362	771	415	200	346	184
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1848	1810	1729	1859	1810	1729	1808
Q Serve(g_s), s	13.4	21.9	3.2	5.5	30.5	30.5	7.9	11.6	11.6	6.5	9.1	9.3
Cycle Q Clear(g_c), s	13.4	21.9	3.2	5.5	30.5	30.5	7.9	11.6	11.6	6.5	9.1	9.3
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.12	1.00		0.28
Lane Grp Cap(c), veh/h	404	1807	561	220	989	529	1465	2292	1232	258	1104	577
V/C Ratio(X)	1.00	0.63	0.16	0.75	0.95	0.95	0.25	0.34	0.34	0.78	0.31	0.32
Avail Cap(c_a), veh/h	404	1807	561	310	1009	539	1465	2292	1232	283	1104	577
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	32.6	13.9	51.6	24.9	24.9	23.6	8.8	8.8	54.8	30.9	31.0
Incr Delay (d2), s/veh	43.0	0.6	0.1	3.5	17.3	26.4	0.0	0.3	0.6	10.1	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	8.8	1.6	2.3	9.3	11.2	3.3	3.9	4.3	3.3	3.8	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.3	33.2	14.0	55.1	42.2	51.2	23.6	9.1	9.4	64.9	31.6	32.4
LnGrp LOS	F	C	B	E	D	D	C	A	A	E	C	C
Approach Vol, veh/h		1627			1607			1548			730	
Approach Delay, s/veh		47.9			46.3			12.6			41.0	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	85.5	12.1	48.0	54.5	44.1	19.6	40.5
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	6.2	* 6.2
Max Green Setting (Gmax), s	9.4	41.0	10.6	37.8	12.1	* 38	13.4	* 35
Max Q Clear Time (g_c+I1), s	8.5	13.6	7.5	23.9	9.9	11.3	15.4	32.5
Green Ext Time (p_c), s	0.0	8.2	0.1	6.2	0.2	3.1	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

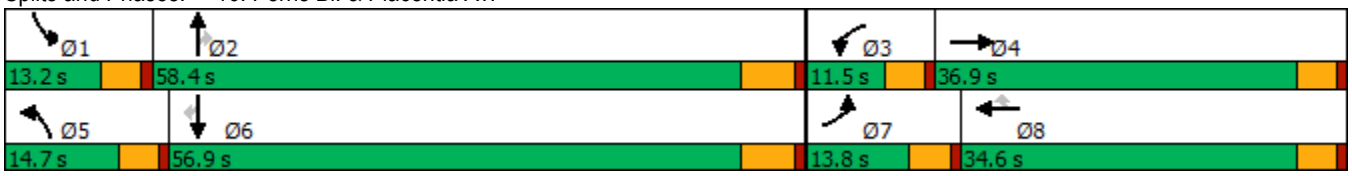
Notes

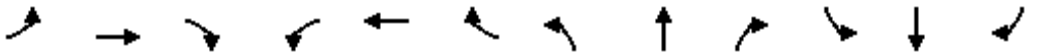
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	49	121	56	246	147	88	1106	45	37	679	46
Future Volume (vph)	49	121	56	246	147	88	1106	45	37	679	46
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	13.8	36.9	11.5	34.6	34.6	14.7	58.4	58.4	13.2	56.9	56.9
Total Split (%)	11.5%	30.8%	9.6%	28.8%	28.8%	12.3%	48.7%	48.7%	11.0%	47.4%	47.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	18.2	7.0	20.4	20.4	8.9	28.9	28.9	7.1	24.8	24.8
Actuated g/C Ratio	0.10	0.25	0.10	0.28	0.28	0.12	0.39	0.39	0.10	0.34	0.34
v/c Ratio	0.29	0.49	0.35	0.51	0.28	0.44	0.59	0.07	0.23	0.42	0.08
Control Delay	43.9	27.8	46.9	31.1	6.7	45.2	21.2	0.5	43.8	21.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	27.8	46.9	31.1	6.7	45.2	21.2	0.5	43.8	21.6	0.6
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		30.8		25.1			22.2			21.4	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	121	87	56	246	147	88	1106	45	37	679	46
Future Volume (veh/h)	49	121	87	56	246	147	88	1106	45	37	679	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	132	91	61	267	46	96	1202	40	40	738	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	199	137	97	368	312	124	2010	624	74	1864	579
Arrive On Green	0.05	0.19	0.19	0.05	0.19	0.19	0.07	0.39	0.39	0.04	0.36	0.36
Sat Flow, veh/h	1810	1048	722	1810	1900	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	53	0	223	61	267	46	96	1202	40	40	738	45
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	1900	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.7	0.0	7.0	2.0	7.9	1.4	3.1	11.0	0.9	1.3	6.3	1.1
Cycle Q Clear(g_c), s	1.7	0.0	7.0	2.0	7.9	1.4	3.1	11.0	0.9	1.3	6.3	1.1
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0	335	97	368	312	124	2010	624	74	1864	579
V/C Ratio(X)	0.60	0.00	0.66	0.63	0.72	0.15	0.77	0.60	0.06	0.54	0.40	0.08
Avail Cap(c_a), veh/h	279	0	960	210	957	811	307	4579	1422	261	4449	1381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	22.4	27.6	22.5	19.9	27.3	14.5	11.5	28.0	14.3	12.6
Incr Delay (d2), s/veh	2.4	0.0	2.3	2.5	2.7	0.2	3.8	0.3	0.0	2.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.9	0.9	3.6	0.5	1.3	3.5	0.3	0.6	2.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	24.7	30.2	25.2	20.1	31.1	14.8	11.5	30.4	14.4	12.6
LnGrp LOS	C	A	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		276			374			1338			823	
Approach Delay, s/veh		25.7			25.4			15.9			15.1	
Approach LOS		C			C			B			B	

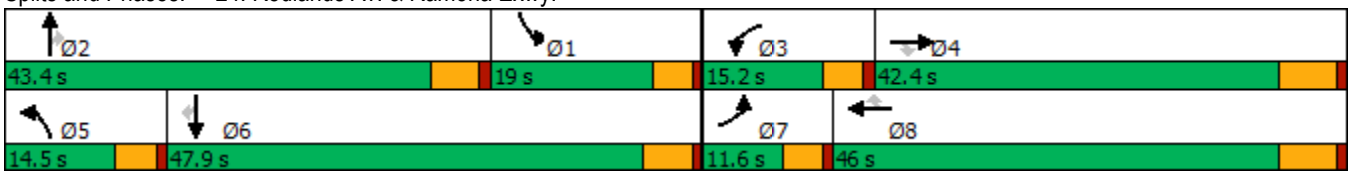
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	28.9	7.8	15.9	8.7	27.2	7.5	16.2
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.6	52.6	6.9	32.3	10.1	51.1	9.2	30.0
Max Q Clear Time (g_c+I1), s	3.3	13.0	4.0	9.0	5.1	8.3	3.7	9.9
Green Ext Time (p_c), s	0.0	10.1	0.0	1.4	0.0	5.4	0.0	1.7

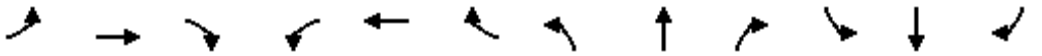
Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1483	86	158	2596	678	64	597	309	413	172	67
Future Volume (vph)	187	1483	86	158	2596	678	64	597	309	413	172	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	37.4	37.4	9.6	23.4	23.4
Total Split (s)	11.6	42.4	42.4	15.2	46.0	46.0	14.5	43.4	43.4	19.0	47.9	47.9
Total Split (%)	9.7%	35.3%	35.3%	12.7%	38.3%	38.3%	12.1%	36.2%	36.2%	15.8%	39.9%	39.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	37.4	37.4	9.4	39.8	39.8	8.2	38.0	38.0	14.4	46.1	46.1
Actuated g/C Ratio	0.06	0.31	0.31	0.08	0.33	0.33	0.07	0.32	0.32	0.12	0.38	0.38
v/c Ratio	0.96	0.65	0.15	0.60	1.07	0.95	0.54	1.03	0.55	1.02	0.25	0.10
Control Delay	109.0	37.4	0.7	62.8	79.9	43.8	70.2	86.6	24.7	102.0	27.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.0	37.4	0.7	62.8	79.9	43.8	70.2	86.6	24.7	102.0	27.5	1.5
LOS	F	D	A	E	E	D	E	F	C	F	C	A
Approach Delay		43.2			71.9			65.8			72.0	
Approach LOS		D			E			E			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 63.7	Intersection LOS: E
Intersection Capacity Utilization 103.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1483	86	158	2596	678	64	597	309	413	172	67
Future Volume (veh/h)	187	1483	86	158	2596	678	64	597	309	413	172	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	195	1545	75	165	2704	559	67	622	277	430	179	68
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	2465	515	222	2504	524	86	598	500	418	746	623
Arrive On Green	0.06	0.32	0.32	0.06	0.33	0.33	0.05	0.31	0.31	0.12	0.39	0.39
Sat Flow, veh/h	3510	7600	1587	3510	7600	1590	1810	1900	1590	3510	1900	1586
Grp Volume(v), veh/h	195	1545	75	165	2704	559	67	622	277	430	179	68
Grp Sat Flow(s),veh/h/ln	1755	1900	1587	1755	1900	1590	1810	1900	1590	1755	1900	1586
Q Serve(g_s), s	6.7	20.8	4.0	5.6	39.8	27.0	4.4	38.0	13.8	14.4	7.6	3.3
Cycle Q Clear(g_c), s	6.7	20.8	4.0	5.6	39.8	27.0	4.4	38.0	13.8	14.4	7.6	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	2465	515	222	2504	524	86	598	500	418	746	623
V/C Ratio(X)	0.96	0.63	0.15	0.74	1.08	1.07	0.78	1.04	0.55	1.03	0.24	0.11
Avail Cap(c_a), veh/h	203	2465	515	308	2504	524	148	598	500	418	746	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	34.6	28.9	55.6	40.5	18.7	56.9	41.4	21.3	53.2	24.6	23.3
Incr Delay (d2), s/veh	50.8	0.5	0.1	3.4	43.9	58.5	5.5	47.8	1.3	51.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	9.2	1.5	2.5	25.1	17.5	2.1	25.1	5.0	9.2	3.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	35.1	29.1	59.0	84.4	77.2	62.4	89.2	22.6	104.4	24.8	23.3
LnGrp LOS	F	D	C	E	F	F	E	F	C	F	C	C
Approach Vol, veh/h		1815			3428			966			677	
Approach Delay, s/veh		42.7			82.0			68.3			75.2	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	43.4	12.2	45.4	10.4	52.8	11.6	46.0
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	14.4	* 38	10.6	36.2	9.9	42.5	7.0	39.8
Max Q Clear Time (g_c+I1), s	16.4	40.0	7.6	22.8	6.4	9.6	8.7	41.8
Green Ext Time (p_c), s	0.0	0.0	0.1	8.1	0.0	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.0
HCM 6th LOS	E

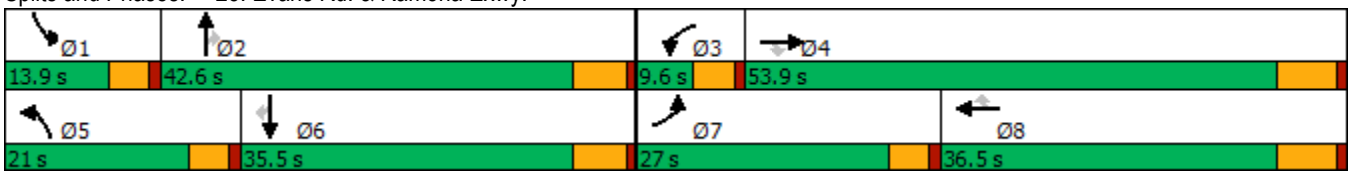
Notes

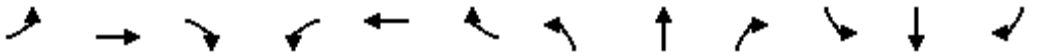
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	544	1431	55	7	1591	280	355	457	21	235	180	462
Future Volume (vph)	544	1431	55	7	1591	280	355	457	21	235	180	462
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	27.0	53.9	53.9	9.6	36.5	36.5	21.0	42.6	42.6	13.9	35.5	35.5
Total Split (%)	22.5%	44.9%	44.9%	8.0%	30.4%	30.4%	17.5%	35.5%	35.5%	11.6%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.1	55.4	55.4	5.7	33.0	33.0	14.8	25.7	25.7	9.8	20.7	20.7
Actuated g/C Ratio	0.19	0.53	0.53	0.05	0.31	0.31	0.14	0.25	0.25	0.09	0.20	0.20
v/c Ratio	0.81	0.49	0.06	0.07	0.92	0.45	0.74	0.53	0.04	0.74	0.26	0.81
Control Delay	51.9	18.2	0.1	54.9	45.2	13.6	54.2	36.2	0.1	62.6	36.5	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	18.2	0.1	54.9	45.2	13.6	54.2	36.2	0.1	62.6	36.5	24.3
LOS	D	B	A	D	D	B	D	D	A	E	D	C
Approach Delay		26.7			40.5			42.9			37.1	
Approach LOS		C			D			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 104.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 79.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	1431	55	7	1591	280	355	457	21	235	180	462
Future Volume (veh/h)	544	1431	55	7	1591	280	355	457	21	235	180	462
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	561	1475	0	7	1640	194	366	471	8	242	186	341
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	648	2639		26	1700	480	448	1029	452	319	896	399
Arrive On Green	0.18	0.46	0.00	0.01	0.30	0.30	0.13	0.28	0.28	0.09	0.25	0.25
Sat Flow, veh/h	3619	5700	1610	1810	5700	1610	3510	3610	1588	3510	3610	1610
Grp Volume(v), veh/h	561	1475	0	7	1640	194	366	471	8	242	186	341
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1755	1805	1588	1755	1805	1610
Q Serve(g_s), s	16.4	20.4	0.0	0.4	30.9	10.5	11.1	11.7	0.4	7.3	4.4	22.0
Cycle Q Clear(g_c), s	16.4	20.4	0.0	0.4	30.9	10.5	11.1	11.7	0.4	7.3	4.4	22.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	648	2639		26	1700	480	448	1029	452	319	896	399
V/C Ratio(X)	0.87	0.56		0.27	0.96	0.40	0.82	0.46	0.02	0.76	0.21	0.85
Avail Cap(c_a), veh/h	764	2639		93	1700	480	548	1279	563	319	1044	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	21.2	0.0	53.1	37.7	30.5	46.3	32.0	28.0	48.4	32.5	39.1
Incr Delay (d2), s/veh	8.1	0.3	0.0	2.1	14.3	0.5	6.4	0.3	0.0	9.1	0.1	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	8.2	0.0	0.2	15.5	3.9	5.1	4.9	0.1	3.5	1.9	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	21.5	0.0	55.2	52.0	31.0	52.7	32.4	28.0	57.4	32.6	51.9
LnGrp LOS	D	C		E	D	C	D	C	C	E	C	D
Approach Vol, veh/h		2036			1841			845			769	
Approach Delay, s/veh		29.7			49.8			41.1			49.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	35.0	5.6	54.4	17.9	31.0	23.5	36.5
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	9.3	36.8	5.0	47.4	16.4	29.7	22.4	30.0
Max Q Clear Time (g_c+I1), s	9.3	13.7	2.4	22.4	13.1	24.0	18.4	32.9
Green Ext Time (p_c), s	0.0	2.8	0.0	10.5	0.3	1.2	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

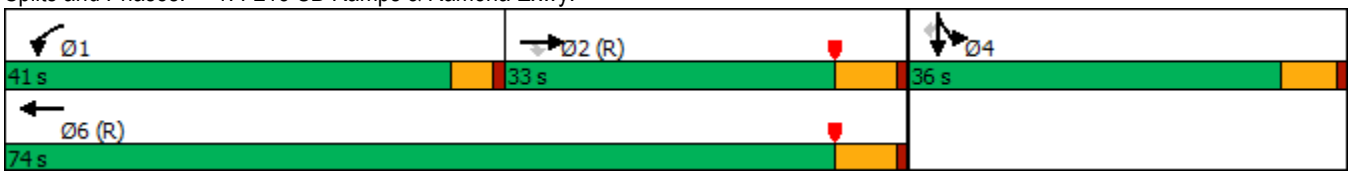
Notes

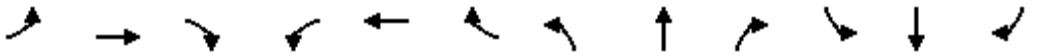
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1025	440	970	1339	1001	4	438
Future Volume (vph)	1025	440	970	1339	1001	4	438
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	33.0	33.0	41.0	74.0	36.0	36.0	36.0
Total Split (%)	30.0%	30.0%	37.3%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	29.3	29.3	35.0	68.8	29.7	29.7	29.7
Actuated g/C Ratio	0.27	0.27	0.32	0.63	0.27	0.27	0.27
v/c Ratio	0.77	0.60	0.90	0.43	0.78	0.78	0.92
Control Delay	42.1	6.8	12.6	1.9	44.1	50.2	58.6
Queue Delay	0.0	0.0	1.1	0.3	52.9	58.5	0.0
Total Delay	42.1	6.8	13.8	2.3	96.9	108.7	58.6
LOS	D	A	B	A	F	F	E
Approach Delay	31.5			7.1		88.0	
Approach LOS	C			A		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1025	440	970	1339	0	0	0	0	1001	4	438
Future Volume (veh/h)	0	1025	440	970	1339	0	0	0	0	1001	4	438
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1057	302	1000	1380	0				1035	0	394
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1440	447	1084	3253	0				1456	0	432
Arrive On Green	0.00	0.28	0.28	0.31	0.63	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1057	302	1000	1380	0				1035	0	394
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	20.3	18.3	30.3	14.9	0.0				19.0	0.0	26.1
Cycle Q Clear(g_c), s	0.0	20.3	18.3	30.3	14.9	0.0				19.0	0.0	26.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1440	447	1084	3253	0				1456	0	432
V/C Ratio(X)	0.00	0.73	0.68	0.92	0.42	0.00				0.71	0.00	0.91
Avail Cap(c_a), veh/h	0	1440	447	1165	3253	0				1505	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.25	0.25	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.1	35.3	36.8	10.4	0.0				36.4	0.0	39.0
Incr Delay (d2), s/veh	0.0	3.4	8.0	3.5	0.1	0.0				1.5	0.0	22.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	7.8	12.7	4.8	0.0				8.2	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.4	43.3	40.3	10.5	0.0				37.9	0.0	61.5
LnGrp LOS	A	D	D	D	B	A				D	A	E
Approach Vol, veh/h		1359			2380						1429	
Approach Delay, s/veh		40.3			23.0						44.4	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.5	36.5		35.0		75.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	36.5	27.0		30.5		68.0						
Max Q Clear Time (g_c+I1), s	32.3	22.3		28.1		16.9						
Green Ext Time (p_c), s	1.7	2.3		1.4		7.0						

Intersection Summary			
HCM 6th Ctrl Delay		33.5	
HCM 6th LOS		C	

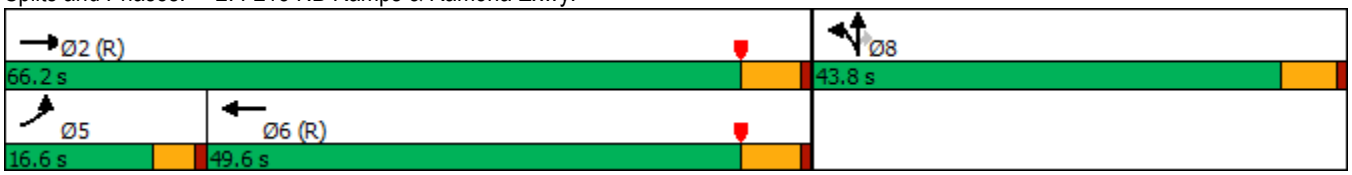
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	348	1677	1933	861	376	2	559
Future Volume (vph)	348	1677	1933	861	376	2	559
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	16.6	66.2	49.6		43.8	43.8	43.8
Total Split (%)	15.1%	60.2%	45.1%		39.8%	39.8%	39.8%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	12.5	60.6	43.6	110.0	37.9	37.9	37.9
Actuated g/C Ratio	0.11	0.55	0.40	1.00	0.34	0.34	0.34
v/c Ratio	0.92	0.62	0.99	0.57	0.34	0.34	0.97
Control Delay	56.3	24.5	51.1	1.5	28.6	28.6	62.4
Queue Delay	0.0	48.4	3.6	0.0	0.0	0.0	0.0
Total Delay	56.3	72.9	54.6	1.5	28.6	28.6	62.4
LOS	E	E	D	A	C	C	E
Approach Delay		70.0	38.3			48.8	
Approach LOS		E	D			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 51.2	Intersection LOS: D
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	1677	0	0	1933	861	376	2	559	0	0	0
Future Volume (veh/h)	348	1677	0	0	1933	861	376	2	559	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	366	1765	0	0	2035	0	397	0	486			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	386	2967	0	0	2184		1171	0	521			
Arrive On Green	0.22	1.00	0.00	0.00	0.42	0.00	0.32	0.00	0.32			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	366	1765	0	0	2035	0	397	0	486			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	11.3	0.0	0.0	0.0	41.1	0.0	9.2	0.0	32.2			
Cycle Q Clear(g_c), s	11.3	0.0	0.0	0.0	41.1	0.0	9.2	0.0	32.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	386	2967	0	0	2184		1171	0	521			
V/C Ratio(X)	0.95	0.59	0.00	0.00	0.93		0.34	0.00	0.93			
Avail Cap(c_a), veh/h	386	2967	0	0	2184		1260	0	561			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.55	0.55	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.6	0.0	0.0	0.0	30.3	0.0	28.3	0.0	36.1			
Incr Delay (d2), s/veh	22.0	0.5	0.0	0.0	8.7	0.0	0.2	0.0	22.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	0.1	0.0	0.0	17.3	0.0	3.8	0.0	15.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	0.5	0.0	0.0	39.1	0.0	28.4	0.0	58.1			
LnGrp LOS	E	A	A	A	D		C	A	E			
Approach Vol, veh/h		2131			2035			883				
Approach Delay, s/veh		11.5			39.1			44.8				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			16.6	52.3		41.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.2			12.1	43.6		38.3				
Max Q Clear Time (g_c+I1), s		2.0			13.3	43.1		34.2				
Green Ext Time (p_c), s		10.6			0.0	0.4		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

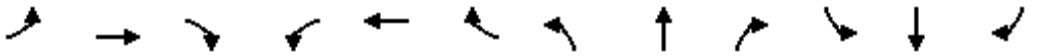
User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	505	1869	14	2257	214	53	20	349	91	1052
Future Volume (vph)	505	1869	14	2257	214	53	20	349	91	1052
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	27.1	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	17.1	43.5	10.6	37.0	16.0	49.9	49.9	16.0	49.9	17.1
Total Split (%)	14.3%	36.3%	8.8%	30.8%	13.3%	41.6%	41.6%	13.3%	41.6%	14.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.8	47.6	5.5	32.8	11.7	15.0	15.0	11.7	15.8	26.5
Actuated g/C Ratio	0.14	0.53	0.06	0.37	0.13	0.17	0.17	0.13	0.18	0.30
v/c Ratio	1.03	0.52	0.14	0.89	0.95	0.18	0.05	1.56	0.28	2.01
Control Delay	86.5	17.6	48.6	33.4	90.0	32.7	0.2	298.6	33.7	478.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	17.6	48.6	33.4	90.0	32.7	0.2	298.6	33.7	478.4
LOS	F	B	D	C	F	C	A	F	C	F
Approach Delay		31.6		33.5		73.1			409.2	
Approach LOS		C		C		E			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.01	
Intersection Signal Delay: 119.0	Intersection LOS: F
Intersection Capacity Utilization 123.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	1869	116	14	2257	90	214	53	20	349	91	1052
Future Volume (veh/h)	505	1869	116	14	2257	90	214	53	20	349	91	1052
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	1967	64	15	2376	48	225	56	14	367	96	523
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	499	3488	113	31	2601	53	228	210	178	274	292	470
Arrive On Green	0.14	0.48	0.48	0.02	0.35	0.35	0.13	0.11	0.11	0.15	0.15	0.15
Sat Flow, veh/h	3619	7319	238	1810	7423	150	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	532	1532	499	15	1824	600	225	56	14	367	96	523
Grp Sat Flow(s),veh/h/ln	1810	1900	1857	1810	1900	1873	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	12.5	17.4	17.4	0.7	27.7	27.7	11.2	2.4	0.6	13.7	4.1	9.3
Cycle Q Clear(g_c), s	12.5	17.4	17.4	0.7	27.7	27.7	11.2	2.4	0.6	13.7	4.1	9.3
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	499	2717	885	31	1997	656	228	210	178	274	292	470
V/C Ratio(X)	1.07	0.56	0.56	0.48	0.91	0.91	0.99	0.27	0.08	1.34	0.33	1.11
Avail Cap(c_a), veh/h	499	2717	885	120	2007	660	228	917	777	274	940	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	17.0	17.0	44.1	28.1	28.1	39.5	36.9	25.9	38.4	34.1	14.2
Incr Delay (d2), s/veh	58.7	0.3	0.8	4.1	6.9	17.3	56.0	0.7	0.2	174.4	0.6	58.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	6.6	6.6	0.4	12.5	14.2	8.4	1.2	0.3	19.2	1.9	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.8	17.2	17.8	48.2	35.0	45.4	95.5	37.6	26.1	212.8	34.8	72.8
LnGrp LOS	F	B	B	D	D	D	F	D	C	F	C	F
Approach Vol, veh/h		2563			2439			295			986	
Approach Delay, s/veh		34.1			37.6			81.2			121.2	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	16.2	6.2	49.4	16.0	19.0	18.7	36.8
Change Period (Y+Rc), s	5.1	* 6.2	4.6	6.2	4.6	5.1	6.2	* 5.1
Max Green Setting (Gmax), s	11.4	* 44	6.0	37.3	11.4	44.8	12.5	* 32
Max Q Clear Time (g_c+I1), s	15.7	4.4	2.7	19.4	13.2	11.3	14.5	29.7
Green Ext Time (p_c), s	0.0	0.3	0.0	11.9	0.0	2.6	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

Notes

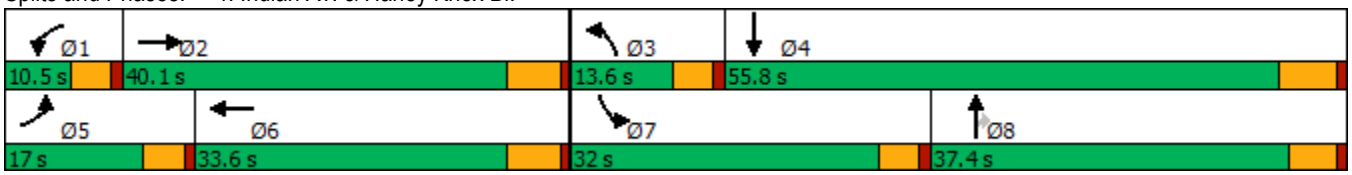
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

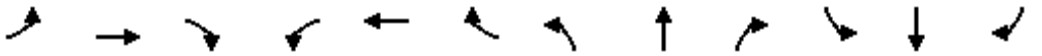
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	413	614	45	908	170	263	80	511	322
Future Volume (vph)	413	614	45	908	170	263	80	511	322
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	17.0	40.1	10.5	33.6	13.6	37.4	37.4	32.0	55.8
Total Split (%)	14.2%	33.4%	8.8%	28.0%	11.3%	31.2%	31.2%	26.7%	46.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.4	36.5	5.7	27.6	8.6	27.2	27.2	27.5	45.2
Actuated g/C Ratio	0.11	0.32	0.05	0.24	0.07	0.24	0.24	0.24	0.39
v/c Ratio	1.19	0.48	0.55	0.92	0.71	0.34	0.16	1.29	1.19dr
Control Delay	153.3	33.2	78.4	55.5	68.3	37.2	0.7	183.6	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.3	33.2	78.4	55.5	68.3	37.2	0.7	183.6	37.3
LOS	F	C	E	E	E	D	A	F	D
Approach Delay		76.9		56.4		41.8			82.3
Approach LOS		E		E		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 69.8	Intersection LOS: E
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	614	109	45	908	141	170	263	80	511	322	827
Future Volume (veh/h)	413	614	109	45	908	141	170	263	80	511	322	827
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	449	667	91	49	987	82	185	286	78	555	350	437
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	453	1575	213	69	1219	101	255	419	187	516	593	529
Arrive On Green	0.13	0.34	0.34	0.04	0.25	0.25	0.07	0.12	0.12	0.28	0.33	0.33
Sat Flow, veh/h	3510	4622	624	1810	4880	405	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	449	497	261	49	699	370	185	286	78	555	350	437
Grp Sat Flow(s),veh/h/ln	1755	1729	1788	1810	1729	1827	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.3	10.6	10.8	2.6	18.3	18.3	5.0	7.3	4.3	27.4	15.5	24.1
Cycle Q Clear(g_c), s	12.3	10.6	10.8	2.6	18.3	18.3	5.0	7.3	4.3	27.4	15.5	24.1
Prop In Lane	1.00		0.35	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	1178	609	69	864	456	255	419	187	516	593	529
V/C Ratio(X)	0.99	0.42	0.43	0.71	0.81	0.81	0.73	0.68	0.42	1.08	0.59	0.83
Avail Cap(c_a), veh/h	453	1233	638	111	1000	528	329	1201	536	516	931	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	24.4	24.5	45.7	33.9	33.9	43.7	40.8	39.5	34.4	26.9	29.8
Incr Delay (d2), s/veh	40.1	0.2	0.5	5.0	4.4	8.2	3.6	2.0	1.5	61.8	0.9	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	4.0	4.3	1.2	7.7	8.7	2.2	3.2	1.7	20.1	6.4	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.9	24.6	24.9	50.8	38.3	42.1	47.3	42.8	41.0	96.2	27.9	33.8
LnGrp LOS	F	C	C	D	D	D	D	D	D	F	C	C
Approach Vol, veh/h		1207			1118			549			1342	
Approach Delay, s/veh		46.0			40.2			44.0			58.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	38.6	11.6	37.8	17.0	29.8	32.0	17.4
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.9	34.3	9.0	49.6	12.4	27.8	27.4	* 32
Max Q Clear Time (g_c+I1), s	4.6	12.8	7.0	26.1	14.3	20.3	29.4	9.3
Green Ext Time (p_c), s	0.0	4.3	0.1	4.9	0.0	3.7	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

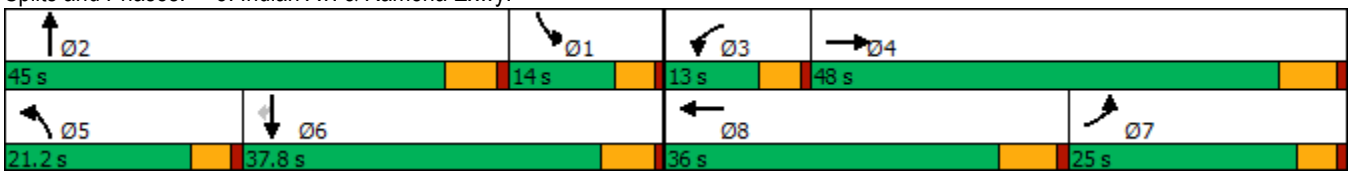
Notes

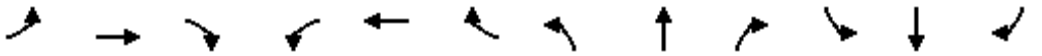
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	437	1886	166	1669	188	266	178	188	209
Future Volume (vph)	437	1886	166	1669	188	266	178	188	209
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	35.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	25.0	48.0	13.0	36.0	21.2	45.0	14.0	37.8	37.8
Total Split (%)	20.8%	40.0%	10.8%	30.0%	17.7%	37.5%	11.7%	31.5%	31.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.5	42.1	8.5	30.0	14.9	18.1	11.0	14.2	14.2
Actuated g/C Ratio	0.20	0.42	0.08	0.30	0.15	0.18	0.11	0.14	0.14
v/c Ratio	1.29	0.69	1.19	0.90	0.77	0.58	0.99	0.40	0.54
Control Delay	186.7	26.5	177.2	41.2	62.2	36.9	109.1	41.5	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	186.7	26.5	177.2	41.2	62.2	36.9	109.1	41.5	9.9
LOS	F	C	F	D	E	D	F	D	A
Approach Delay		55.2		52.3		45.7		50.9	
Approach LOS		E		D		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 52.8	Intersection LOS: D
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	1886	114	166	1669	192	188	266	85	178	188	209
Future Volume (veh/h)	437	1886	114	166	1669	192	188	266	85	178	188	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	2050	75	180	1814	127	204	289	43	193	204	156
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	389	3260	119	160	2137	150	239	408	60	179	393	175
Arrive On Green	0.21	0.45	0.45	0.09	0.30	0.30	0.13	0.13	0.13	0.10	0.11	0.11
Sat Flow, veh/h	1810	7282	266	1810	7020	491	1810	3157	465	1810	3610	1610
Grp Volume(v), veh/h	475	1605	520	180	1473	468	204	164	168	193	204	156
Grp Sat Flow(s),veh/h/ln	1810	1900	1848	1810	1900	1812	1810	1805	1816	1810	1805	1610
Q Serve(g_s), s	20.4	20.6	20.6	8.4	23.0	23.0	10.5	8.3	8.4	9.4	5.1	5.6
Cycle Q Clear(g_c), s	20.4	20.6	20.6	8.4	23.0	23.0	10.5	8.3	8.4	9.4	5.1	5.6
Prop In Lane	1.00		0.14	1.00		0.27	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	389	2552	827	160	1736	552	239	233	234	179	393	175
V/C Ratio(X)	1.22	0.63	0.63	1.12	0.85	0.85	0.85	0.70	0.72	1.08	0.52	0.89
Avail Cap(c_a), veh/h	389	2552	827	160	1788	568	316	745	750	179	1216	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	20.2	20.2	43.3	31.0	31.0	40.3	39.6	39.7	42.8	40.0	15.9
Incr Delay (d2), s/veh	121.0	0.5	1.5	108.6	4.0	11.3	12.9	3.8	4.1	89.5	1.1	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.4	8.2	8.2	8.4	10.3	10.9	5.4	3.8	3.9	8.5	2.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	158.3	20.7	21.7	151.9	35.0	42.3	53.2	43.5	43.8	132.3	41.0	29.9
LnGrp LOS	F	C	C	F	C	D	D	D	D	F	D	C
Approach Vol, veh/h		2600			2121			536			553	
Approach Delay, s/veh		46.0			46.5			47.3			69.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	18.1	13.0	48.7	17.1	16.1	26.6	35.1
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	9.4	* 39	8.4	41.8	16.6	32.0	20.4	* 30
Max Q Clear Time (g_c+I1), s	11.4	10.4	10.4	22.6	12.5	7.6	22.4	25.0
Green Ext Time (p_c), s	0.0	1.8	0.0	13.1	0.1	1.7	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D

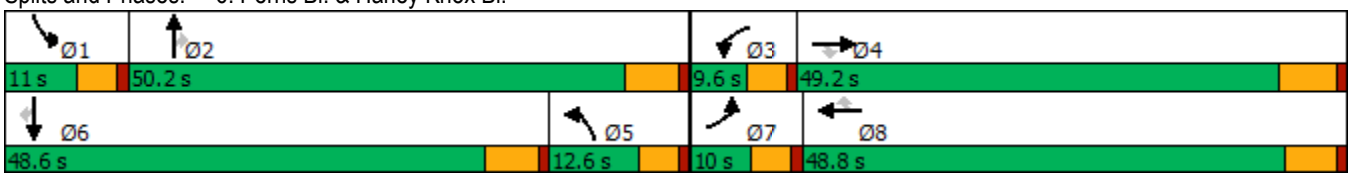
Notes

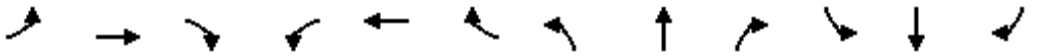
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	598	120	23	577	161	80	937	24	358	1237	327
Future Volume (vph)	292	598	120	23	577	161	80	937	24	358	1237	327
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	10.0	49.2	49.2	9.6	48.8	48.8	12.6	50.2	50.2	11.0	48.6	48.6
Total Split (%)	8.3%	41.0%	41.0%	8.0%	40.7%	40.7%	10.5%	41.8%	41.8%	9.2%	40.5%	40.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	28.8	28.8	5.3	21.7	21.7	6.8	33.7	33.7	6.8	36.5	36.5
Actuated g/C Ratio	0.06	0.32	0.32	0.06	0.24	0.24	0.08	0.37	0.37	0.08	0.41	0.41
v/c Ratio	1.43	0.56	0.21	0.12	0.50	0.34	0.33	0.52	0.04	1.47	0.64	0.46
Control Delay	249.8	29.3	2.9	50.5	30.8	7.6	49.3	23.3	0.1	265.9	25.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	249.8	29.3	2.9	50.5	30.8	7.6	49.3	23.3	0.1	265.9	25.0	11.7
LOS	F	C	A	D	C	A	D	C	A	F	C	B
Approach Delay		89.9			26.5			24.8			67.6	
Approach LOS		F			C			C			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.47	
Intersection Signal Delay: 56.3	Intersection LOS: E
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	598	120	23	577	161	80	937	24	358	1237	327
Future Volume (veh/h)	292	598	120	23	577	161	80	937	24	358	1237	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	650	109	25	627	130	87	1018	25	389	1345	296
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	896	399	94	1067	331	191	1927	591	288	1991	610
Arrive On Green	0.07	0.25	0.25	0.03	0.21	0.21	0.05	0.37	0.37	0.08	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	317	650	109	25	627	130	87	1018	25	389	1345	296
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	5.4	12.9	3.1	0.5	8.5	5.4	1.9	12.0	0.8	6.4	16.8	7.4
Cycle Q Clear(g_c), s	5.4	12.9	3.1	0.5	8.5	5.4	1.9	12.0	0.8	6.4	16.8	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	896	399	94	1067	331	191	1927	591	288	1991	610
V/C Ratio(X)	1.31	0.73	0.27	0.27	0.59	0.39	0.46	0.53	0.04	1.35	0.68	0.48
Avail Cap(c_a), veh/h	243	1988	887	225	2857	887	360	2950	904	288	2843	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	26.9	12.4	37.2	28.0	26.8	35.8	19.2	15.7	35.8	20.0	8.2
Incr Delay (d2), s/veh	164.1	1.1	0.4	0.6	0.5	0.8	0.6	0.2	0.0	179.5	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	5.1	1.5	0.2	3.3	2.0	0.8	4.3	0.3	9.7	6.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	200.4	28.1	12.8	37.8	28.5	27.5	36.4	19.4	15.7	215.4	20.4	8.8
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		1076			782			1130			2030	
Approach Delay, s/veh		77.3			28.7			20.6			56.1	
Approach LOS		E			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	34.8	6.7	25.6	10.0	35.8	10.0	22.3
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	6.4	44.4	5.0	43.0	8.0	* 43	5.4	* 43
Max Q Clear Time (g_c+I1), s	8.4	14.0	2.5	14.9	3.9	18.8	7.4	10.5
Green Ext Time (p_c), s	0.0	7.6	0.0	4.5	0.0	11.1	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

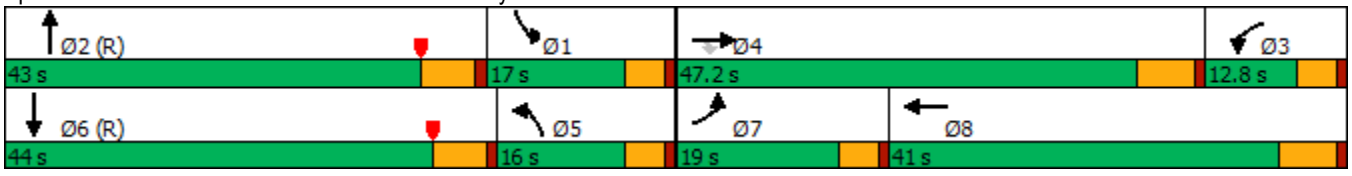
Notes

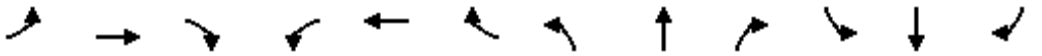
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	369	1558	330	176	1389	382	646	349	756
Future Volume (vph)	369	1558	330	176	1389	382	646	349	756
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	19.0	47.2	47.2	12.8	41.0	16.0	43.0	17.0	44.0
Total Split (%)	15.8%	39.3%	39.3%	10.7%	34.2%	13.3%	35.8%	14.2%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.2	41.0	41.0	8.2	35.0	11.4	37.2	12.4	38.2
Actuated g/C Ratio	0.12	0.34	0.34	0.07	0.29	0.10	0.31	0.10	0.32
v/c Ratio	0.89	0.91	0.48	0.76	1.11	1.15	0.51	0.97	0.61
Control Delay	75.6	46.2	10.3	70.6	95.0	144.5	33.4	92.4	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.6	46.2	10.3	70.6	95.0	144.5	33.4	92.4	34.1
LOS	E	D	B	E	F	F	C	F	C
Approach Delay		45.8			92.6		69.8		49.5
Approach LOS		D			F		E		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 63.6	Intersection LOS: E
Intersection Capacity Utilization 90.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	1558	330	176	1389	218	382	646	137	349	756	217
Future Volume (veh/h)	369	1558	330	176	1389	218	382	646	137	349	756	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	380	1606	241	181	1432	76	394	666	93	360	779	75
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	434	1746	541	235	1496	79	1166	1428	197	1197	1532	147
Arrive On Green	0.12	0.34	0.34	0.09	0.39	0.39	0.32	0.31	0.31	0.33	0.32	0.32
Sat Flow, veh/h	3619	5187	1609	3510	5038	267	3619	4607	637	3619	4814	461
Grp Volume(v), veh/h	380	1606	241	181	983	525	394	498	261	360	558	296
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1755	1729	1848	1810	1729	1785	1810	1729	1817
Q Serve(g_s), s	12.4	35.7	14.0	6.1	33.2	33.2	9.9	13.9	14.2	8.9	15.8	15.9
Cycle Q Clear(g_c), s	12.4	35.7	14.0	6.1	33.2	33.2	9.9	13.9	14.2	8.9	15.8	15.9
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.36	1.00		0.25
Lane Grp Cap(c), veh/h	434	1746	541	235	1027	549	1166	1072	553	1197	1101	578
V/C Ratio(X)	0.88	0.92	0.45	0.77	0.96	0.96	0.34	0.46	0.47	0.30	0.51	0.51
Avail Cap(c_a), veh/h	434	1772	550	240	1027	549	1166	1072	553	1197	1101	578
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	38.3	31.1	53.8	35.6	35.6	30.9	33.4	33.5	29.9	33.2	33.3
Incr Delay (d2), s/veh	11.7	5.5	0.4	12.5	18.6	27.9	0.1	1.3	2.6	0.1	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	15.1	5.3	2.9	14.6	17.0	4.2	5.8	6.3	3.8	6.6	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	43.8	31.4	66.3	54.1	63.5	31.0	34.7	36.1	29.9	34.9	36.5
LnGrp LOS	E	D	C	E	D	E	C	C	D	C	C	D
Approach Vol, veh/h		2227			1689			1153			1214	
Approach Delay, s/veh		45.8			58.4			33.7			33.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.1	43.0	14.2	46.6	44.1	44.0	19.0	41.8
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	4.6	5.8	4.6	6.2
Max Green Setting (Gmax), s	12.4	37.2	8.2	* 41	11.4	38.2	14.4	34.8
Max Q Clear Time (g_c+I1), s	10.9	16.2	8.1	37.7	11.9	17.9	14.4	35.2
Green Ext Time (p_c), s	0.1	4.5	0.0	2.7	0.0	5.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

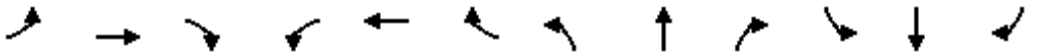
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	46	195	91	117	123	169	1064	126	165	1363	38
Future Volume (vph)	46	195	91	117	123	169	1064	126	165	1363	38
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	13.4	36.0	15.0	37.6	37.6	22.0	43.5	43.5	25.5	47.0	47.0
Total Split (%)	11.2%	30.0%	12.5%	31.3%	31.3%	18.3%	36.3%	36.3%	21.3%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.2	26.5	9.1	31.0	31.0	14.5	37.1	37.1	15.0	37.6	37.6
Actuated g/C Ratio	0.07	0.25	0.08	0.29	0.29	0.13	0.34	0.34	0.14	0.35	0.35
v/c Ratio	0.41	0.85	0.64	0.23	0.24	0.76	0.64	0.22	0.71	0.81	0.07
Control Delay	62.8	54.6	71.0	33.8	6.9	67.1	32.9	7.0	62.0	37.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	54.6	71.0	33.8	6.9	67.1	32.9	7.0	62.0	37.0	0.2
LOS	E	D	E	C	A	E	C	A	E	D	A
Approach Delay		55.6		34.1			34.8			38.7	
Approach LOS		E		C			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.8	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 38.7	Intersection LOS: D
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	195	169	91	117	123	169	1064	126	165	1363	38
Future Volume (veh/h)	46	195	169	91	117	123	169	1064	126	165	1363	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	210	172	98	126	56	182	1144	105	177	1466	36
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	239	196	125	529	448	216	1882	582	212	1869	566
Arrive On Green	0.04	0.25	0.25	0.07	0.28	0.28	0.12	0.36	0.36	0.12	0.36	0.36
Sat Flow, veh/h	1810	966	791	1810	1900	1608	1810	5187	1604	1810	5187	1570
Grp Volume(v), veh/h	49	0	382	98	126	56	182	1144	105	177	1466	36
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1810	1900	1608	1810	1729	1604	1810	1729	1570
Q Serve(g_s), s	2.6	0.0	20.1	5.1	4.9	2.5	9.5	17.4	4.3	9.2	24.3	1.4
Cycle Q Clear(g_c), s	2.6	0.0	20.1	5.1	4.9	2.5	9.5	17.4	4.3	9.2	24.3	1.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	0	435	125	529	448	216	1882	582	212	1869	566
V/C Ratio(X)	0.71	0.00	0.88	0.78	0.24	0.12	0.84	0.61	0.18	0.84	0.78	0.06
Avail Cap(c_a), veh/h	165	0	573	196	651	551	327	2032	628	393	2220	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	0.0	34.8	44.1	26.8	26.0	41.5	25.1	20.9	41.6	27.4	20.1
Incr Delay (d2), s/veh	5.1	0.0	11.7	4.2	0.2	0.1	7.4	0.5	0.1	3.3	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	9.9	2.4	2.3	1.0	4.5	6.7	1.6	4.1	9.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	46.5	48.3	27.1	26.1	48.9	25.5	21.1	44.9	29.1	20.2
LnGrp LOS	D	A	D	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		431			280			1431			1679	
Approach Delay, s/veh		47.0			34.3			28.2			30.5	
Approach LOS		D			C			C			C	

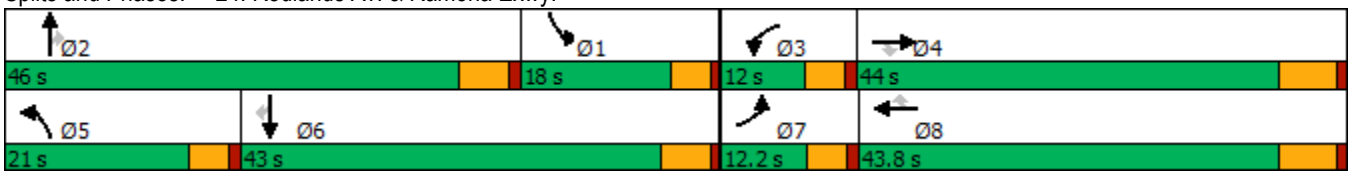
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	40.7	11.2	28.4	16.1	40.5	8.3	31.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	20.9	37.7	10.4	31.4	17.4	41.2	8.8	33.0
Max Q Clear Time (g_c+I1), s	11.2	19.4	7.1	22.1	11.5	26.3	4.6	6.9
Green Ext Time (p_c), s	0.1	7.5	0.0	1.7	0.1	8.4	0.0	0.9

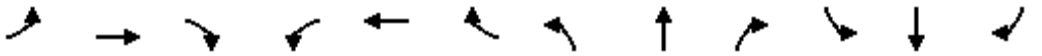
Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	2658	103	295	1654	461	102	124	187	526	438	232
Future Volume (vph)	73	2658	103	295	1654	461	102	124	187	526	438	232
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	43.4	9.6	23.4	23.4
Total Split (s)	12.2	44.0	44.0	12.0	43.8	43.8	21.0	46.0	46.0	18.0	43.0	43.0
Total Split (%)	10.2%	36.7%	36.7%	10.0%	36.5%	36.5%	17.5%	38.3%	38.3%	15.0%	35.8%	35.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	38.1	38.1	7.5	41.2	41.2	11.0	16.9	16.9	25.0	31.0	31.0
Actuated g/C Ratio	0.06	0.35	0.35	0.07	0.38	0.38	0.10	0.16	0.16	0.23	0.29	0.29
v/c Ratio	0.37	1.06	0.17	1.31	0.61	0.54	0.60	0.45	0.54	0.69	0.86	0.39
Control Delay	56.5	71.0	2.1	205.3	30.5	5.1	61.8	45.6	18.7	44.4	53.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	71.0	2.1	205.3	30.5	5.1	61.8	45.6	18.7	44.4	53.3	6.5
LOS	E	E	A	F	C	A	E	D	B	D	D	A
Approach Delay		68.1			47.1			37.5			40.3	
Approach LOS		E			D			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 54.0	Intersection LOS: D
Intersection Capacity Utilization 93.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	2658	103	295	1654	461	102	124	187	526	438	232
Future Volume (veh/h)	73	2658	103	295	1654	461	102	124	187	526	438	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	2828	51	314	1760	463	109	132	66	560	466	234
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	2802	586	253	3020	632	137	185	157	881	533	452
Arrive On Green	0.04	0.37	0.37	0.07	0.40	0.40	0.08	0.10	0.10	0.25	0.28	0.28
Sat Flow, veh/h	3510	7600	1589	3510	7600	1590	1810	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	78	2828	51	314	1760	463	109	132	66	560	466	234
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1590	1810	1900	1610	1755	1900	1610
Q Serve(g_s), s	2.2	37.8	2.1	7.4	18.6	10.0	6.1	6.9	3.2	14.6	24.0	12.5
Cycle Q Clear(g_c), s	2.2	37.8	2.1	7.4	18.6	10.0	6.1	6.9	3.2	14.6	24.0	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	2802	586	253	3020	632	137	185	157	881	533	452
V/C Ratio(X)	0.51	1.01	0.09	1.24	0.58	0.73	0.79	0.71	0.42	0.64	0.87	0.52
Avail Cap(c_a), veh/h	260	2802	586	253	3020	632	289	752	638	881	697	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	32.4	21.1	47.6	24.2	4.1	46.6	44.9	28.7	34.2	35.2	31.1
Incr Delay (d2), s/veh	1.0	19.3	0.1	136.8	0.3	4.4	3.9	5.0	1.8	1.2	9.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	19.5	0.8	7.9	7.7	7.5	2.8	3.4	1.6	6.1	12.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	51.7	21.2	184.3	24.5	8.5	50.5	49.9	30.5	35.4	44.8	32.0
LnGrp LOS	D	F	C	F	C	A	D	D	C	D	D	C
Approach Vol, veh/h		2957			2537			307			1260	
Approach Delay, s/veh		51.1			41.4			45.9			38.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.1	15.4	12.0	44.0	12.4	34.2	9.1	46.9
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 41	7.4	37.8	16.4	37.6	7.6	37.6
Max Q Clear Time (g_c+I1), s	16.6	8.9	9.4	39.8	8.1	26.0	4.2	20.6
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.1	2.8	0.0	12.0

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

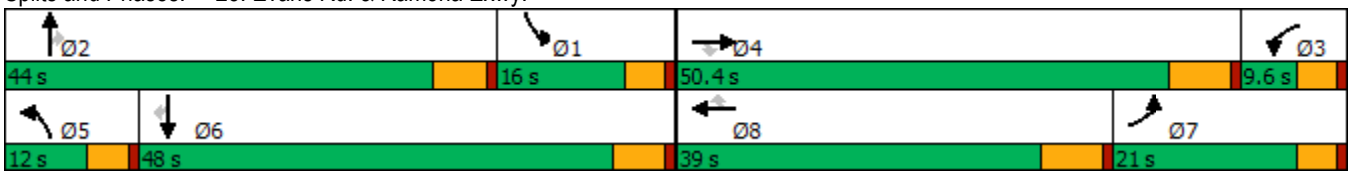
Notes

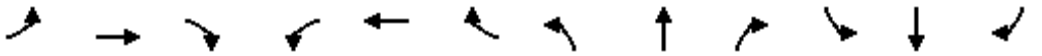
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	672	1946	205	25	1766	247	264	298	16	324	508	790
Future Volume (vph)	672	1946	205	25	1766	247	264	298	16	324	508	790
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	50.4	50.4	9.6	39.0	39.0	12.0	44.0	44.0	16.0	48.0	48.0
Total Split (%)	17.5%	42.0%	42.0%	8.0%	32.5%	32.5%	10.0%	36.7%	36.7%	13.3%	40.0%	40.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.0	50.2	50.2	5.6	35.0	35.0	8.0	20.1	20.1	31.9	44.0	44.0
Actuated g/C Ratio	0.14	0.42	0.42	0.05	0.29	0.29	0.07	0.17	0.17	0.27	0.37	0.37
v/c Ratio	1.36	0.84	0.27	0.31	1.10	0.41	1.17	0.51	0.04	0.36	0.40	1.12
Control Delay	212.3	36.1	4.8	65.2	93.3	8.6	160.2	47.3	0.2	39.0	29.3	97.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	212.3	36.1	4.8	65.2	93.3	8.6	160.2	47.3	0.2	39.0	29.3	97.3
LOS	F	D	A	E	F	A	F	D	A	D	C	F
Approach Delay		75.8			82.7			97.7			64.3	
Approach LOS		E			F			F			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 76.9	Intersection LOS: E
Intersection Capacity Utilization 100.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	672	1946	205	25	1766	247	264	298	16	324	508	790
Future Volume (veh/h)	672	1946	205	25	1766	247	264	298	16	324	508	790
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	693	2006	0	26	1821	126	272	307	8	334	524	448
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	618	2497		153	2004	566	282	494	220	589	853	380
Arrive On Green	0.17	0.44	0.00	0.08	0.35	0.35	0.08	0.14	0.14	0.17	0.24	0.24
Sat Flow, veh/h	3619	5700	1610	1810	5700	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	693	2006	0	26	1821	126	272	307	8	334	524	448
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	17.0	30.4	0.0	1.3	30.3	5.5	7.7	8.0	0.4	8.7	12.9	14.7
Cycle Q Clear(g_c), s	17.0	30.4	0.0	1.3	30.3	5.5	7.7	8.0	0.4	8.7	12.9	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	618	2497		153	2004	566	282	494	220	589	853	380
V/C Ratio(X)	1.12	0.80		0.17	0.91	0.22	0.96	0.62	0.04	0.57	0.61	1.18
Avail Cap(c_a), veh/h	618	2658		153	2005	566	282	1451	647	589	1597	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	24.2	0.0	42.3	30.7	22.7	45.6	40.5	37.2	38.1	33.9	14.8
Incr Delay (d2), s/veh	74.1	1.8	0.0	0.2	6.6	0.2	43.2	1.3	0.1	0.8	0.7	91.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	12.3	0.0	0.6	13.6	1.9	4.9	3.5	0.2	3.7	5.5	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.3	26.0	0.0	42.5	37.3	22.9	88.8	41.8	37.3	38.9	34.7	106.1
LnGrp LOS	F	C		D	D	C	F	D	D	D	C	F
Approach Vol, veh/h		2699			1973			587			1306	
Approach Delay, s/veh		48.9			36.5			63.5			60.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	17.6	12.4	47.6	12.0	27.5	21.0	39.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	11.4	* 38	5.0	43.9	7.4	42.2	16.4	32.5
Max Q Clear Time (g_c+I1), s	10.7	10.0	3.3	32.4	9.7	16.7	19.0	32.3
Green Ext Time (p_c), s	0.1	1.8	0.0	8.7	0.0	5.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 7.8: HORIZON YEAR (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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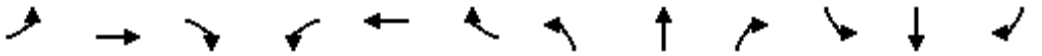
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1115	469	633	1408	1057	1	390
Future Volume (vph)	1115	469	633	1408	1057	1	390
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	38.0	38.0	32.0	70.0	40.0	40.0	40.0
Total Split (%)	34.5%	34.5%	29.1%	63.6%	36.4%	36.4%	36.4%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	37.3	37.3	24.7	66.5	32.0	32.0	32.0
Actuated g/C Ratio	0.34	0.34	0.22	0.60	0.29	0.29	0.29
v/c Ratio	0.65	0.56	0.83	0.46	0.76	0.76	0.77
Control Delay	34.1	5.8	33.7	3.0	41.2	46.0	39.3
Queue Delay	0.0	0.0	0.0	0.5	58.6	67.9	0.0
Total Delay	34.1	5.8	33.7	3.5	99.8	113.9	39.3
LOS	C	A	C	A	F	F	D
Approach Delay	25.7			12.9		87.0	
Approach LOS	C			B		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 107.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰	↲	↱
Traffic Volume (veh/h)	0	1115	469	633	1408	0	0	0	0	1057	1	390
Future Volume (veh/h)	0	1115	469	633	1408	0	0	0	0	1057	1	390
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1149	409	653	1452	0				1091	0	353
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1979	614	738	3282	0				1427	0	423
Arrive On Green	0.00	0.38	0.38	0.21	0.63	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1149	409	653	1452	0				1091	0	353
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	19.4	23.2	19.9	15.7	0.0				20.4	0.0	22.8
Cycle Q Clear(g_c), s	0.0	19.4	23.2	19.9	15.7	0.0				20.4	0.0	22.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1979	614	738	3282	0				1427	0	423
V/C Ratio(X)	0.00	0.58	0.67	0.88	0.44	0.00				0.76	0.00	0.83
Avail Cap(c_a), veh/h	0	1979	614	878	3282	0				1703	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.16	0.16	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.0	28.2	42.1	10.3	0.0				37.4	0.0	38.3
Incr Delay (d2), s/veh	0.0	1.3	5.6	1.7	0.1	0.0				1.8	0.0	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	9.3	8.3	5.0	0.0				8.9	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	33.8	43.9	10.4	0.0				39.2	0.0	48.3
LnGrp LOS	A	C	C	D	B	A				D	A	D
Approach Vol, veh/h		1558			2105						1444	
Approach Delay, s/veh		29.7			20.8						41.4	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	27.6	48.0		34.4		75.6
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	27.5	32.0		34.5		64.0
Max Q Clear Time (g_c+I1), s	21.9	25.2		24.8		17.7
Green Ext Time (p_c), s	1.3	3.3		4.1		7.5

Intersection Summary		
HCM 6th Ctrl Delay		29.3
HCM 6th LOS		C

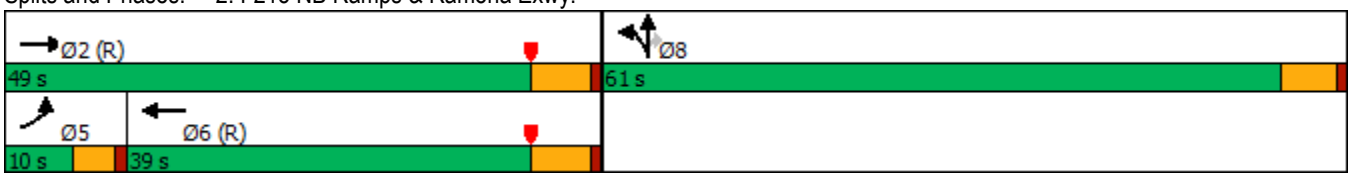
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	160	2013	1597	795	443	2	950
Future Volume (vph)	160	2013	1597	795	443	2	950
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	10.0	49.0	39.0		61.0	61.0	61.0
Total Split (%)	9.1%	44.5%	35.5%		55.5%	55.5%	55.5%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	5.5	43.0	33.0	110.0	55.5	55.5	55.5
Actuated g/C Ratio	0.05	0.39	0.30	1.00	0.50	0.50	0.50
v/c Ratio	0.95	1.03	1.07	0.52	0.27	0.27	1.16
Control Delay	101.6	71.1	81.4	1.2	16.6	16.7	112.1
Queue Delay	0.0	27.4	0.0	0.0	0.0	0.0	0.0
Total Delay	101.6	98.4	81.4	1.2	16.6	16.7	112.1
LOS	F	F	F	A	B	B	F
Approach Delay		98.7	54.7			81.7	
Approach LOS		F	D			F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 77.1	Intersection LOS: E
Intersection Capacity Utilization 107.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	2013	0	0	1597	795	443	2	950	0	0	0
Future Volume (veh/h)	160	2013	0	0	1597	795	443	2	950	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	167	2097	0	0	1664	0	462	0	756			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	176	2114	0	0	1643		1766	0	786			
Arrive On Green	0.10	0.82	0.00	0.00	0.32	0.00	0.49	0.00	0.49			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	167	2097	0	0	1664	0	462	0	756			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	5.2	42.9	0.0	0.0	34.8	0.0	8.2	0.0	49.9			
Cycle Q Clear(g_c), s	5.2	42.9	0.0	0.0	34.8	0.0	8.2	0.0	49.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	176	2114	0	0	1643		1766	0	786			
V/C Ratio(X)	0.95	0.99	0.00	0.00	1.01		0.26	0.00	0.96			
Avail Cap(c_a), veh/h	176	2114	0	0	1643		1826	0	812			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.65	0.65	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.4	10.0	0.0	0.0	37.6	0.0	16.5	0.0	27.2			
Incr Delay (d2), s/veh	41.6	14.0	0.0	0.0	25.5	0.0	0.1	0.0	22.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.1	6.3	0.0	0.0	17.6	0.0	3.2	0.0	22.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.9	24.0	0.0	0.0	63.1	0.0	16.6	0.0	49.6			
LnGrp LOS	F	C	A	A	F		B	A	D			
Approach Vol, veh/h		2264			1664			1218				
Approach Delay, s/veh		28.9			63.1			37.1				
Approach LOS		C			E			D				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.8			10.0	40.8		59.2				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		43.0			5.5	33.0		55.5				
Max Q Clear Time (g_c+I1), s		44.9			7.2	36.8		51.9				
Green Ext Time (p_c), s		0.0			0.0	0.0		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			41.9									
HCM 6th LOS			D									

Notes

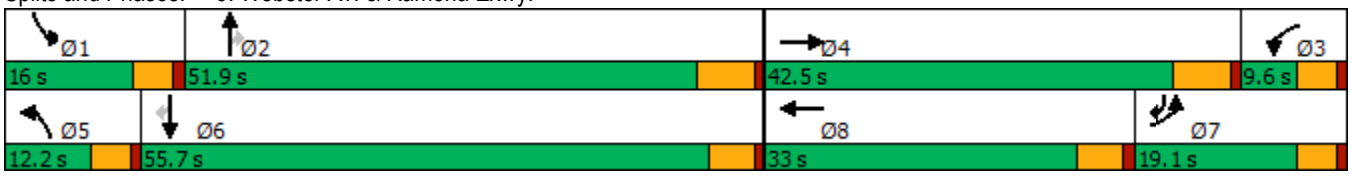
User approved volume balancing among the lanes for turning movement.

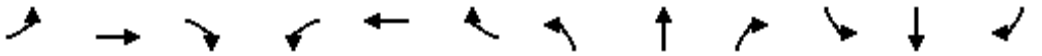
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	745	2125	34	1868	77	89	20	323	89	606
Future Volume (vph)	745	2125	34	1868	77	89	20	323	89	606
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	27.1	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	19.1	42.5	9.6	33.0	12.2	51.9	51.9	16.0	55.7	19.1
Total Split (%)	15.9%	35.4%	8.0%	27.5%	10.2%	43.3%	43.3%	13.3%	46.4%	15.9%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	41.8	5.1	28.7	7.2	15.1	15.1	11.7	19.2	34.6
Actuated g/C Ratio	0.17	0.48	0.06	0.33	0.08	0.17	0.17	0.13	0.22	0.40
v/c Ratio	1.26	0.65	0.33	0.91	0.54	0.28	0.05	1.39	0.22	0.94
Control Delay	163.6	22.1	53.6	36.1	56.9	33.5	0.2	230.8	28.6	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	163.6	22.1	53.6	36.1	56.9	33.5	0.2	230.8	28.6	40.9
LOS	F	C	D	D	E	C	A	F	C	D
Approach Delay		57.4		36.4		39.5			100.0	
Approach LOS		E		D		D			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 56.5	Intersection LOS: E
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	745	2125	114	34	1868	284	77	89	20	323	89	606
Future Volume (veh/h)	745	2125	114	34	1868	284	77	89	20	323	89	606
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	776	2214	101	35	1946	218	80	93	12	336	93	449
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	625	2914	133	152	2204	247	103	226	192	246	376	592
Arrive On Green	0.17	0.40	0.40	0.08	0.33	0.33	0.06	0.12	0.12	0.14	0.20	0.20
Sat Flow, veh/h	3619	7212	329	1810	6713	751	1810	1900	1610	1810	1900	1589
Grp Volume(v), veh/h	776	1749	566	35	1652	512	80	93	12	336	93	449
Grp Sat Flow(s),veh/h/ln	1810	1900	1841	1810	1900	1765	1810	1900	1610	1810	1900	1589
Q Serve(g_s), s	14.5	22.2	22.2	1.5	23.0	23.0	3.7	3.8	0.4	11.4	3.5	3.7
Cycle Q Clear(g_c), s	14.5	22.2	22.2	1.5	23.0	23.0	3.7	3.8	0.4	11.4	3.5	3.7
Prop In Lane	1.00		0.18	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	625	2303	744	152	1872	579	103	226	192	246	376	592
V/C Ratio(X)	1.24	0.76	0.76	0.23	0.88	0.88	0.77	0.41	0.06	1.37	0.25	0.76
Avail Cap(c_a), veh/h	625	2464	796	152	1894	586	164	1034	876	246	1145	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	21.5	21.5	35.9	26.7	26.7	39.1	34.3	18.9	36.3	28.4	9.5
Incr Delay (d2), s/veh	122.0	1.3	4.0	0.3	5.3	14.7	4.6	1.2	0.1	189.3	0.3	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	8.8	9.1	0.6	10.1	10.9	1.7	1.8	0.2	17.8	1.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.7	22.8	25.6	36.2	31.9	41.4	43.6	35.5	19.0	225.6	28.8	11.6
LnGrp LOS	F	C	C	D	C	D	D	D	B	F	C	B
Approach Vol, veh/h		3091			2199			185			878	
Approach Delay, s/veh		57.0			34.2			37.9			95.3	
Approach LOS		E			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	16.2	11.6	40.1	9.4	22.8	19.1	32.7
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	5.1
Max Green Setting (Gmax), s	11.4	45.7	5.0	36.3	7.6	* 51	14.5	27.9
Max Q Clear Time (g_c+I1), s	13.4	5.8	3.5	24.2	5.7	5.7	16.5	25.0
Green Ext Time (p_c), s	0.0	0.5	0.0	9.7	0.0	2.3	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

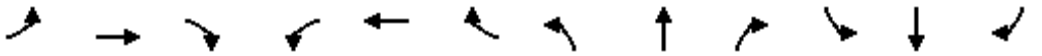
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	703	827	79	923	142	277	41	149	117
Future Volume (vph)	703	827	79	923	142	277	41	149	117
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	27.0	52.0	16.6	41.6	10.8	37.4	37.4	14.0	40.6
Total Split (%)	22.5%	43.3%	13.8%	34.7%	9.0%	31.2%	31.2%	11.7%	33.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.5	51.8	8.8	36.0	6.2	16.1	16.1	9.4	18.5
Actuated g/C Ratio	0.22	0.50	0.08	0.34	0.06	0.15	0.15	0.09	0.18
v/c Ratio	0.99	0.42	0.55	0.94dr	0.73	0.53	0.12	0.98	0.51
Control Delay	73.0	18.7	60.9	38.2	69.9	43.7	0.6	114.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	18.7	60.9	38.2	69.9	43.7	0.6	114.3	13.6
LOS	E	B	E	D	E	D	A	F	B
Approach Delay		41.3		39.3		47.9			41.8
Approach LOS		D		D		D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 104.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 84.3%	ICU Level of Service E
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	703	827	158	79	923	567	142	277	41	149	117	268
Future Volume (veh/h)	703	827	158	79	923	567	142	277	41	149	117	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	748	880	154	84	982	581	151	295	34	159	124	251
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	747	2188	381	108	1176	548	207	565	252	162	337	301
Arrive On Green	0.21	0.49	0.49	0.06	0.34	0.34	0.06	0.16	0.16	0.09	0.19	0.19
Sat Flow, veh/h	3510	4435	772	1810	3458	1610	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	748	685	349	84	982	581	151	295	34	159	124	251
Grp Sat Flow(s),veh/h/ln	1755	1729	1750	1810	1729	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	22.4	13.2	13.3	4.8	27.6	35.8	4.5	7.9	1.9	9.2	6.3	15.8
Cycle Q Clear(g_c), s	22.4	13.2	13.3	4.8	27.6	35.8	4.5	7.9	1.9	9.2	6.3	15.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	747	1706	863	108	1176	548	207	565	252	162	337	301
V/C Ratio(X)	1.00	0.40	0.40	0.78	0.84	1.06	0.73	0.52	0.13	0.98	0.37	0.83
Avail Cap(c_a), veh/h	747	1706	863	206	1176	548	207	1097	489	162	590	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	16.9	16.9	48.8	32.0	34.7	48.7	40.8	38.3	47.9	37.4	41.2
Incr Delay (d2), s/veh	33.3	0.2	0.3	4.5	5.4	55.7	10.9	0.7	0.2	65.7	0.7	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	4.8	4.9	2.2	11.7	21.5	2.2	3.4	0.7	7.0	2.8	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	17.0	17.2	53.4	37.4	90.4	59.6	41.5	38.5	113.6	38.0	47.2
LnGrp LOS	F	B	B	D	D	F	E	D	D	F	D	D
Approach Vol, veh/h		1782			1647			480			534	
Approach Delay, s/veh		41.3			56.9			47.0			64.9	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	57.7	10.8	25.9	27.0	41.6	14.0	22.7
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	12.0	46.2	6.2	34.4	22.4	35.8	9.4	* 32
Max Q Clear Time (g_c+I1), s	6.8	15.3	6.5	17.8	24.4	37.8	11.2	9.9
Green Ext Time (p_c), s	0.0	6.9	0.0	1.9	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

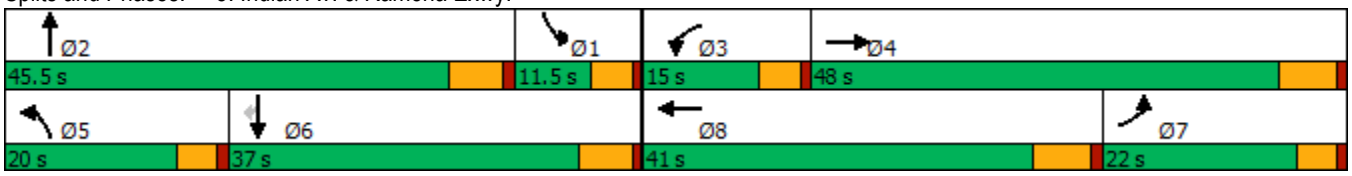
Notes

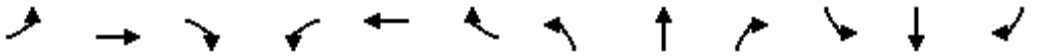
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	305	1647	64	1765	129	90	63	117	194
Future Volume (vph)	305	1647	64	1765	129	90	63	117	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	22.0	48.0	15.0	41.0	20.0	45.5	11.5	37.0	37.0
Total Split (%)	18.3%	40.0%	12.5%	34.2%	16.7%	37.9%	9.6%	30.8%	30.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.6	46.7	7.8	34.7	11.3	17.4	9.4	13.3	13.3
Actuated g/C Ratio	0.18	0.48	0.08	0.35	0.11	0.18	0.10	0.14	0.14
v/c Ratio	1.00	0.52	0.47	0.75	0.66	0.25	0.38	0.25	0.52
Control Delay	92.0	20.7	56.7	30.9	58.7	21.9	51.3	39.1	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.0	20.7	56.7	30.9	58.7	21.9	51.3	39.1	10.2
LOS	F	C	E	C	E	C	D	D	B
Approach Delay		31.1		31.8		38.8		26.2	
Approach LOS		C		C		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 31.4	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1647	136	64	1765	131	129	90	62	63	117	194
Future Volume (veh/h)	305	1647	136	64	1765	131	129	90	62	63	117	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	321	1734	134	67	1858	114	136	95	53	66	123	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	349	3567	276	87	2475	152	169	254	133	145	401	179
Arrive On Green	0.19	0.51	0.51	0.05	0.35	0.35	0.09	0.11	0.11	0.08	0.11	0.11
Sat Flow, veh/h	1810	6965	538	1810	7087	435	1810	2293	1197	1810	3610	1610
Grp Volume(v), veh/h	321	1419	449	67	1494	478	136	73	75	66	123	188
Grp Sat Flow(s),veh/h/ln	1810	1900	1803	1810	1900	1822	1810	1805	1685	1810	1805	1610
Q Serve(g_s), s	15.7	14.6	14.6	3.3	20.8	20.8	6.6	3.4	3.7	3.1	2.8	6.3
Cycle Q Clear(g_c), s	15.7	14.6	14.6	3.3	20.8	20.8	6.6	3.4	3.7	3.1	2.8	6.3
Prop In Lane	1.00		0.30	1.00		0.24	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	349	2919	923	87	1991	636	169	200	187	145	401	179
V/C Ratio(X)	0.92	0.49	0.49	0.77	0.75	0.75	0.80	0.37	0.40	0.45	0.31	1.05
Avail Cap(c_a), veh/h	349	2919	923	209	2202	704	309	795	742	145	1250	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	14.3	14.3	42.4	25.9	25.9	40.0	37.1	37.3	39.6	36.9	16.0
Incr Delay (d2), s/veh	28.0	0.1	0.4	5.3	1.3	4.1	3.4	1.1	1.4	0.8	0.4	45.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	5.3	5.1	1.5	8.7	8.8	3.0	1.5	1.5	1.4	1.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	14.4	14.7	47.7	27.2	29.9	43.4	38.2	38.6	40.4	37.3	61.9
LnGrp LOS	E	B	B	D	C	C	D	D	D	D	D	F
Approach Vol, veh/h		2189			2039			284			377	
Approach Delay, s/veh		21.7			28.5			40.8			50.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	15.8	8.9	52.3	13.0	15.8	23.6	37.7
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	6.9	* 40	10.4	41.8	15.4	31.2	17.4	* 35
Max Q Clear Time (g_c+I1), s	5.1	5.7	5.3	16.6	8.6	8.3	17.7	22.8
Green Ext Time (p_c), s	0.0	0.8	0.0	13.7	0.1	1.3	0.0	8.6

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

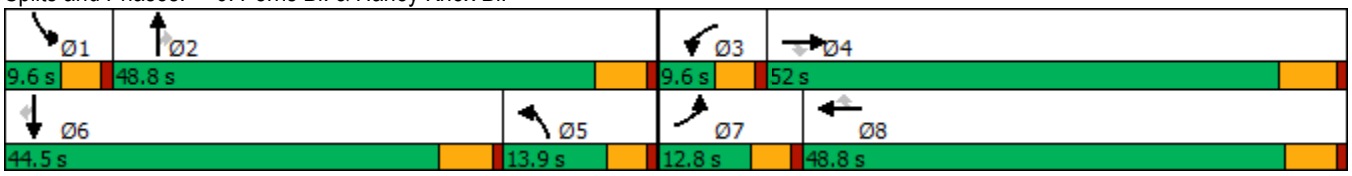
Notes

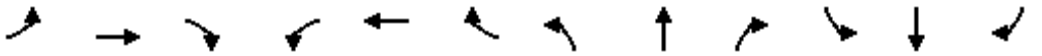
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	649	82	11	869	287	236	1087	22	116	698	337
Future Volume (vph)	236	649	82	11	869	287	236	1087	22	116	698	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.8	52.0	52.0	9.6	48.8	48.8	13.9	48.8	48.8	9.6	44.5	44.5
Total Split (%)	10.7%	43.3%	43.3%	8.0%	40.7%	40.7%	11.6%	40.7%	40.7%	8.0%	37.1%	37.1%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	37.3	37.3	5.2	25.9	25.9	10.4	28.2	28.2	5.2	22.9	22.9
Actuated g/C Ratio	0.10	0.42	0.42	0.06	0.29	0.29	0.12	0.32	0.32	0.06	0.26	0.26
v/c Ratio	0.73	0.44	0.11	0.05	0.60	0.51	0.60	0.69	0.04	0.59	0.54	0.68
Control Delay	56.2	20.9	0.3	48.7	29.0	15.2	47.8	29.3	0.1	58.1	30.2	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	20.9	0.3	48.7	29.0	15.2	47.8	29.3	0.1	58.1	30.2	26.0
LOS	E	C	A	D	C	B	D	C	A	E	C	C
Approach Delay		27.8			25.8			32.1			31.8	
Approach LOS		C			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	649	82	11	869	287	236	1087	22	116	698	337
Future Volume (veh/h)	236	649	82	11	869	287	236	1087	22	116	698	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	669	72	11	896	252	243	1121	20	120	720	299
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1258	554	48	1398	434	467	1636	501	204	1169	363
Arrive On Green	0.09	0.35	0.35	0.01	0.27	0.27	0.13	0.32	0.32	0.06	0.23	0.23
Sat Flow, veh/h	3510	3610	1590	3510	5187	1610	3510	5187	1589	3510	5187	1610
Grp Volume(v), veh/h	243	669	72	11	896	252	243	1121	20	120	720	299
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1729	1610	1755	1729	1589	1755	1729	1610
Q Serve(g_s), s	5.4	11.9	1.4	0.2	12.2	10.9	5.2	15.1	0.7	2.7	10.0	10.1
Cycle Q Clear(g_c), s	5.4	11.9	1.4	0.2	12.2	10.9	5.2	15.1	0.7	2.7	10.0	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1258	554	48	1398	434	467	1636	501	204	1169	363
V/C Ratio(X)	0.75	0.53	0.13	0.23	0.64	0.58	0.52	0.69	0.04	0.59	0.62	0.82
Avail Cap(c_a), veh/h	359	2063	908	219	2783	864	467	2783	852	219	2504	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	20.9	5.7	39.1	25.8	25.4	32.4	24.0	19.0	36.8	27.9	15.0
Incr Delay (d2), s/veh	6.3	0.4	0.1	0.9	0.5	1.2	0.5	0.5	0.0	2.1	0.5	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.5	0.8	0.1	4.6	3.9	2.1	5.6	0.2	1.1	3.9	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	21.2	5.8	40.0	26.3	26.6	32.9	24.5	19.1	38.9	28.5	19.7
LnGrp LOS	D	C	A	D	C	C	C	C	B	D	C	B
Approach Vol, veh/h		984			1159			1384			1139	
Approach Delay, s/veh		25.2			26.5			25.9			27.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	31.1	5.7	34.1	16.5	23.9	12.0	27.8
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.0	43.0	5.0	45.8	9.3	* 39	8.2	* 43
Max Q Clear Time (g_c+I1), s	4.7	17.1	2.2	13.9	7.2	12.1	7.4	14.2
Green Ext Time (p_c), s	0.0	8.2	0.0	4.6	0.1	6.0	0.0	7.4

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

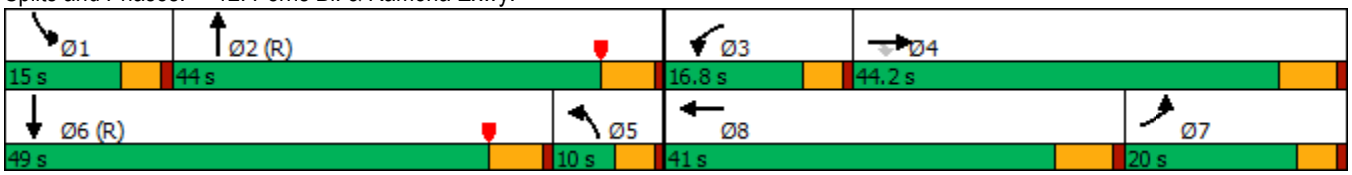
Notes

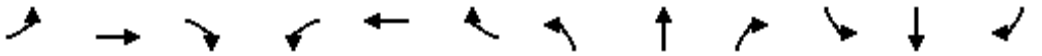
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	551	1194	208	195	1362	344	1173	347	475
Future Volume (vph)	551	1194	208	195	1362	344	1173	347	475
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	20.0	44.2	44.2	16.8	41.0	10.0	44.0	15.0	49.0
Total Split (%)	16.7%	36.8%	36.8%	14.0%	34.2%	8.3%	36.7%	12.5%	40.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.4	39.4	39.4	10.8	34.8	5.4	38.2	10.4	43.2
Actuated g/C Ratio	0.13	0.33	0.33	0.09	0.29	0.04	0.32	0.09	0.36
v/c Ratio	1.25	0.74	0.32	0.65	1.19	2.23	0.81	1.17	0.43
Control Delay	173.5	39.1	5.3	73.4	130.0	601.3	42.1	152.8	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	173.5	39.1	5.3	73.4	130.0	601.3	42.1	152.8	24.5
LOS	F	D	A	E	F	F	D	F	C
Approach Delay		73.4			124.2		161.7		64.7
Approach LOS		E			F		F		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38.9 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.23	
Intersection Signal Delay: 108.2	Intersection LOS: F
Intersection Capacity Utilization 106.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	551	1194	208	195	1362	332	344	1173	91	347	475	284
Future Volume (veh/h)	551	1194	208	195	1362	332	344	1173	91	347	475	284
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	580	1257	87	205	1434	165	362	1235	50	365	500	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	1856	576	259	1368	157	2929	5587	226	314	1445	410
Arrive On Green	0.13	0.36	0.36	0.15	0.58	0.58	0.81	1.00	1.00	0.09	0.36	0.36
Sat Flow, veh/h	3619	5187	1610	3510	4718	543	3619	5114	207	3619	4014	1138
Grp Volume(v), veh/h	580	1257	87	205	1051	548	362	835	450	365	429	217
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1802	1810	1729	1863	1810	1729	1694
Q Serve(g_s), s	15.4	24.6	3.6	6.8	34.8	34.8	2.5	0.0	0.0	10.4	10.9	11.3
Cycle Q Clear(g_c), s	15.4	24.6	3.6	6.8	34.8	34.8	2.5	0.0	0.0	10.4	10.9	11.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.11	1.00		0.67
Lane Grp Cap(c), veh/h	464	1856	576	259	1003	523	2929	3778	2035	314	1245	610
V/C Ratio(X)	1.25	0.68	0.15	0.79	1.05	1.05	0.12	0.22	0.22	1.16	0.34	0.36
Avail Cap(c_a), veh/h	464	1856	576	357	1003	523	2929	3778	2035	314	1245	610
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	32.7	17.2	50.2	25.2	25.2	2.4	0.0	0.0	54.8	28.1	28.2
Incr Delay (d2), s/veh	126.4	0.8	0.1	5.4	41.8	52.7	0.0	0.1	0.2	102.9	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	9.9	1.6	2.9	13.5	15.7	0.6	0.0	0.1	9.1	4.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	178.7	33.5	17.3	55.6	67.0	77.9	2.4	0.1	0.2	157.7	28.8	29.8
LnGrp LOS	F	C	B	E	F	F	A	A	A	F	C	C
Approach Vol, veh/h		1924			1804			1647			1011	
Approach Delay, s/veh		76.5			69.0			0.6			75.6	
Approach LOS		E			E			A			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	139.3	13.5	49.1	105.3	49.0	21.6	41.0
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	6.2	* 6.2
Max Green Setting (Gmax), s	10.4	38.2	12.2	38.0	5.4	* 43	15.4	* 35
Max Q Clear Time (g_c+I1), s	12.4	2.0	8.8	26.6	4.5	13.3	17.4	36.8
Green Ext Time (p_c), s	0.0	9.8	0.1	6.1	0.1	4.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

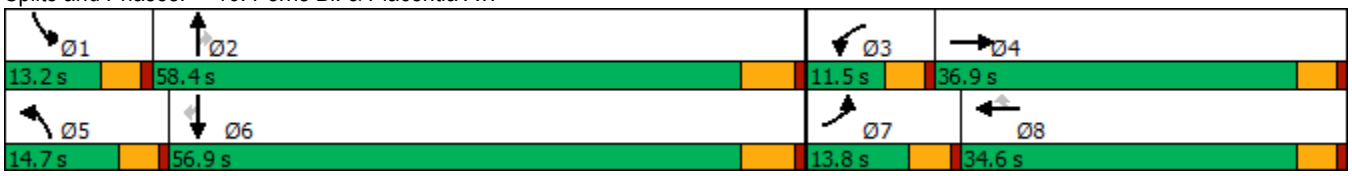
Notes

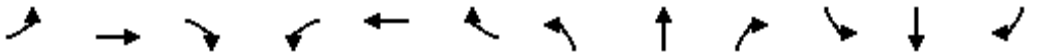
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	52	121	56	246	158	88	1126	45	44	691	47
Future Volume (vph)	52	121	56	246	158	88	1126	45	44	691	47
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	13.8	36.9	11.5	34.6	34.6	14.7	58.4	58.4	13.2	56.9	56.9
Total Split (%)	11.5%	30.8%	9.6%	28.8%	28.8%	12.3%	48.7%	48.7%	11.0%	47.4%	47.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	19.3	7.1	18.8	18.8	9.0	29.7	29.7	7.3	25.7	25.7
Actuated g/C Ratio	0.10	0.26	0.09	0.25	0.25	0.12	0.39	0.39	0.10	0.34	0.34
v/c Ratio	0.31	0.48	0.36	0.57	0.32	0.45	0.60	0.07	0.28	0.43	0.08
Control Delay	45.2	27.8	48.2	34.3	6.9	46.5	21.8	0.4	45.3	22.0	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	27.8	48.2	34.3	6.9	46.5	21.8	0.4	45.3	22.0	0.7
LOS	D	C	D	C	A	D	C	A	D	C	A
Approach Delay		31.3		26.6			22.7			22.0	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	121	87	56	246	158	88	1126	45	44	691	47
Future Volume (veh/h)	52	121	87	56	246	158	88	1126	45	44	691	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	132	91	61	267	58	96	1224	40	48	751	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	200	138	95	367	311	124	2022	628	83	1902	591
Arrive On Green	0.05	0.19	0.19	0.05	0.19	0.19	0.07	0.39	0.39	0.05	0.37	0.37
Sat Flow, veh/h	1810	1048	722	1810	1900	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	57	0	223	61	267	58	96	1224	40	48	751	46
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	1900	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.9	0.0	7.1	2.0	8.1	1.8	3.2	11.5	0.9	1.6	6.6	1.1
Cycle Q Clear(g_c), s	1.9	0.0	7.1	2.0	8.1	1.8	3.2	11.5	0.9	1.6	6.6	1.1
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	0	338	95	367	311	124	2022	628	83	1902	591
V/C Ratio(X)	0.62	0.00	0.66	0.64	0.73	0.19	0.77	0.61	0.06	0.58	0.39	0.08
Avail Cap(c_a), veh/h	272	0	935	204	933	790	299	4464	1386	255	4337	1346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	22.9	28.4	23.2	20.6	28.0	14.9	11.7	28.6	14.3	12.6
Incr Delay (d2), s/veh	2.5	0.0	2.2	2.6	2.8	0.3	3.8	0.3	0.0	2.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.0	0.9	3.7	0.7	1.4	3.7	0.3	0.7	2.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	25.1	31.0	25.9	20.9	31.8	15.2	11.7	31.0	14.5	12.7
LnGrp LOS	C	A	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		280			386			1360			845	
Approach Delay, s/veh		26.3			26.0			16.2			15.3	
Approach LOS		C			C			B			B	

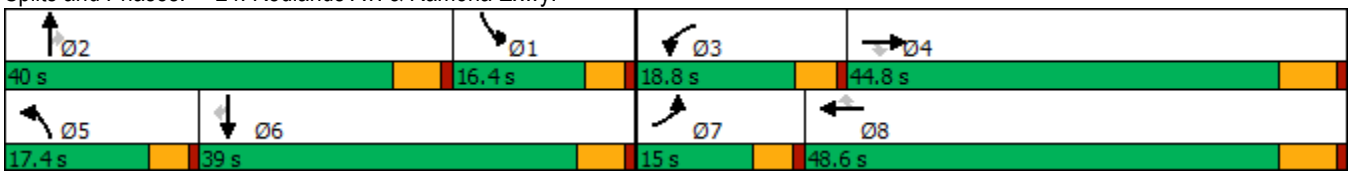
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	29.6	7.8	16.3	8.8	28.2	7.7	16.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	8.6	52.6	6.9	32.3	10.1	51.1	9.2	30.0
Max Q Clear Time (g_c+I1), s	3.6	13.5	4.0	9.1	5.2	8.6	3.9	10.1
Green Ext Time (p_c), s	0.0	10.3	0.0	1.4	0.0	5.6	0.0	1.7

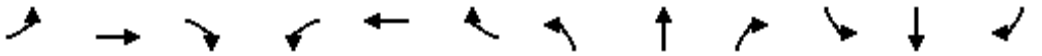
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	1558	86	158	2709	690	92	600	309	417	192	95
Future Volume (vph)	385	1558	86	158	2709	690	92	600	309	417	192	95
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	37.4	37.4	9.6	23.4	23.4
Total Split (s)	15.0	44.8	44.8	18.8	48.6	48.6	17.4	40.0	40.0	16.4	39.0	39.0
Total Split (%)	12.5%	37.3%	37.3%	15.7%	40.5%	40.5%	14.5%	33.3%	33.3%	13.7%	32.5%	32.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	42.8	42.8	10.0	42.4	42.4	10.2	34.6	34.6	11.8	36.2	36.2
Actuated g/C Ratio	0.09	0.36	0.36	0.08	0.35	0.35	0.08	0.29	0.29	0.10	0.30	0.30
v/c Ratio	1.32	0.60	0.14	0.57	1.05	0.98	0.63	1.14	0.59	1.26	0.35	0.18
Control Delay	209.1	33.0	0.5	60.2	70.6	52.3	70.3	123.6	27.5	182.9	35.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	209.1	33.0	0.5	60.2	70.6	52.3	70.3	123.6	27.5	182.9	35.6	5.3
LOS	F	C	A	E	E	D	E	F	C	F	D	A
Approach Delay		65.0			66.6			89.0			118.7	
Approach LOS		E			E			F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 74.3	Intersection LOS: E
Intersection Capacity Utilization 111.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	1558	86	158	2709	690	92	600	309	417	192	95
Future Volume (veh/h)	385	1558	86	158	2709	690	92	600	309	417	192	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	401	1623	75	165	2822	380	96	625	277	434	200	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	2838	593	223	2668	558	120	544	455	343	616	514
Arrive On Green	0.09	0.37	0.37	0.06	0.35	0.35	0.07	0.29	0.29	0.10	0.32	0.32
Sat Flow, veh/h	3510	7600	1587	3510	7600	1590	1810	1900	1590	3510	1900	1585
Grp Volume(v), veh/h	401	1623	75	165	2822	380	96	625	277	434	200	97
Grp Sat Flow(s),veh/h/ln	1755	1900	1587	1755	1900	1590	1810	1900	1590	1755	1900	1585
Q Serve(g_s), s	10.4	20.6	3.8	5.6	42.4	17.3	6.3	34.6	14.5	11.8	9.6	5.3
Cycle Q Clear(g_c), s	10.4	20.6	3.8	5.6	42.4	17.3	6.3	34.6	14.5	11.8	9.6	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	2838	593	223	2668	558	120	544	455	343	616	514
V/C Ratio(X)	1.33	0.57	0.13	0.74	1.06	0.68	0.80	1.15	0.61	1.27	0.32	0.19
Avail Cap(c_a), veh/h	302	2838	593	413	2668	558	192	544	455	343	616	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	30.1	24.9	55.6	39.2	16.5	55.6	43.1	23.5	54.5	30.8	29.4
Incr Delay (d2), s/veh	168.2	0.3	0.1	1.8	35.2	3.4	4.6	86.6	2.3	140.8	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	8.9	1.4	2.5	25.0	6.3	3.0	28.8	5.4	11.8	4.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	223.4	30.4	25.0	57.4	74.4	19.8	60.2	129.7	25.9	195.3	31.1	29.5
LnGrp LOS	F	C	C	E	F	B	E	F	C	F	C	C
Approach Vol, veh/h		2099			3367			998			731	
Approach Delay, s/veh		67.1			67.4			94.2			128.4	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	40.0	12.3	51.3	12.6	44.6	15.0	48.6
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	11.8	* 35	14.2	38.6	12.8	33.6	10.4	42.4
Max Q Clear Time (g_c+I1), s	13.8	36.6	7.6	22.6	8.3	11.6	12.4	44.4
Green Ext Time (p_c), s	0.0	0.0	0.1	9.6	0.0	1.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.2
HCM 6th LOS	E

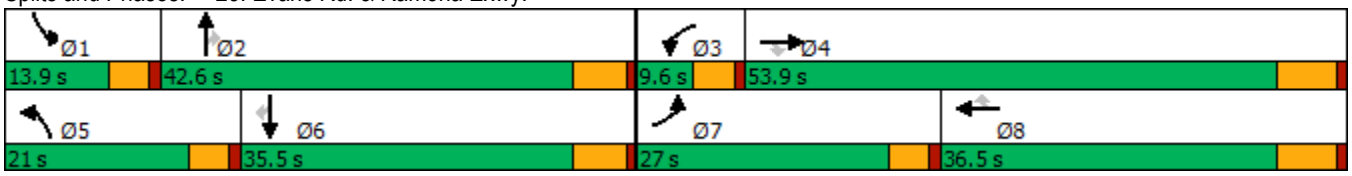
Notes

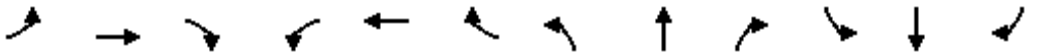
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	564	1470	75	7	1654	280	386	457	21	235	180	493
Future Volume (vph)	564	1470	75	7	1654	280	386	457	21	235	180	493
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	27.0	53.9	53.9	9.6	36.5	36.5	21.0	42.6	42.6	13.9	35.5	35.5
Total Split (%)	22.5%	44.9%	44.9%	8.0%	30.4%	30.4%	17.5%	35.5%	35.5%	11.6%	29.6%	29.6%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.8	56.1	56.1	5.7	32.9	32.9	15.6	28.2	28.2	9.9	22.4	22.4
Actuated g/C Ratio	0.19	0.52	0.52	0.05	0.30	0.30	0.14	0.26	0.26	0.09	0.21	0.21
v/c Ratio	0.84	0.51	0.08	0.07	0.98	0.46	0.79	0.50	0.04	0.76	0.25	0.85
Control Delay	54.6	19.5	0.2	55.9	56.3	14.5	57.8	35.3	0.1	65.9	36.4	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	19.5	0.2	55.9	56.3	14.5	57.8	35.3	0.1	65.9	36.4	28.6
LOS	D	B	A	E	E	B	E	D	A	E	D	C
Approach Delay		28.2			50.3			44.5			39.8	
Approach LOS		C			D			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 39.8	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	564	1470	75	7	1654	280	386	457	21	235	180	493
Future Volume (veh/h)	564	1470	75	7	1654	280	386	457	21	235	180	493
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	581	1515	0	7	1705	194	398	471	8	242	186	373
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	659	2572		25	1613	456	473	1117	491	303	942	420
Arrive On Green	0.18	0.45	0.00	0.01	0.28	0.28	0.13	0.31	0.31	0.09	0.26	0.26
Sat Flow, veh/h	3619	5700	1610	1810	5700	1610	3510	3610	1588	3510	3610	1610
Grp Volume(v), veh/h	581	1515	0	7	1705	194	398	471	8	242	186	373
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1755	1805	1588	1755	1805	1610
Q Serve(g_s), s	18.0	22.8	0.0	0.4	32.5	11.3	12.7	11.9	0.4	7.8	4.6	25.6
Cycle Q Clear(g_c), s	18.0	22.8	0.0	0.4	32.5	11.3	12.7	11.9	0.4	7.8	4.6	25.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	659	2572		25	1613	456	473	1117	491	303	942	420
V/C Ratio(X)	0.88	0.59		0.28	1.06	0.43	0.84	0.42	0.02	0.80	0.20	0.89
Avail Cap(c_a), veh/h	725	2572		88	1613	456	520	1213	534	303	990	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	23.6	0.0	56.1	41.2	33.6	48.5	31.5	27.5	51.5	33.1	40.8
Incr Delay (d2), s/veh	10.7	0.4	0.0	2.2	39.2	0.6	10.1	0.3	0.0	13.1	0.1	18.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.4	0.0	0.2	20.0	4.2	6.1	5.0	0.1	3.9	2.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	23.9	0.0	58.2	80.4	34.2	58.6	31.8	27.5	64.6	33.2	59.6
LnGrp LOS	E	C		E	F	C	E	C	C	E	C	E
Approach Vol, veh/h		2096			1906			877			801	
Approach Delay, s/veh		32.9			75.6			43.9			55.0	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	39.5	5.6	55.8	19.5	34.0	24.9	36.5
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	9.3	36.8	5.0	47.4	16.4	29.7	22.4	30.0
Max Q Clear Time (g_c+I1), s	9.8	13.9	2.4	24.8	14.7	27.6	20.0	34.5
Green Ext Time (p_c), s	0.0	2.8	0.0	10.4	0.2	0.6	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

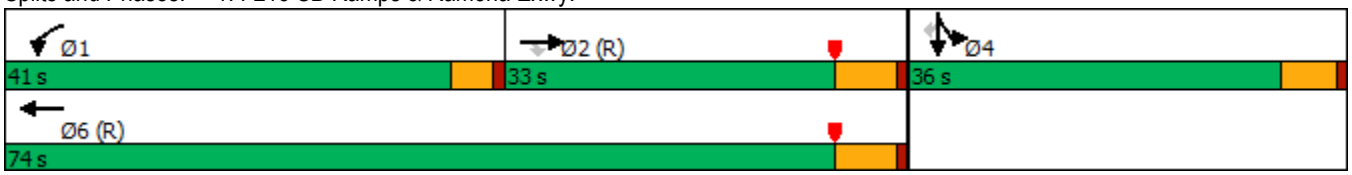
Notes

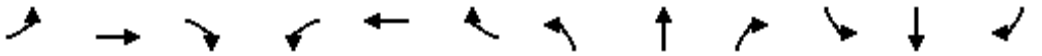
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1042	440	1025	1357	1054	4	438
Future Volume (vph)	1042	440	1025	1357	1054	4	438
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	33.0	33.0	41.0	74.0	36.0	36.0	36.0
Total Split (%)	30.0%	30.0%	37.3%	67.3%	32.7%	32.7%	32.7%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	28.5	28.5	35.8	68.8	29.7	29.7	29.7
Actuated g/C Ratio	0.26	0.26	0.33	0.63	0.27	0.27	0.27
v/c Ratio	0.80	0.60	0.93	0.43	0.82	0.82	0.92
Control Delay	43.8	7.1	11.6	1.9	46.3	53.5	58.6
Queue Delay	0.0	0.0	2.4	0.4	52.7	58.1	0.0
Total Delay	43.8	7.1	14.0	2.3	99.0	111.6	58.6
LOS	D	A	B	A	F	F	E
Approach Delay	32.9			7.3		90.2	
Approach LOS	C			A		F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 37.5	Intersection LOS: D
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: I-215 SB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1042	440	1025	1357	0	0	0	0	1054	4	438
Future Volume (veh/h)	0	1042	440	1025	1357	0	0	0	0	1054	4	438
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1074	302	1057	1399	0				1090	0	394
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1376	427	1126	3251	0				1458	0	433
Arrive On Green	0.00	0.27	0.27	0.32	0.63	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	5358	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1074	302	1057	1399	0				1090	0	394
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	21.1	18.7	32.2	15.2	0.0				20.2	0.0	26.1
Cycle Q Clear(g_c), s	0.0	21.1	18.7	32.2	15.2	0.0				20.2	0.0	26.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1376	427	1126	3251	0				1458	0	433
V/C Ratio(X)	0.00	0.78	0.71	0.94	0.43	0.00				0.75	0.00	0.91
Avail Cap(c_a), veh/h	0	1376	427	1165	3251	0				1505	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.17	0.17	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.4	36.5	36.3	10.5	0.0				36.8	0.0	39.0
Incr Delay (d2), s/veh	0.0	4.5	9.5	3.2	0.1	0.0				2.0	0.0	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	8.1	13.3	4.9	0.0				8.8	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.9	46.0	39.5	10.6	0.0				38.8	0.0	61.3
LnGrp LOS	A	D	D	D	B	A				D	A	E
Approach Vol, veh/h		1376			2456						1484	
Approach Delay, s/veh		42.8			23.0						44.8	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	39.8	35.2		35.0		75.0
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0
Max Green Setting (Gmax), s	36.5	27.0		30.5		68.0
Max Q Clear Time (g_c+I1), s	34.2	23.1		28.1		17.2
Green Ext Time (p_c), s	1.1	2.0		1.5		7.1

Intersection Summary		
HCM 6th Ctrl Delay		34.2
HCM 6th LOS		C

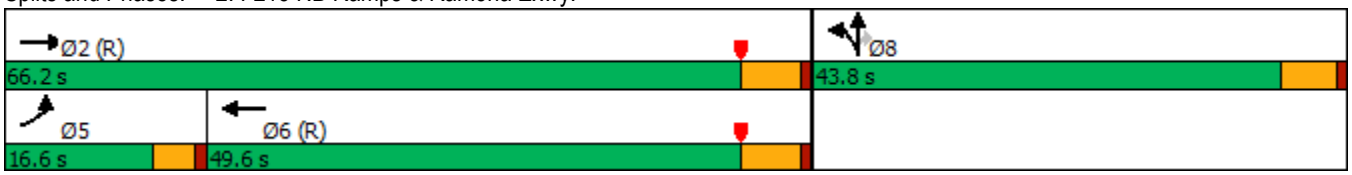
Notes

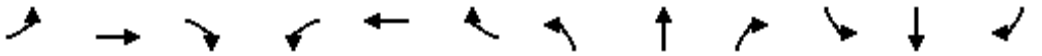
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	348	1747	2006	920	376	2	610
Future Volume (vph)	348	1747	2006	920	376	2	610
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	16.6	66.2	49.6		43.8	43.8	43.8
Total Split (%)	15.1%	60.2%	45.1%		39.8%	39.8%	39.8%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	12.1	60.2	43.6	110.0	38.3	38.3	38.3
Actuated g/C Ratio	0.11	0.55	0.40	1.00	0.35	0.35	0.35
v/c Ratio	0.95	0.65	1.03	0.61	0.33	0.33	1.05
Control Delay	60.4	24.9	60.6	1.7	28.4	28.4	82.9
Queue Delay	0.0	48.4	9.6	0.0	0.0	0.0	0.0
Total Delay	60.4	73.3	70.2	1.7	28.4	28.4	82.9
LOS	E	E	E	A	C	C	F
Approach Delay		71.1	48.7			62.1	
Approach LOS		E	D			E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 58.7	Intersection LOS: E
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: I-215 NB Ramps & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	1747	0	0	2006	920	376	2	610	0	0	0
Future Volume (veh/h)	348	1747	0	0	2006	920	376	2	610	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	366	1839	0	0	2112	0	397	0	540			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	386	2841	0	0	2058		1258	0	560			
Arrive On Green	0.22	1.00	0.00	0.00	0.40	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	366	1839	0	0	2112	0	397	0	540			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	11.3	0.0	0.0	0.0	43.7	0.0	8.8	0.0	36.2			
Cycle Q Clear(g_c), s	11.3	0.0	0.0	0.0	43.7	0.0	8.8	0.0	36.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	386	2841	0	0	2058		1258	0	560			
V/C Ratio(X)	0.95	0.65	0.00	0.00	1.03		0.32	0.00	0.96			
Avail Cap(c_a), veh/h	386	2841	0	0	2058		1260	0	561			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.6	0.0	0.0	0.0	33.2	0.0	26.3	0.0	35.2			
Incr Delay (d2), s/veh	20.4	0.6	0.0	0.0	26.8	0.0	0.1	0.0	29.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.2	0.1	0.0	0.0	21.8	0.0	3.7	0.0	17.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	0.6	0.0	0.0	60.0	0.0	26.4	0.0	64.3			
LnGrp LOS	E	A	A	A	F		C	A	E			
Approach Vol, veh/h		2205			2112			937				
Approach Delay, s/veh		10.9			60.0			48.3				
Approach LOS		B			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.3			16.6	49.7		43.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		60.2			12.1	43.6		38.3				
Max Q Clear Time (g_c+I1), s		2.0			13.3	45.7		38.2				
Green Ext Time (p_c), s		11.4			0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

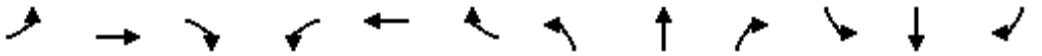
User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	505	1990	14	2389	214	53	20	349	91	1052
Future Volume (vph)	505	1990	14	2389	214	53	20	349	91	1052
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	27.1	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	17.1	43.5	10.6	37.0	16.0	49.9	49.9	16.0	49.9	17.1
Total Split (%)	14.3%	36.3%	8.8%	30.8%	13.3%	41.6%	41.6%	13.3%	41.6%	14.3%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.8	47.6	5.5	32.8	11.7	15.0	15.0	11.7	15.8	26.5
Actuated g/C Ratio	0.14	0.53	0.06	0.37	0.13	0.17	0.17	0.13	0.18	0.30
v/c Ratio	1.03	0.55	0.14	0.94	0.95	0.18	0.05	1.56	0.28	2.01
Control Delay	86.5	18.1	48.6	37.0	90.0	32.7	0.2	298.6	33.7	478.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	18.1	48.6	37.0	90.0	32.7	0.2	298.6	33.7	478.4
LOS	F	B	D	D	F	C	A	F	C	F
Approach Delay		31.3		37.0		73.1			409.2	
Approach LOS		C		D		E			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 89.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.01	
Intersection Signal Delay: 117.0	Intersection LOS: F
Intersection Capacity Utilization 125.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Webster Av. & Ramona Exwy.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	1990	116	14	2389	90	214	53	20	349	91	1052
Future Volume (veh/h)	505	1990	116	14	2389	90	214	53	20	349	91	1052
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	2095	64	15	2515	48	225	56	14	367	96	523
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	3501	107	31	2612	50	227	209	177	275	293	470
Arrive On Green	0.14	0.48	0.48	0.02	0.35	0.35	0.13	0.11	0.11	0.15	0.15	0.15
Sat Flow, veh/h	3619	7336	224	1810	7433	142	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	532	1628	531	15	1928	635	225	56	14	367	96	523
Grp Sat Flow(s),veh/h/ln	1810	1900	1860	1810	1900	1874	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	12.5	19.0	19.0	0.7	30.1	30.2	11.3	2.5	0.6	13.8	4.1	9.3
Cycle Q Clear(g_c), s	12.5	19.0	19.0	0.7	30.1	30.2	11.3	2.5	0.6	13.8	4.1	9.3
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	2720	887	31	2003	659	227	209	177	275	293	470
V/C Ratio(X)	1.07	0.60	0.60	0.48	0.96	0.96	0.99	0.27	0.08	1.34	0.33	1.11
Avail Cap(c_a), veh/h	498	2720	887	120	2003	659	227	915	775	275	938	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	17.4	17.4	44.2	28.9	28.9	39.6	37.0	26.0	38.5	34.2	14.3
Incr Delay (d2), s/veh	59.6	0.4	1.1	4.1	12.5	26.3	56.7	0.7	0.2	173.7	0.6	58.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	7.2	7.3	0.4	14.5	16.9	8.4	1.2	0.3	19.2	1.9	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	17.7	18.5	48.3	41.4	55.2	96.4	37.7	26.2	212.2	34.9	73.1
LnGrp LOS	F	B	B	D	D	E	F	D	C	F	C	F
Approach Vol, veh/h		2691			2578			295			986	
Approach Delay, s/veh		33.9			44.8			81.9			121.2	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	16.2	6.2	49.5	16.0	19.1	18.7	37.0
Change Period (Y+Rc), s	5.1	* 6.2	4.6	6.2	4.6	5.1	6.2	* 5.1
Max Green Setting (Gmax), s	11.4	* 44	6.0	37.3	11.4	44.8	12.5	* 32
Max Q Clear Time (g_c+I1), s	15.8	4.5	2.7	21.0	13.3	11.3	14.5	32.2
Green Ext Time (p_c), s	0.0	0.3	0.0	11.8	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

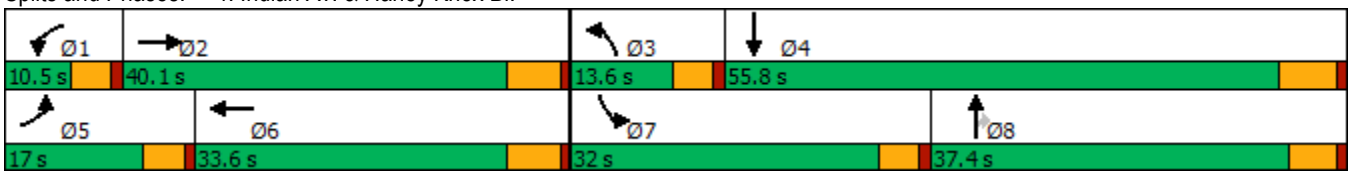
Notes

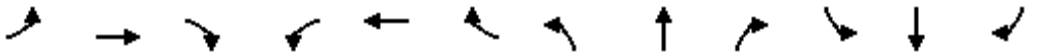
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	413	644	45	942	170	263	80	517	322
Future Volume (vph)	413	644	45	942	170	263	80	517	322
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases							8		
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2
Total Split (s)	17.0	40.1	10.5	33.6	13.6	37.4	37.4	32.0	55.8
Total Split (%)	14.2%	33.4%	8.8%	28.0%	11.3%	31.2%	31.2%	26.7%	46.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.4	36.8	5.7	27.9	8.6	27.2	27.2	27.5	45.3
Actuated g/C Ratio	0.11	0.32	0.05	0.24	0.07	0.24	0.24	0.24	0.39
v/c Ratio	1.19	0.50	0.55	0.95	0.71	0.34	0.17	1.31	1.19dr
Control Delay	154.5	33.6	78.6	59.3	68.5	37.3	0.7	191.5	37.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	154.5	33.6	78.6	59.3	68.5	37.3	0.7	191.5	37.6
LOS	F	C	E	E	E	D	A	F	D
Approach Delay		76.5		60.1		41.9			85.3
Approach LOS		E		E		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 71.7	Intersection LOS: E
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 4: Indian Av. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	644	109	45	942	147	170	263	80	517	322	827
Future Volume (veh/h)	413	644	109	45	942	147	170	263	80	517	322	827
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	449	700	91	49	1024	89	185	286	78	562	350	437
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	449	1607	207	68	1241	108	254	417	186	511	588	525
Arrive On Green	0.13	0.35	0.35	0.04	0.26	0.26	0.07	0.12	0.12	0.28	0.33	0.33
Sat Flow, veh/h	3510	4651	599	1810	4860	422	3510	3610	1610	1810	1805	1610
Grp Volume(v), veh/h	449	519	272	49	728	385	185	286	78	562	350	437
Grp Sat Flow(s),veh/h/ln	1755	1729	1792	1810	1729	1824	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.4	11.2	11.4	2.6	19.3	19.3	5.0	7.4	4.4	27.4	15.7	24.4
Cycle Q Clear(g_c), s	12.4	11.2	11.4	2.6	19.3	19.3	5.0	7.4	4.4	27.4	15.7	24.4
Prop In Lane	1.00		0.33	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	1195	619	68	883	466	254	417	186	511	588	525
V/C Ratio(X)	1.00	0.43	0.44	0.72	0.82	0.83	0.73	0.69	0.42	1.10	0.60	0.83
Avail Cap(c_a), veh/h	449	1223	634	110	991	523	326	1191	531	511	923	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	24.4	24.5	46.1	34.1	34.1	44.0	41.2	39.9	34.8	27.3	30.2
Incr Delay (d2), s/veh	42.5	0.2	0.5	5.1	5.2	9.6	3.8	2.0	1.5	69.6	1.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.3	4.5	1.2	8.3	9.3	2.2	3.3	1.7	21.1	6.5	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.8	24.7	25.0	51.3	39.3	43.7	47.8	43.2	41.4	104.4	28.3	34.5
LnGrp LOS	F	C	C	D	D	D	D	D	D	F	C	C
Approach Vol, veh/h		1240			1162			549			1349	
Approach Delay, s/veh		46.5			41.3			44.5			62.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	39.3	11.6	37.8	17.0	30.6	32.0	17.4
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2
Max Green Setting (Gmax), s	5.9	34.3	9.0	49.6	12.4	27.8	27.4	* 32
Max Q Clear Time (g_c+I1), s	4.6	13.4	7.0	26.4	14.4	21.3	29.4	9.4
Green Ext Time (p_c), s	0.0	4.5	0.1	4.9	0.0	3.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

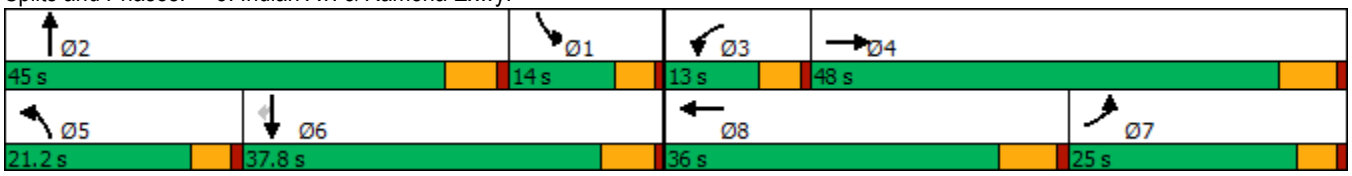
Notes

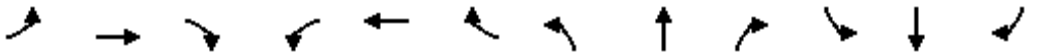
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	437	2007	184	1801	188	266	194	188	209
Future Volume (vph)	437	2007	184	1801	188	266	194	188	209
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	35.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	25.0	48.0	13.0	36.0	21.2	45.0	14.0	37.8	37.8
Total Split (%)	20.8%	40.0%	10.8%	30.0%	17.7%	37.5%	11.7%	31.5%	31.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.5	42.1	8.5	30.0	14.9	18.4	10.7	14.2	14.2
Actuated g/C Ratio	0.20	0.42	0.08	0.30	0.15	0.18	0.11	0.14	0.14
v/c Ratio	1.29	0.73	1.32	0.97	0.77	0.60	1.10	0.40	0.54
Control Delay	186.7	27.4	224.1	49.5	62.2	36.2	140.0	41.5	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	186.7	27.4	224.1	49.5	62.2	36.2	140.0	41.5	9.9
LOS	F	C	F	D	E	D	F	D	A
Approach Delay		54.6		64.1		45.0		62.7	
Approach LOS		D		E		D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 58.0	Intersection LOS: E
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Indian Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	2007	114	184	1801	206	188	266	102	194	188	209
Future Volume (veh/h)	437	2007	114	184	1801	206	188	266	102	194	188	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	475	2182	75	200	1958	142	204	289	62	211	204	156
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	3268	112	158	2147	156	238	403	85	176	412	184
Arrive On Green	0.21	0.45	0.45	0.09	0.31	0.31	0.13	0.14	0.14	0.10	0.11	0.11
Sat Flow, veh/h	1810	7300	251	1810	7001	508	1810	2965	627	1810	3610	1610
Grp Volume(v), veh/h	475	1703	554	200	1594	506	204	174	177	211	204	156
Grp Sat Flow(s),veh/h/ln	1810	1900	1851	1810	1900	1809	1810	1805	1787	1810	1805	1610
Q Serve(g_s), s	20.4	22.7	22.7	8.4	26.0	26.0	10.6	8.9	9.2	9.4	5.1	5.7
Cycle Q Clear(g_c), s	20.4	22.7	22.7	8.4	26.0	26.0	10.6	8.9	9.2	9.4	5.1	5.7
Prop In Lane	1.00		0.14	1.00		0.28	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	383	2552	829	158	1748	555	238	245	243	176	412	184
V/C Ratio(X)	1.24	0.67	0.67	1.27	0.91	0.91	0.86	0.71	0.73	1.20	0.50	0.85
Avail Cap(c_a), veh/h	383	2552	829	158	1760	559	311	733	726	176	1197	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	21.0	21.0	44.1	32.2	32.2	41.0	39.9	40.0	43.6	40.1	16.2
Incr Delay (d2), s/veh	129.1	0.7	2.1	161.8	7.6	19.3	13.7	3.8	4.2	130.8	0.9	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.1	9.1	9.2	10.6	12.2	13.4	5.5	4.1	4.2	10.5	2.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	167.2	21.7	23.1	205.8	39.8	51.5	54.7	43.7	44.2	174.3	41.1	26.6
LnGrp LOS	F	C	C	F	D	D	D	D	D	F	D	C
Approach Vol, veh/h		2732			2300			555			571	
Approach Delay, s/veh		47.3			56.8			47.9			86.3	
Approach LOS		D			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	18.9	13.0	49.4	17.3	16.8	26.6	35.8
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2
Max Green Setting (Gmax), s	9.4	* 39	8.4	41.8	16.6	32.0	20.4	* 30
Max Q Clear Time (g_c+I1), s	11.4	11.2	10.4	24.7	12.6	7.7	22.4	28.0
Green Ext Time (p_c), s	0.0	1.9	0.0	12.6	0.1	1.7	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

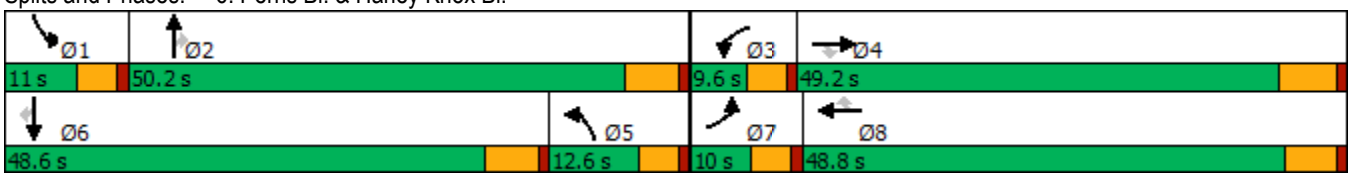
Notes

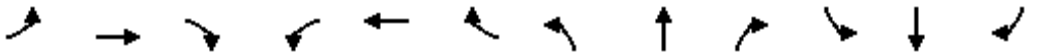
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	617	137	23	598	161	98	955	24	358	1254	327
Future Volume (vph)	292	617	137	23	598	161	98	955	24	358	1254	327
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	10.0	49.2	49.2	9.6	48.8	48.8	12.6	50.2	50.2	11.0	48.6	48.6
Total Split (%)	8.3%	41.0%	41.0%	8.0%	40.7%	40.7%	10.5%	41.8%	41.8%	9.2%	40.5%	40.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	29.5	29.5	5.2	22.7	22.7	7.1	36.2	36.2	6.7	35.8	35.8
Actuated g/C Ratio	0.06	0.32	0.32	0.06	0.24	0.24	0.08	0.39	0.39	0.07	0.39	0.39
v/c Ratio	1.50	0.58	0.24	0.13	0.51	0.34	0.40	0.51	0.04	1.56	0.68	0.48
Control Delay	281.1	30.2	4.6	51.0	31.5	7.5	50.5	23.3	0.1	299.6	26.8	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	281.1	30.2	4.6	51.0	31.5	7.5	50.5	23.3	0.1	299.6	26.8	12.9
LOS	F	C	A	D	C	A	D	C	A	F	C	B
Approach Delay		96.8			27.1			25.2			74.8	
Approach LOS		F			C			C			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 60.8	Intersection LOS: E
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Perris Bl. & Harley Knox Bl.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	617	137	23	598	161	98	955	24	358	1254	327
Future Volume (veh/h)	292	617	137	23	598	161	98	955	24	358	1254	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	671	128	25	650	130	107	1038	25	389	1363	296
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	916	409	93	1105	343	199	1946	596	280	1989	610
Arrive On Green	0.07	0.25	0.25	0.03	0.21	0.21	0.06	0.38	0.38	0.08	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1590	3510	5187	1590
Grp Volume(v), veh/h	317	671	128	25	650	130	107	1038	25	389	1363	296
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1590	1755	1729	1590
Q Serve(g_s), s	5.4	13.7	3.7	0.6	9.0	5.5	2.4	12.5	0.8	6.4	17.6	7.7
Cycle Q Clear(g_c), s	5.4	13.7	3.7	0.6	9.0	5.5	2.4	12.5	0.8	6.4	17.6	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	916	409	93	1105	343	199	1946	596	280	1989	610
V/C Ratio(X)	1.34	0.73	0.31	0.27	0.59	0.38	0.54	0.53	0.04	1.39	0.69	0.49
Avail Cap(c_a), veh/h	237	1937	864	219	2783	864	350	2874	881	280	2770	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	27.4	12.7	38.2	28.4	27.0	36.8	19.6	15.9	36.9	20.7	8.7
Incr Delay (d2), s/veh	178.7	1.1	0.4	0.6	0.5	0.7	0.8	0.2	0.0	194.9	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	5.4	1.8	0.2	3.5	2.0	1.0	4.5	0.3	10.2	6.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	216.1	28.6	13.1	38.8	28.9	27.7	37.6	19.8	15.9	231.8	21.1	9.3
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		1116			805			1170			2048	
Approach Delay, s/veh		80.0			29.0			21.3			59.4	
Approach LOS		F			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	35.9	6.7	26.5	10.3	36.5	10.0	23.3
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2
Max Green Setting (Gmax), s	6.4	44.4	5.0	43.0	8.0	* 43	5.4	* 43
Max Q Clear Time (g_c+I1), s	8.4	14.5	2.6	15.7	4.4	19.6	7.4	11.0
Green Ext Time (p_c), s	0.0	7.7	0.0	4.7	0.0	11.1	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

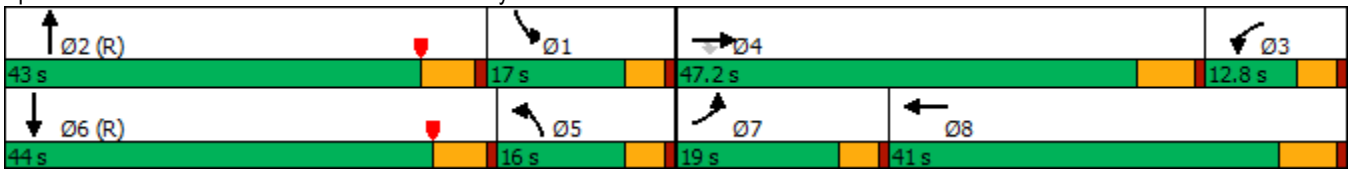
Notes

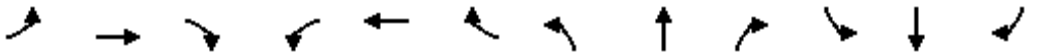
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	493	1588	330	205	1424	382	697	473	782
Future Volume (vph)	493	1588	330	205	1424	382	697	473	782
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	19.0	47.2	47.2	12.8	41.0	16.0	43.0	17.0	44.0
Total Split (%)	15.8%	39.3%	39.3%	10.7%	34.2%	13.3%	35.8%	14.2%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.4	41.0	41.0	8.2	34.8	11.4	37.2	12.4	38.2
Actuated g/C Ratio	0.12	0.34	0.34	0.07	0.29	0.10	0.31	0.10	0.32
v/c Ratio	1.17	0.92	0.48	0.88	1.19	1.15	0.54	1.31	0.71
Control Delay	145.8	47.9	10.7	75.4	123.2	144.5	34.3	199.1	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.8	47.9	10.7	75.4	123.2	144.5	34.3	199.1	35.6
LOS	F	D	B	E	F	F	C	F	D
Approach Delay		62.8			118.1		68.9		83.9
Approach LOS		E			F		E		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 40 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 83.5	Intersection LOS: F
Intersection Capacity Utilization 99.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Perris Bl. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	493	1588	330	205	1424	297	382	697	137	473	782	346
Future Volume (veh/h)	493	1588	330	205	1424	297	382	697	137	473	782	346
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	508	1637	241	211	1468	157	394	719	93	488	806	208
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	434	1755	544	240	1426	152	1547	1443	185	1578	1310	335
Arrive On Green	0.12	0.34	0.34	0.09	0.40	0.40	0.43	0.31	0.31	0.44	0.32	0.32
Sat Flow, veh/h	3619	5187	1609	3510	4751	508	3619	4654	597	3619	4115	1054
Grp Volume(v), veh/h	508	1637	241	211	1068	557	394	533	279	488	676	338
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1755	1729	1801	1810	1729	1793	1810	1729	1710
Q Serve(g_s), s	14.4	36.6	14.0	7.1	36.0	36.0	8.4	15.1	15.3	10.6	19.9	20.1
Cycle Q Clear(g_c), s	14.4	36.6	14.0	7.1	36.0	36.0	8.4	15.1	15.3	10.6	19.9	20.1
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.33	1.00		0.62
Lane Grp Cap(c), veh/h	434	1755	544	240	1038	540	1547	1072	556	1578	1101	544
V/C Ratio(X)	1.17	0.93	0.44	0.88	1.03	1.03	0.25	0.50	0.50	0.31	0.61	0.62
Avail Cap(c_a), veh/h	434	1772	550	240	1038	540	1547	1072	556	1578	1101	544
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	38.4	30.9	54.1	36.1	36.1	22.1	33.8	33.8	22.1	34.7	34.7
Incr Delay (d2), s/veh	90.0	5.9	0.3	28.1	35.7	46.7	0.0	1.5	2.9	0.0	2.6	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	15.5	5.2	3.9	18.1	20.5	3.4	6.3	6.9	4.3	8.4	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.8	44.2	31.2	82.2	71.8	82.7	22.1	35.2	36.7	22.1	37.2	40.0
LnGrp LOS	F	D	C	F	F	F	C	D	D	C	D	D
Approach Vol, veh/h		2386			1836			1206			1502	
Approach Delay, s/veh		63.9			76.3			31.3			32.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	58.1	43.0	14.4	46.8	57.1	44.0	19.0	42.2
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	4.6	5.8	4.6	6.2
Max Green Setting (Gmax), s	12.4	37.2	8.2	* 41	11.4	38.2	14.4	34.8
Max Q Clear Time (g_c+I1), s	12.6	17.3	9.1	38.6	10.4	22.1	16.4	38.0
Green Ext Time (p_c), s	0.0	4.7	0.0	2.0	0.1	5.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

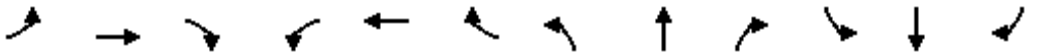
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	48	195	91	117	129	169	1075	126	171	1376	42
Future Volume (vph)	48	195	91	117	129	169	1075	126	171	1376	42
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	13.4	36.0	15.0	37.6	37.6	22.0	43.5	43.5	25.5	47.0	47.0
Total Split (%)	11.2%	30.0%	12.5%	31.3%	31.3%	18.3%	36.3%	36.3%	21.3%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	26.5	9.1	30.9	30.9	14.4	36.9	36.9	15.3	37.7	37.7
Actuated g/C Ratio	0.07	0.25	0.08	0.29	0.29	0.13	0.34	0.34	0.14	0.35	0.35
v/c Ratio	0.43	0.85	0.64	0.23	0.25	0.76	0.65	0.22	0.72	0.82	0.07
Control Delay	63.6	54.7	71.0	33.8	6.8	67.2	33.4	7.1	62.3	37.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	54.7	71.0	33.8	6.8	67.2	33.4	7.1	62.3	37.2	0.2
LOS	E	D	E	C	A	E	C	A	E	D	A
Approach Delay		55.8		33.5			35.1			39.0	
Approach LOS		E		C			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 38.9	Intersection LOS: D
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 16: Perris Bl. & Placentia Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	195	169	91	117	129	169	1075	126	171	1376	42
Future Volume (veh/h)	48	195	169	91	117	129	169	1075	126	171	1376	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	210	172	98	126	63	182	1156	105	184	1480	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	239	196	125	527	446	216	1869	578	219	1877	568
Arrive On Green	0.04	0.25	0.25	0.07	0.28	0.28	0.12	0.36	0.36	0.12	0.36	0.36
Sat Flow, veh/h	1810	966	791	1810	1900	1608	1810	5187	1603	1810	5187	1570
Grp Volume(v), veh/h	52	0	382	98	126	63	182	1156	105	184	1480	40
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1810	1900	1608	1810	1729	1603	1810	1729	1570
Q Serve(g_s), s	2.8	0.0	20.2	5.2	5.0	2.9	9.5	17.8	4.3	9.6	24.7	1.6
Cycle Q Clear(g_c), s	2.8	0.0	20.2	5.2	5.0	2.9	9.5	17.8	4.3	9.6	24.7	1.6
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	0	434	125	527	446	216	1869	578	219	1877	568
V/C Ratio(X)	0.74	0.00	0.88	0.79	0.24	0.14	0.84	0.62	0.18	0.84	0.79	0.07
Avail Cap(c_a), veh/h	165	0	570	194	648	548	325	2021	625	391	2208	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	35.0	44.3	27.1	26.3	41.7	25.5	21.2	41.6	27.6	20.2
Incr Delay (d2), s/veh	5.5	0.0	11.9	4.4	0.2	0.1	7.6	0.5	0.1	3.3	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	10.0	2.5	2.3	1.1	4.5	6.8	1.7	4.3	9.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	47.0	48.8	27.3	26.5	49.3	26.0	21.3	45.0	29.3	20.3
LnGrp LOS	D	A	D	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		434			287			1443			1704	
Approach Delay, s/veh		47.5			34.4			28.6			30.7	
Approach LOS		D			C			C			C	

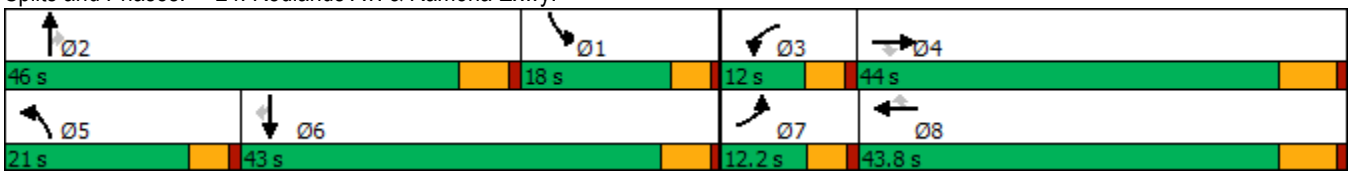
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	40.7	11.3	28.5	16.2	40.8	8.4	31.4
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6
Max Green Setting (Gmax), s	20.9	37.7	10.4	31.4	17.4	41.2	8.8	33.0
Max Q Clear Time (g_c+I1), s	11.6	19.8	7.2	22.2	11.5	26.7	4.8	7.0
Green Ext Time (p_c), s	0.2	7.5	0.0	1.7	0.1	8.4	0.0	0.9

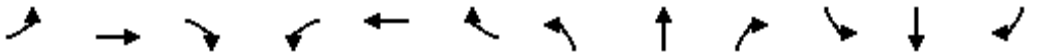
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	2715	103	295	1716	467	118	126	187	542	456	248
Future Volume (vph)	182	2715	103	295	1716	467	118	126	187	542	456	248
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	43.4	9.6	23.4	23.4
Total Split (s)	12.2	44.0	44.0	12.0	43.8	43.8	21.0	46.0	46.0	18.0	43.0	43.0
Total Split (%)	10.2%	36.7%	36.7%	10.0%	36.5%	36.5%	17.5%	38.3%	38.3%	15.0%	35.8%	35.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	38.1	38.1	7.5	37.9	37.9	11.8	17.2	17.2	27.0	32.4	32.4
Actuated g/C Ratio	0.07	0.34	0.34	0.07	0.34	0.34	0.11	0.16	0.16	0.24	0.29	0.29
v/c Ratio	0.80	1.11	0.17	1.34	0.70	0.57	0.66	0.45	0.54	0.68	0.87	0.42
Control Delay	76.8	88.9	2.1	217.4	34.4	5.6	64.9	46.7	18.9	43.5	55.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	88.9	2.1	217.4	34.4	5.6	64.9	46.7	18.9	43.5	55.0	9.0
LOS	E	F	A	F	C	A	E	D	B	D	D	A
Approach Delay		85.1			50.7			39.6			40.8	
Approach LOS		F			D			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 110.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 62.8	Intersection LOS: E
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 24: Redlands Av. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	2715	103	295	1716	467	118	126	187	542	456	248
Future Volume (veh/h)	182	2715	103	295	1716	467	118	126	187	542	456	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	2888	51	314	1826	470	126	134	66	577	485	251
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	2723	569	246	2709	567	155	182	155	951	548	464
Arrive On Green	0.07	0.36	0.36	0.07	0.36	0.36	0.09	0.10	0.10	0.27	0.29	0.29
Sat Flow, veh/h	3510	7600	1589	3510	7600	1590	1810	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	194	2888	51	314	1826	470	126	134	66	577	485	251
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1590	1810	1900	1610	1755	1900	1610
Q Serve(g_s), s	5.7	37.8	2.2	7.4	21.5	11.6	7.2	7.2	3.3	15.1	25.7	13.9
Cycle Q Clear(g_c), s	5.7	37.8	2.2	7.4	21.5	11.6	7.2	7.2	3.3	15.1	25.7	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	2723	569	246	2709	567	155	182	155	951	548	464
V/C Ratio(X)	0.77	1.06	0.09	1.28	0.67	0.83	0.81	0.73	0.43	0.61	0.88	0.54
Avail Cap(c_a), veh/h	253	2723	569	246	2709	567	281	731	620	951	677	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	33.8	22.4	49.0	28.8	5.2	47.4	46.4	30.0	33.6	35.9	31.6
Incr Delay (d2), s/veh	12.0	36.0	0.1	151.5	0.7	10.0	3.8	5.6	1.9	0.8	11.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	22.7	0.8	8.3	9.2	9.4	3.3	3.6	1.6	6.3	13.2	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	69.9	22.5	200.6	29.4	15.2	51.2	52.0	31.9	34.4	47.3	32.6
LnGrp LOS	E	F	C	F	C	B	D	D	C	C	D	C
Approach Vol, veh/h		3133			2610			326			1313	
Approach Delay, s/veh		68.5			47.5			47.6			38.8	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	15.5	12.0	44.0	13.7	35.8	12.2	43.8
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2
Max Green Setting (Gmax), s	13.4	* 41	7.4	37.8	16.4	37.6	7.6	37.6
Max Q Clear Time (g_c+I1), s	17.1	9.2	9.4	39.8	9.2	27.7	7.7	23.5
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.1	2.7	0.0	10.7

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

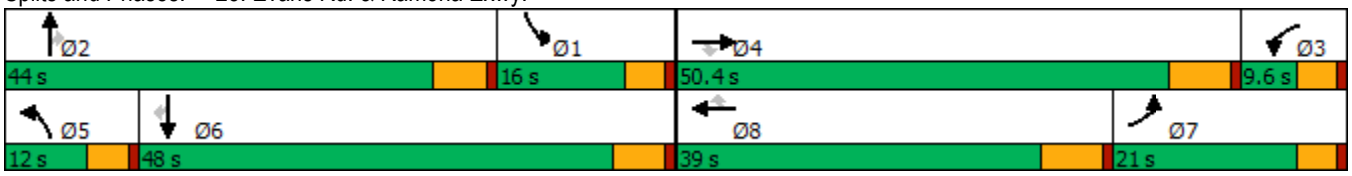
Notes

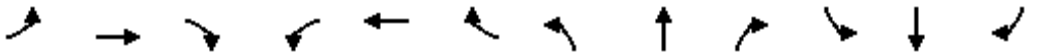
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	690	1983	223	25	1800	247	281	298	16	324	508	807
Future Volume (vph)	690	1983	223	25	1800	247	281	298	16	324	508	807
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	21.0	50.4	50.4	9.6	39.0	39.0	12.0	44.0	44.0	16.0	48.0	48.0
Total Split (%)	17.5%	42.0%	42.0%	8.0%	32.5%	32.5%	10.0%	36.7%	36.7%	13.3%	40.0%	40.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.0	50.2	50.2	5.6	35.0	35.0	8.0	20.1	20.1	31.9	44.0	44.0
Actuated g/C Ratio	0.14	0.42	0.42	0.05	0.29	0.29	0.07	0.17	0.17	0.27	0.37	0.37
v/c Ratio	1.39	0.86	0.29	0.31	1.12	0.41	1.24	0.51	0.04	0.36	0.40	1.14
Control Delay	226.6	36.8	5.0	65.2	101.1	8.6	186.5	47.3	0.2	39.0	29.3	106.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	226.6	36.8	5.0	65.2	101.1	8.6	186.5	47.3	0.2	39.0	29.3	106.6
LOS	F	D	A	E	F	A	F	D	A	D	C	F
Approach Delay		79.6			89.6			111.9			69.3	
Approach LOS		E			F			F			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 82.8	Intersection LOS: F
Intersection Capacity Utilization 102.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 25: Evans Rd. & Ramona Exwy.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	690	1983	223	25	1800	247	281	298	16	324	508	807
Future Volume (veh/h)	690	1983	223	25	1800	247	281	298	16	324	508	807
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	711	2044	0	26	1856	126	290	307	8	334	524	466
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	617	2514		145	2000	565	282	494	220	595	859	383
Arrive On Green	0.17	0.44	0.00	0.08	0.35	0.35	0.08	0.14	0.14	0.17	0.24	0.24
Sat Flow, veh/h	3619	5700	1610	1810	5700	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	711	2044	0	26	1856	126	290	307	8	334	524	466
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	17.0	31.2	0.0	1.3	31.3	5.5	8.0	8.0	0.4	8.7	12.9	14.8
Cycle Q Clear(g_c), s	17.0	31.2	0.0	1.3	31.3	5.5	8.0	8.0	0.4	8.7	12.9	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	617	2514		145	2000	565	282	494	220	595	859	383
V/C Ratio(X)	1.15	0.81		0.18	0.93	0.22	1.03	0.62	0.04	0.56	0.61	1.22
Avail Cap(c_a), veh/h	617	2652		145	2000	565	282	1448	646	595	1592	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	24.3	0.0	42.8	31.2	22.8	45.9	40.6	37.4	38.0	33.9	14.8
Incr Delay (d2), s/veh	86.3	1.9	0.0	0.2	8.2	0.2	61.6	1.3	0.1	0.7	0.7	108.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	12.6	0.0	0.6	14.3	1.9	5.8	3.5	0.2	3.6	5.5	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.6	26.2	0.0	43.0	39.4	23.0	107.5	41.9	37.4	38.8	34.6	122.8
LnGrp LOS	F	C		D	D	C	F	D	D	D	C	F
Approach Vol, veh/h		2755			2008			605			1324	
Approach Delay, s/veh		52.4			38.4			73.3			66.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	17.6	12.0	48.0	12.0	27.7	21.0	39.0
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5
Max Green Setting (Gmax), s	11.4	* 38	5.0	43.9	7.4	42.2	16.4	32.5
Max Q Clear Time (g_c+I1), s	10.7	10.0	3.3	33.2	10.0	16.8	19.0	33.3
Green Ext Time (p_c), s	0.1	1.8	0.0	8.3	0.0	5.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.