APPENDIX 1.1: TRAFFIC STUDY SCOPING AGREEMENT

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MEMORANDUM

URBAN CROSSROADS

DATE: December 5, 2023
TO: Nathan Perez, City of Perris
FROM: Charlene So, Urban Crossroads
JOB NO: 15360-08 TA Scope

CASE ROAD MIXED-USE (DA23-05060, VPM23-05059, CUP23-05047, DPR23-00013, CUP23-05208, CUP23-05209 & CUP23-05210) TRAFFIC STUDY SCOPING AGREEMENT

Urban Crossroads, Inc. is pleased to submit the following Traffic Study Scoping Agreement for the proposed Case Road Mixed-Use development (**Project**), which is located between Watson Road and Ethanac Road, east of Green Valley Parkway and west of Case Road in the City of San Jacinto. The applicable case numbers for the Project are as follows: Development Agreement (**DA**) 23-05060, Vesting Parcel Map 35700 (**VPM**) 23-05059, Conditional Use Permit (**CUP**) 23-05047, Development Plan Review (**DPR**) 23-00013, DPR23-00014, CUP23-05208, CUP23-05209, and CUP23-05210. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations.

PROPOSED PROJECT

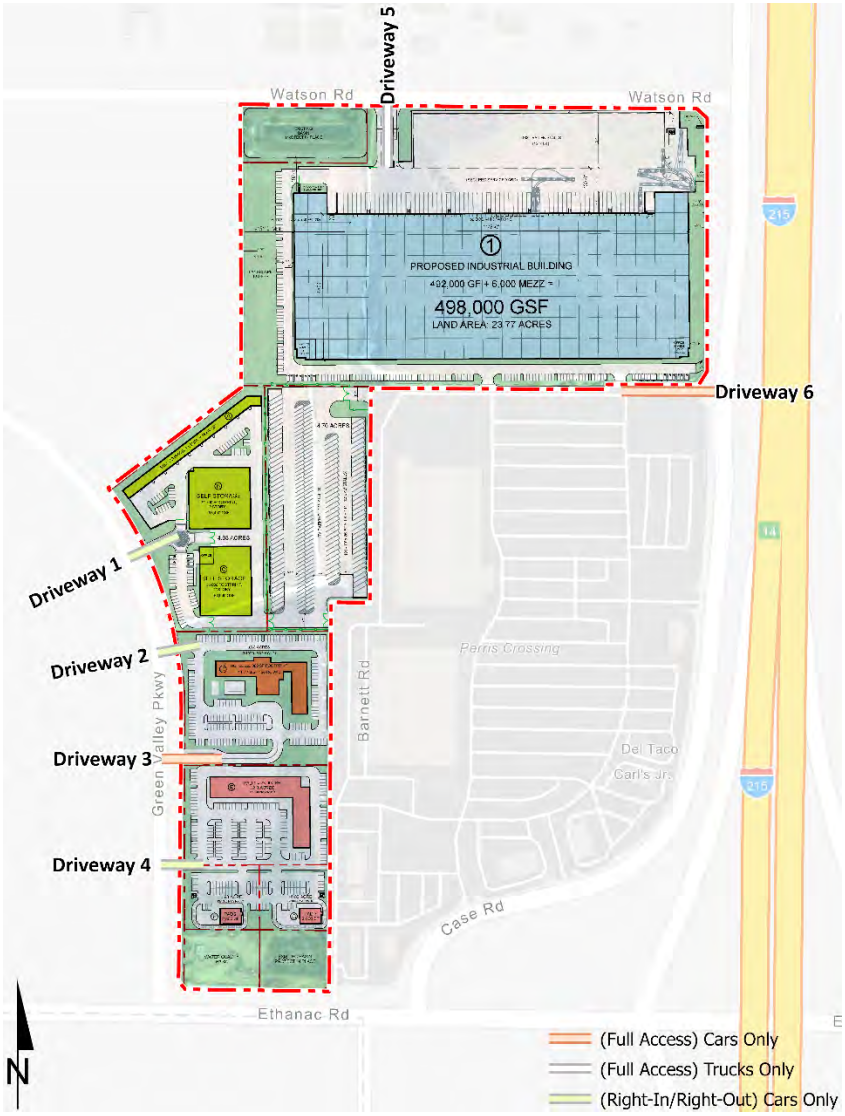
The following uses are proposed as part of the Project within Planning Areas (**PAs**) 40 through 44 for the Green Valley Specific Plan (**GVSP**):

- 498,000 square feet of industrial use
- 211,900 square feet of self-storage use (single story 17,900 square foot building, 96,000 square foot two-story building, and 98,000 square foot two-story building) plus covered trailer parking on 2.75-acres for 84 covered recreational vehicle (**RV**) parking stalls and 131 uncovered RV parking stalls
- 32,600 square feet of general commercial use (27,000 square foot building for retail and restaurants and two 2,800 square foot fast-food with drive-through restaurant pads) (note that the 319,000 square feet of general commercial use that currently exists in PAs 42, 43, and 44 is not included)
- 20,000 square foot, 4-story hotel (128-keys)

A preliminary site plan for the proposed Project is shown on Exhibit 1. The Project is anticipated to have an Opening Year of 2026.

Access to the proposed self-storage, hotel, and commercial retail uses will be accommodated off of Green Valley Parkway, while access to the proposed industrial use will be accommodated on Watson Road and Case Road. All access points are assumed to be restricted to right-in/right-out access only along Green Valley Parkway with the exception of Driveway 3 which would allow for full turning movements (e.g., no turn restrictions). Driveway 3 is proposed to align with the future driveway for Tentative Tract Map No. 37818 which assumes a break in the median along Green Valley Parkway to accommodate vehicle turns. The driveway on Watson Road would also allow for full turning movements. The land uses fronting Green Valley Parkway will also have reciprocal access to the adjacent existing shopping center in order to get access to the regional roadway network. A Secondary Highway per the County's Standard No. 114, allows for a minimum driveway spacing of 330-feet for full access. The driveway distances are depicted on the site plan provided in Attachment A.

EXHIBIT 1: PRELIMINARY SITE PLAN



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) was used to calculate the trip generation. For purposes of this analysis, the following land use codes and vehicle mixes have been utilized for the Project within PAs 40, 41, 42, 43, and 44:

- High-Cube Fulfillment Center Warehouse (ITE Land Use Code 155) has been used to derive site specific trip generation estimates for up to 498,000 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). As defined by ITE, *a high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the high-cube warehouse.* The ITE Trip Generation Manual has two subcategories for the High-Cube Fulfillment Center use: sort and non-sort. ITE describes a sort facility as a *fulfillment center that ships out smaller items, requiring extensive sorting, typically by manual means*. In comparison, *a non-sort facility is a fulfillment center that ships large box items that are processed primarily with automation rather than through manual means*. Some limited assembly and repackaging may occur within the facility. In an effort to conduct a conservative assessment for the speculative warehouse building, a sort facility has been assumed for the purposes of calculating trip generation for the proposed Project. The vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (**SCAQMD**)recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE Land use code 151 (Mini-Warehouse) has been used to derive the site-specific trip generation for 211,900 square feet of self-storage use (single story 17,900 square foot building, 96,000 square foot two-story building, and 98,000 square foot two-story building) plus covered trailer parking on 2.75-acres for 84 covered RV parking stalls and 131 uncovered RV parking stalls
- ITE Land use code 310 (Hotel) has been used to derive the site-specific trip generation for the 20,000 square foot, 4-story hotel (128-keys)
- 932 (High Turnover Sit-Down Restaurant) and 934 (Fast-Food Restaurant with Drive-Thru Window) were used to derive the site-specific trip generation for 32,600 square feet of general commercial use (27,000 square foot building for retail, restaurants, and two 2,800 square foot fast-food with drive-through restaurant pads)

As noted in Table 1, 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.

TABLE 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 Vehicles:									
Mini-Warehouse (Self-Storage)	TSF	151	0.053	0.037	0.090	0.071	0.080	0.150	1.450
Mini-Warehouse (RV Parking)	Spaces	151	0.006	0.006	0.012	0.008	0.008	0.017	0.180
High-Cube Fulfillment Center (Sort)[3,5]	TSF	155	0.705	0.165	0.870	0.468	0.732	1.200	6.440
Passenger Cars (AM=97.7%, PM=98.3%, Daily=97.1%)			0.695	0.155	0.850	0.458	0.722	1.180	6.250
2-Axle Trucks (AM=0.4%, PM=0.3%, Daily=0.5%)			0.002	0.001	0.003	0.002	0.001	0.003	0.032
3-Axle Trucks (AM=0.5%, PM=0.3%, Daily=0.6%)			0.002	0.002	0.004	0.002	0.002	0.004	0.039
4+-Axle Trucks (AM=1.4%, PM=1.0%, Daily=1.8%)			0.006	0.007	0.013	0.006	0.007	0.013	0.119
Hotel	Rooms	310	0.26	0.20	0.46	0.30	0.29	0.59	7.99
High Turnover (Sit-Down) Restaurant	TSF	932	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast-Food Restaurant with Drive-Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48

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

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

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 (trips that travel between uses without leaving the site). In other words, trips may be made between the existing retail, proposed food, and proposed hotel uses on-site which 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. 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 in Attachment B.

Pass-by percentages have been obtained from the ITE Trip Generation Manual (11th Edition, 2021). Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on the way to their ultimate destination. The pass-by reduction trips will be manually added back to the applicable driveway locations for the operations analysis. The reductions have only been applied to the proposed food/restaurant uses.

The Project is estimated to generate a total of 5,770 two-way trips per day on a typical weekday with approximately 874 AM peak hour trips and 836 PM peak hour trips as shown in Table 2 (actual vehicles). The Project site also includes 319,000 square feet of commercial retail which already exists on the northeast corner of Case Road and Ethanac Road. As such, the trip generation associated with the existing commercial has also been included for the purposes of the trip generation, however, will not be included as part of the Traffic Study as the existing intersection counts will capture the existing traffic associated with the commercial uses.

TABLE 2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Self-Storage Facility	211.900	TSF	11	8	19	15	17	32	308
Recreational Vehicle (RV) Storage	215	Spaces	1	1	2	2	2	4	40
High-Cube Fulfillment Center (Sort)	498.000	TSF							
Passenger Cars:			346	77	423	228	360	588	3,114
2-axle Trucks:			1	1	2	1	1	2	16
3-axle Trucks:			1	1	2	1	1	2	20
4+-axle Trucks:			3	3	6	3	3	6	60
Total Truck Trips:			5	5	10	5	5	10	96
Fulfillment Center Total Trips[2]			351	82	433	233	365	598	3,210
Hotel	128	Rooms	33	26	59	39	37	76	1,024
Internal Capture Trip Reduction (Hotel)			-1	-6	-7	-20	-18	-38	-512
High Turnover (Sit-Down) Restaurant	27.000	TSF	142	116	258	149	95	244	2,894
Pass-by Reduction (PM/Daily = 43%)			0	0	0	-21	-21	-42	-754
Fast-Food Restaurant with Drive-Thru	5.600	TSF	127	122	249	96	89	185	2,618
Internal Capture Trip Reduction (Restaurant)			-17	-16	-33	-83	-88	-171	-2,198
Pass-by Reduction (AM = 50%; PM/Daily = 55%)			-53	-53	-106	-26	-26	-52	-860
Passenger Cars			589	275	864	379	447	826	5,674
Trucks			5	5	10	5	5	10	96
Project Total Trips[2]			**594**	**280**	**874**	**384**	**452**	**836**	**5,770**
Existing Commercial[3]	319.000	TSF	191	118	309	616	667	1,283	13,232
Internal Capture Trip Reduction (Retail)			-19	-15	-34	-81	-78	-159	-1,640
Total Trips (Including Existing Commercial)			**766**	**383**	**1,149**	**919**	**1,041**	**1,960**	**17,362**

[1] TSF = thousand square feet

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

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

For the purposes of the operations analysis, the PCE values shown in Table 3 will be utilized. 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. The Project is anticipated to generate a total of 5,916 two-way PCE trips per day on a typical weekday with approximately 889 PCE AM peak hour trips and 851 PCE PM peak hour trips (see Table B-1 in Attachment B). A total is also provided

PROJECT TRIP GENERATION COMPARISON

1990 SP EIR APPROVED USES

The Green Valley Specific Plan Environmental Impact Report (**EIR**) (certified March 5, 1990, referred to as **1990 SP EIR**) assumed the development of 471,500 square feet of general commercial use and 564,000 square feet of business park use. The trip-generation evaluated for the proposed Project evaluated in the 1990 SP EIR is summarized in Table 1 for the currently approved uses within PAs 40-44. The approved uses generate a total of 34,577 two-way trips per day with 1,494 AM peak hour trips and 2,986 PM peak hour trips as shown in Table 3. Attachment A includes excerpts from the original 1990 SP EIR identifying the trip generation for the applicable PAs.

TABLE 3: 1990 SP EIR TRIP GENERATION

			AM Peak Hour			PM Peak Hour			
Land Use[1]	Quantity	Units[2]	In	Out	Total	In	Out	Total	Daily
PA 40: Business Park	302.000	TSF	376	63	439	72	320	392	3,481
PA 41: Business Park	262.000	TSF	353	59	412	68	301	369	3,273
PA 42: Commercial	118.500	TSF	128	55	183	317	330	647	7,811
PA 43: Commercial	153.500	TSF	149	63	212	361	375	736	9,163
PA 44: Commercial	199.500	TSF	173	75	248	395	447	842	10,849
Total Trips	**1,035.500**	**TSF**	**1,179**	**315**	**1,494**	**1,213**	**1,773**	**2,986**	**34,577**

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

[2] TSF = thousand square feet

TRIP GENERATION COMPARISON

Table 4 shows the trip generation comparison between the proposed Project uses (plus existing commercial uses) and the currently approved 1990 SP EIR land uses. The resulting net change in trips are identified in Table 4. As shown, the proposed Project is anticipated to generate 17,069 fewer two-way trips per day with 330 fewer AM peak hour trips and 1,011 fewer PM peak hour trips as compared to the currently approved land uses.

TABLE 4: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	Daily
Approved 1990 SP EIR	1,179	315	1,494	1,213	1,773	2,986	34,577
Proposed Project (PCE)	773	391	1,164	926	1,049	1,975	17,508
Net Change in Trips	**-406**	**76**	**-330**	**-287**	**-724**	**-1,011**	**-17,069**

Note: Negative value represents a reduction in comparison to the Approved uses.

TRIP DISTRIBUTION

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. 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 (see Exhibit 2). The truck and passenger car trip distributions are illustrated on Exhibits 3 and 4, respectively.

EXHIBIT 2: CITY TRUCK ROUTES

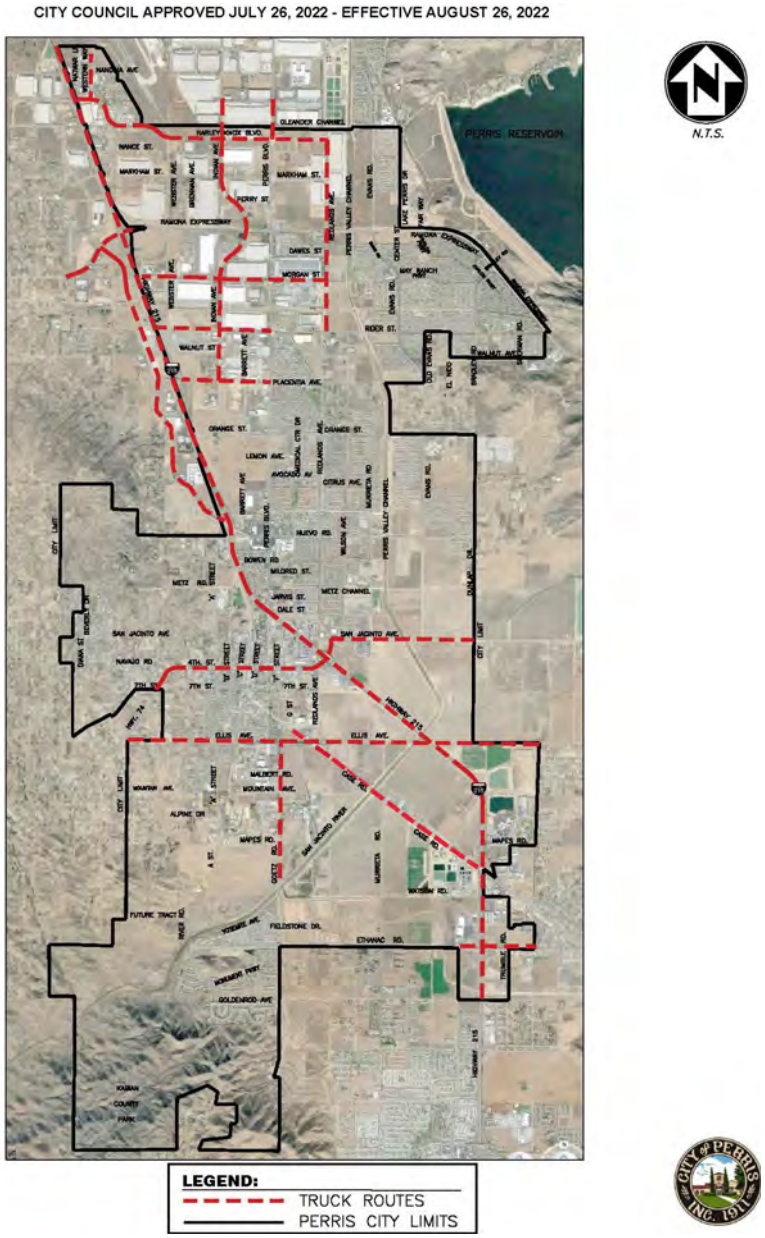


EXHIBIT 3: PROJECT (TRUCK) TRIP DISTRIBUTION

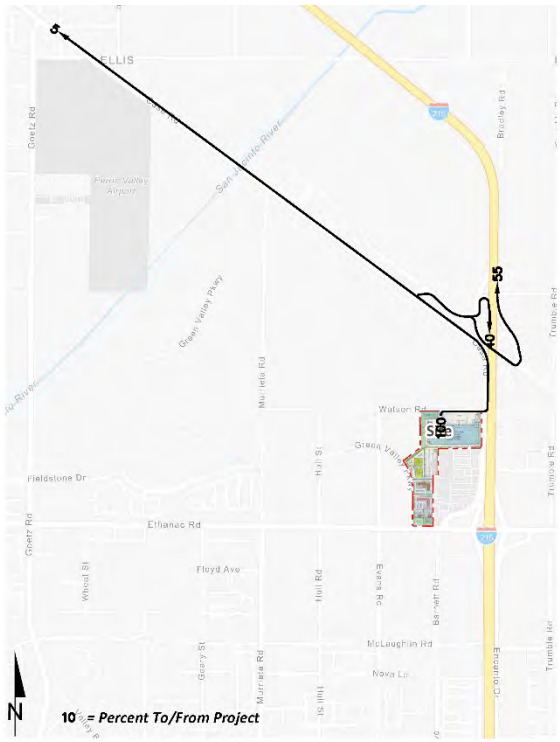
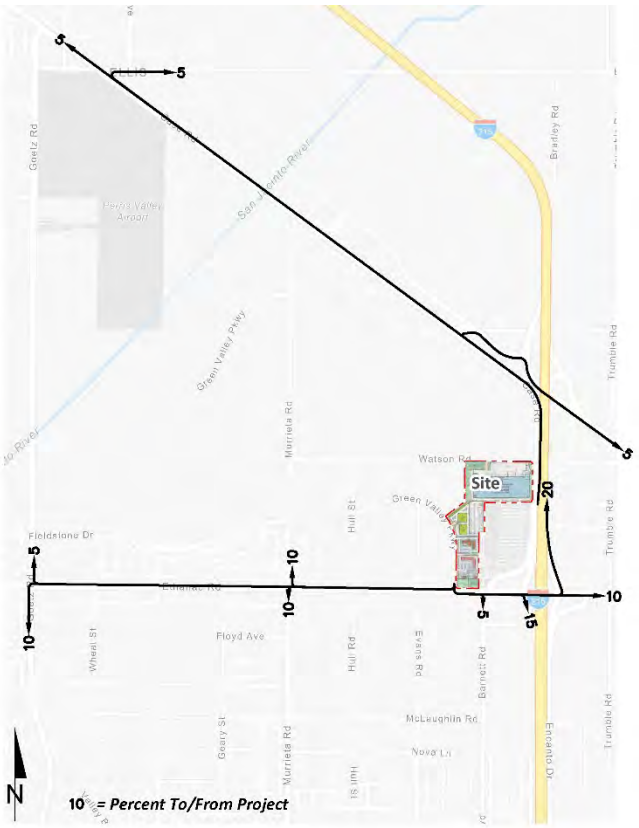
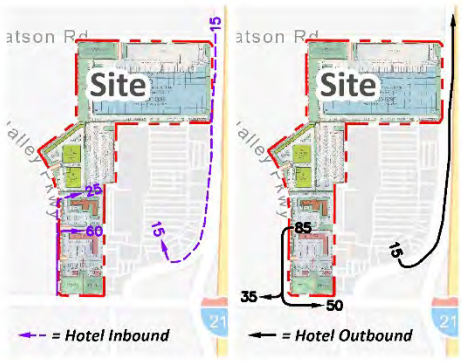


EXHIBIT 4: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

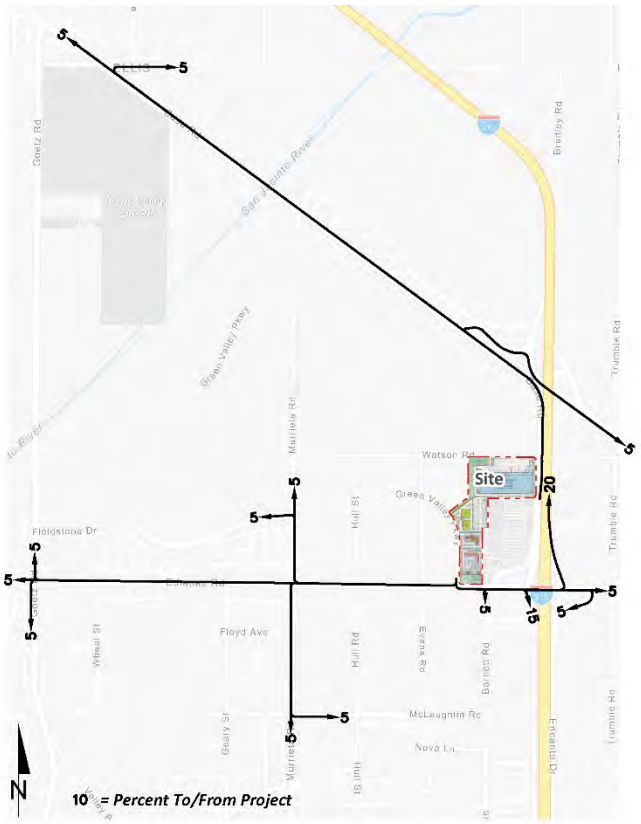
Warehouse:

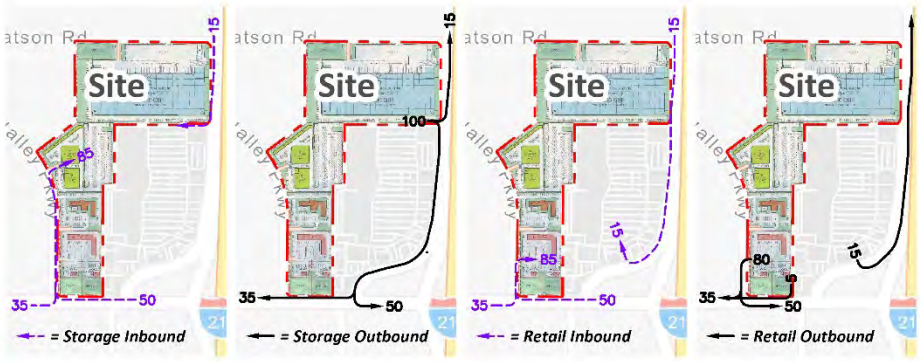
Hotel:


Site
Watson Rd
Fieldstone Dr
Floyd Ave
McLaughlin Rd
Nova Ln
Green Valley Pkwy
Morrieta Rd
Hull St
Wheat St
Barnett Rd
Trumble Rd
Bradley Rd
Grant Rd
Perris Valley Airport
San Jacinto River
Evans Rd
Gary St
Indian St
Redlands Dr
5
10
20
15
N
10 = Percent To/From Project


Site
Site
15
25
60
15
85
15
35
50
21
21
= Hotel Inbound
= Hotel Outbound

Retail/Storage:





ANALYSIS SCENARIOS

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

- Existing (2024)
- Existing Plus Project (E+P)
- Existing Plus Ambient Growth Plus Cumulative (E+A+C) (2026)
- Existing Plus Ambient Growth Plus Project Plus Cumulative (E+A+P+C) (2026)

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. No long-range analysis is proposed as the proposed Project would generate a net reduction in trips as compared to the land uses evaluated in the GVSP EIR.

STUDY AREA INTERSECTIONS

Consistent with County of Riverside traffic study guidelines, the study area limits are typically 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 San Jacinto. As such, the proposed intersection analysis locations shown on Exhibit 5 have been identified as either Project access points or site adjacent intersections (also listed on Table 5). Table 6 identifies the Project trips (in PCE) along the outer boundaries of the study area to verify no additional intersections need to be included.

TABLE 5: LIST OF STUDY INTERSECTIONS

ID	Intersection	ID	Intersection
1	Goetz Rd. & Ethanac Rd.	13	Case Rd. & Ellis Av.
2	Murrieta Rd. & Green Valley Pkwy.	14	Murrieta Rd. & Case Rd.
3	Murrieta Rd. & Ethanac Rd.	15	Case Rd. & Mapes Rd.
4	Murrieta Rd. & McLaughlin Rd.	16	Case Rd. & Watson Rd.
5	Evans Rd. & Ethanac Rd.	17	Case Rd. & Driveway 6
6	Green Valley Pkwy. & Driveway 1	18	Case Rd. & Ethanac Rd.
7	Green Valley Pkwy. & Driveway 2	19	Bonnie Dr. & Mapes Rd.
8	Green Valley Pkwy. & Driveway 3	20	I-215 SB Ramps/SR-74 & Bonnie Dr.
9	Green Valley Pkwy. & Driveway 4	21	I-215 NB Ramps & SR-74
10	Green Valley Pkwy. & Ethanac Rd.	22	I-215 SB Ramps & Ethanac Rd.
11	Barrett Rd. & Ethanac Rd.	23	I-215 NB Ramps & Ethanac Rd.
12	Driveway 5 & Watson Rd.	24	Encanto Dr. & Ethanac Rd.

EXHIBIT 5: STUDY AREA

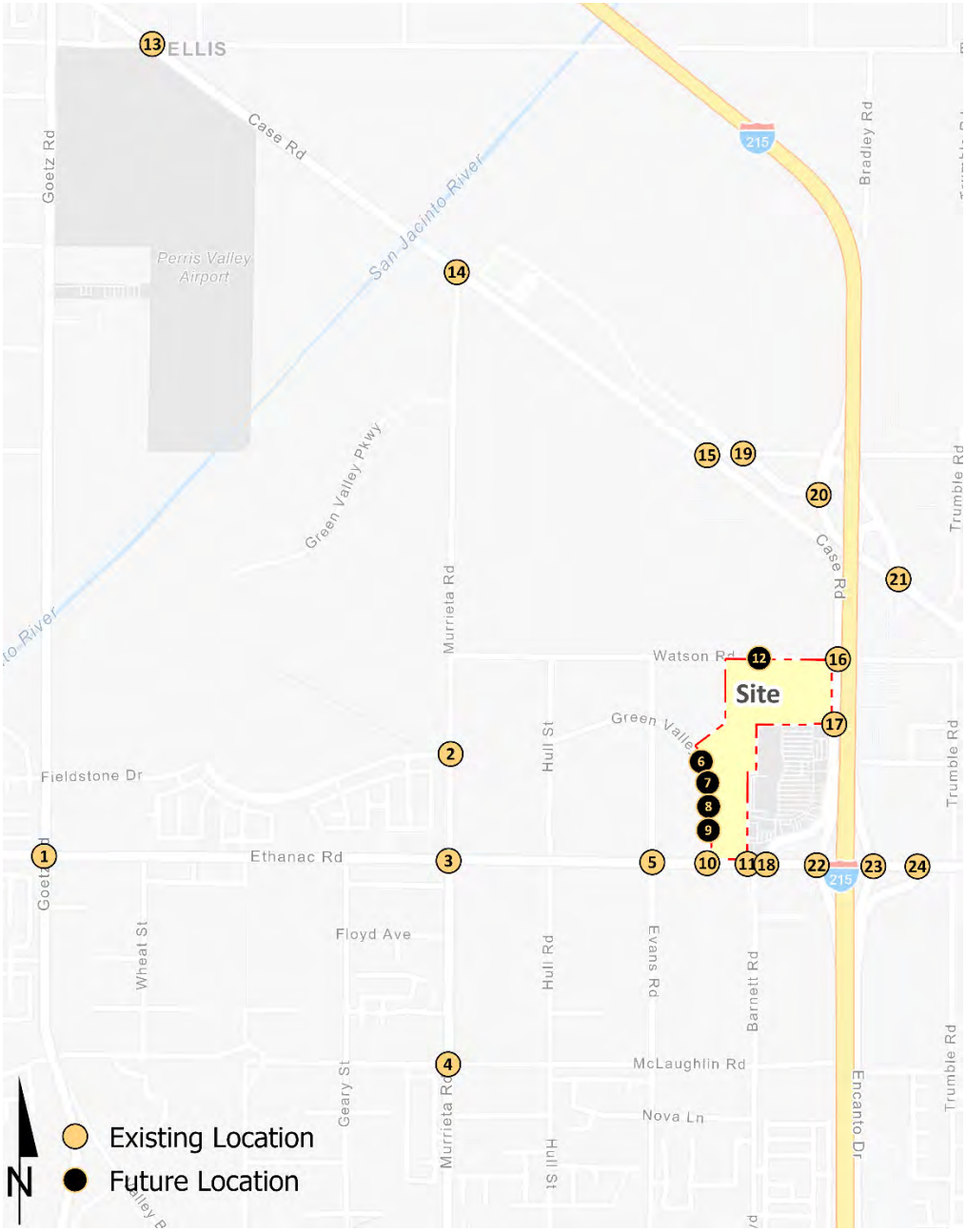


TABLE 6: SUMMARY OF PROJECT TRIPS (IN PCE)

ID	Roadway Segment	AM Project Trips (PCE)	PM Project Trips (PCE)
1	Case Road, North of Ellis Road	44	43
2	Ellis Road, East of Case Road	43	41
3	SR-74, East of I-215 Freeway	43	41
4	Ethanac Road, West of Goetz Road	22	12
5	Goetz Road, North of Ethanac Road	41	39
6	Goetz Road, South of Ethanac Road	46	43
7	Murrieta Road, North of Green Valley Parkway	33	26
8	Murrieta Road, South of McLauglin Road	37	31
9	Barrett Road, South of Ethanac Road	22	12
10	Ethanac Road, East of I-215 Freeway	46	43

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 other than those needed for volume balancing (e.g., flow conservation). It is anticipated traffic counts would be conducted after the second week of January 2024 in order to ensure normalized traffic once schools have returned.

AMBIENT GROWTH

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 2026 conditions).

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.

City of Menifee: Per Policy C-1.2 of the City of San Jacinto General Plan, the following LOS will be utilized for study area intersections located within the City: Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.

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.

CUMULATIVE PROJECTS

A preliminary cumulative map and list are provided on Exhibit 6 and Table 7. It is requested that the City provide an updated list of cumulative projects. We will also reach out to the City of Menifee to obtain a current list of cumulative projects to make any necessary additions. The lists will be reviewed and projects that are anticipated to contribute traffic to the study area intersections will be included.

EXHIBIT 6: CUMULATIVE DEVELOPMENT LOCATION MAP

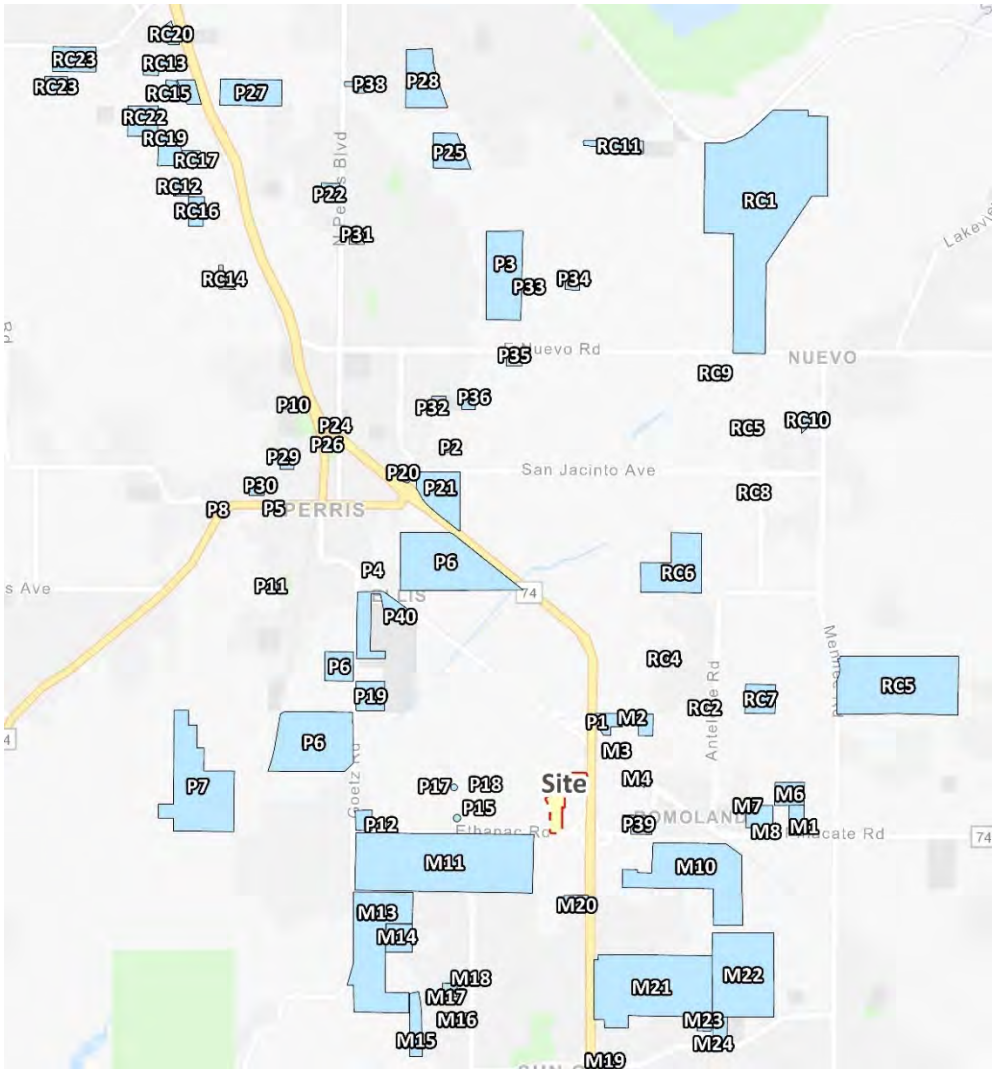


TABLE 7: SUMMARY OF CUMULATIVE DEVELOPMENT PROJECTS

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]
P1	Mapes and Trumble Industrial	Perris	High-Cube Fulfillment Center Warehouse	396.000	TSF
P2	Perris Multifamily Residential (DPR 20-00008)	Perris	Multifamily (Low-Rise)	287	DU
P3	Pulte Residential / TTM 30850	Perris	SFDR	496	DU
P4	Perez Indus / DPR 16-00016	Perris	Industrial	2.500	TSF
P5	Pharmacy / DPR 20-00022	Perris	Industrial	15.000	TSF
P6	South Perris Industrial Project	Perris	Industrial		
	Site 1			784.000	TSF
	Site 2			3,448.734	TSF
	Site 3			2,300.000	TSF
P7	Riverwoods	Perris	Single Family Housing	663	DU
			Elementary School	600	STU
			Park	12.0	Acres
P8	Go Fresh Gas Station	Perris	Gasoline/Conven. Mkt./Retail Store/Car W	16	VSP
			Convenient Store	3.960	TSF
			Retail Store	1.406	TSF
			Car Wash Tunnel	2.505	TSF
P9	Track 37803	Perris	Residential	145	DU
P10	Villa Verona Apt - Track 37181 / DPR 16-00002	Perris	Multifamily Housing	360	DU
P11	Senior Housing / DPR 17-00005	Perris	Multifamily Housing	141	DU
	Green Valley Specific Plan	Perris	Single/Multifamily Housing	1,240	DU
P12	GVSP - Track 37262		Single Family Housing	191	DU
P13	GVSP - Track 37716		Multifamily Housing	97	DU
P14	GVSP - Track 37722		Single Family Housing	116	DU
P15	GVSP - Track 37817		Multifamily Housing	227	DU
P16	GVSP - Track 37818		Single Family Housing	138	DU
P17	GVSP - Track 37818		Multifamily Housing	236	DU
P18	GVSP - Track 37223		Single Family Housing	235	DU
P19	Airport Industrial	Perris	Industrial	650.000	TSF
P20	Perris Valley Town Center (West Side)	Perris	Retail	28.000	TSF
			Fast-Food w/ Drive-Thru	2.200	TSF
P21	Perris Valley Town Center (East Side)	Perris	Shopping Center	644.866	TSF
			Fast-Food w/ Drive-Thru	10.500	TSF
			High Turnover Restaurant	15.120	TSF
			Gas Station	16	VFP
P22	Weinerschnitzel / CUP 17-05083	Perris	Fast-Food Restaurant	2.000	TSF
P23	Burge Indus 2	Perris	Industrial	19.000	TSF
P24	Perris Plaza - Build-out	Perris	Commercial	173.000	TSF
P25	Wilson Industrial / DPR 19-00007	Perris	High-Cube Warehouse	303.000	TSF
P26	Arco Expansion	Perris	Commercial	3.869	TSF
P27	Rados / DPR 07-0119	Perris	High-Cube Warehouse	1,200.000	TSF
P28	Rider 2/4	Perris	High-Cube Warehouse	1,373.449	TSF
P30	Sunwest Enterprises	Perris	SFDR	61	DU
P31	Pacific Ave	Perris	PUD	131	DU
P32	Sunwest Enterprises	Perris	SFDR	57	DU

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]
P33	Jason Keller/John Ford	Perris	SFDR	189	DU
P34	Jason Keller/John Ford	Perris	SFDR	122	DU
P35	Rastogi Family LTD / John Ford	Perris	SFDR	75	DU
P36	Sterling Villa Senior Housing	Perris	Senior Adult Housing - Attached	429	DU
P37	Burge Indus 1	Perris	Industrial	18.000	TSF
P38	Pulliam Indus	Perris	Industrial	16.000	TSF
P39	Hillwood Ethanac	Perris	High-Cube Transload Warehouse	362.348	TSF
			High-Cube Cold Storage Warehouse	50.000	TSF
P40	Perris Airport	Perris	High-Cube Fulfillment Center Warehouse	794.909	TSF
			General Light Industrial	71.961	TSF
			Truck/Trailer Drop Lot	323	Spaces
M1	SP260A2	Menifee	SP Proposal for APN329-110-003/026/02	2,025	DU
M2	United Carports Warehouse (DEV2022-009)	Menifee	Warehouse	58.643	TSF
M3	Trumble Retail (CUP2016-290)	Menifee	Hotel	108	RM
			Quality Restaurant	5.500	TSF
			Fast-Food w/ Drive-Thru	3.000	TSF
			Gas Station	12	VFP
M4	Paragon Framing (CUP2018-126)	Menifee	Office/Storage	10.454	TSF
M5	Trumble/Watson Warehouse (DEV2022-019)	Menifee	Warehouse	327.631	TSF
M6	TR 38132 & 38133 (SPA DEV2021-005)	Menifee	Single Family Residential	322	DU
M7	MR-27 LLC Rancon (TTM 34118)	Menifee	Multifamily (Low-Rise)	85	DU
M8	Motte Country Plaza (PP2018-300)	Menifee	Gas Station	12	VFP
M9	Forterra Pipe (PP2018-199)	Menifee	Storage Yard Expansion	20.700	TSF
M10	Menifee Commerce Center (PP2019-005)	Menifee	Warehouse	1,461.650	TSF
	Menifee Commerce Center II (DEV2022-014)	Menifee	Warehouse	1,139.478	TSF
	Nova Battery Storage (DEV2022-015)	Menifee	Redevelopment of IEEC Plant		
	McLaughlin Warehouses (DEV2022-016)	Menifee	Warehouse	491.467	TSF
M11	Goetz/Ethanac Commercial (PP PLN21-0319)	Menifee	Gas Station + Retail	14.290	TSF
	Corsica Business Park (DEV2022-010)	Menifee	Business Park	276.682	TSF
	Capstone Industrial (PLN21-0370)	Menifee	Warehouse	700.037	TSF
	DEV2022-017	Menifee	Warehouse	551.685	TSF
	Northern Gateway Commerce Center II (PP PLN21-0281)	Menifee	High-Cube Warehouse	1,312.601	TSF
	Ethanac/Evans Warehouse (DEV2022-018)	Menifee	Warehouse	137.896	TSF
	Ethanac Square (MJMOD PLN21-0104)	Menifee	Gas Station	3.800	TSF
	Ethanac/Barnett Warehouse (PP PLN21-0290)	Menifee	Warehouse	250.000	TSF
M12	Mapes and Sherman Warehouse	Menifee	High-Cube Fulfillment Center Warehouse	277.578	TSF
M13	Cimarron Ridge	Menifee	Residential	756	DU
M14	DEV2022-001	Menifee	Single Family Residential	96	DU
M15	Valley Blvd. Tract Map	Menifee	Single Family Residential	68	DU
M16	TR/PP Di Capri	Menifee	Condominiums	61	DU
M17	Coronado Condos	Menifee	Condominiums	73	DU
M18	Vista Ridge	Menifee	Condominiums	30	DU
M19	McCall-Encanto Gas Station	Menifee	Gas Station w/ Convenient Store	6	VFP
			Fast-Food Restaurant w/ Drive-Thru	3.900	TSF

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity	Units[1]
M20	McLaughlin Village	Menifee	Condominiums	126	DU
M20	McLaughlin Village	Menifee	Condominiums	126	DU
M21	Legado	Menifee	Residential	1,022	DU
M22	Underwood	Menifee	Residential	543	DU
M23	Cypress and Sands Apartments	Menifee	Residential	136	DU
M24	Beyond Menifee	Menifee	Mixed-Use	17.3	Acres
RC1	Stoneridge	County	High-Cube Cold Storage	1,695.355	TSF
			High-Cube Fulfillment	2,966.872	TSF
			High-Cube Warehouse	2,966.872	TSF
			Manufacturing	847.678	TSF
			Warehousing	427.759	TSF
			Industrial Park	641.639	TSF
			Free-Standing Discount Store	100.000	TSF
			Commercial Retail	21.968	TSF
RC2	TTM/TR37358	County	Residential lots	154	DU
RC3	TR36712	County	Single Family Lots	74	DU
RC4	TTM37728	County	228 Lot Schedule a Tentative Map	228	DU
RC5	SP00344/TR35045	County	Residential with Park/Open Space/ Schoo	796	DU
R6	Ellis/Sherman Warehouses	County	High-Cube Fulfillment	1,374.688	TSF
			High-Cube Cold Storage	242.592	TSF
RC7	TR31687	County	Single Family Residential	65	DU
RC8	TR36635	County	Residential, 6.0 Acres Park/ Basin	283	DU
RC9	TR36665	County	Residential lots with 14 Open Space lots	587	DU
RC10	TR37134	County	Single Family Residential	73	DU
RC11	McCanna Hills / TTM 33978	County	SFDR	63.000	DU
RC12	PPT220047	County	Warehousing	192.249	TSF
RC13	Patterson & Harvill Warehouse	County	Warehousing & Cold Storage	100.190	TSF
RC25	PPT190028	County	Warehousing	197.856	TSF
RC15	Dedeaux Harvill Truck Terminal		Truck Terminal	55.700	TSF
RC16	Harvill & Water Logistics	County	High-Cube Fulfillment Center Warehouse	304.376	TSF
		County	High-Cube Cold Storage Warehouse	130.447	TSF
RC17	Placentia Truck Drop Lot	County	Truck Trailer Storage	8.060	AC
RC18	28840 Rider Street	County	Animal Production Facility	54.450	TSF
RC19	Barker Logistics	County	High-Cube Fulfillment Center Warehouse	699.630	TSF
RC20	Harvill & Cajalco Warehouse	County	General Light Industrial & Truck Yard	99.770	TSF
RC21	Patterson & Cajalco Warehouse	County	Warehousing & Cold Storage	107.968	TSF
RC22	Rider & Patterson Business Center	County	High-Cube Fulfillment Center Warehouse	591.203	TSF
RC23	Mead Valley Commerce Center	County	High-Cube Cold Storage	150.526	TSF
			High-Cube Fulfillment Center Warehouse	852.984	TSF
			Active Park	14.940	AC

[1] TSF = Thousand Square Feet; DU = Dwelling Units; VSP = Vehicle Fueling Positions; STU = Students

SPECIAL ISSUES

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

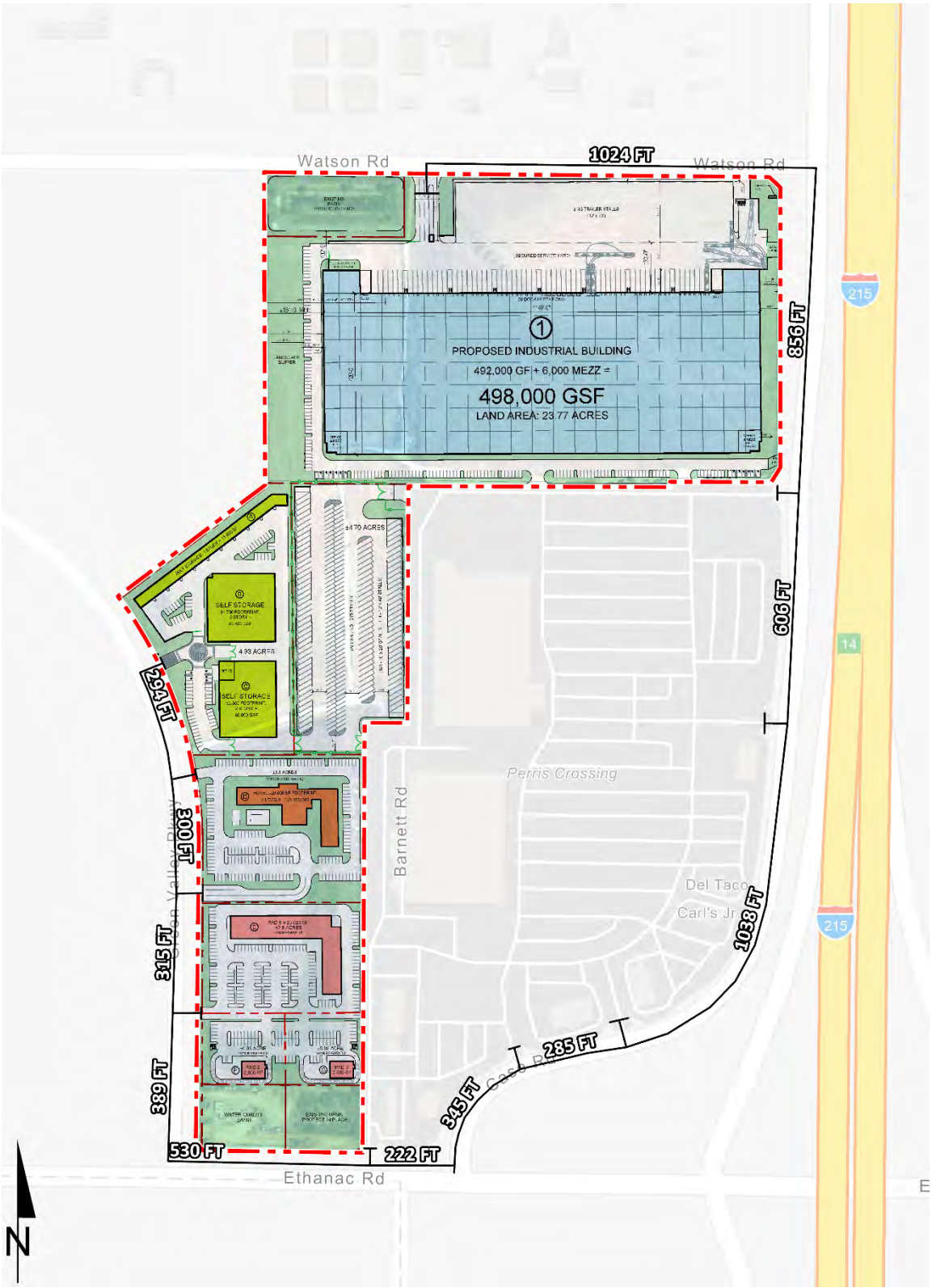
- A truck turning template will be overlaid on the site plan for Driveway 5 on Watson Road and the intersection of Case Road at Watson Road which are anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turn maneuvers.
- Traffic signal warrant analyses will be conducted for all unsignalized study area intersections for all applicable analysis scenarios.
- Evaluate the peak hour off-ramp queuing at the I-215 Ramps at both the Case Road/SR-74 and Ethanac Road interchanges to ensure peak hour queues do not spillback onto the mainline.
- Evaluate the peak hour queuing at the Project driveways located along the Project frontages of Watson Road, Case Road, and Green Valley Parkway.

SIGNAL TIMING

It is requested that the City provide any signal timing that should be considered for signalized study area intersections within the City. Signal timing for the I-215 Freeway Ramps at both SR-74 and Ethanac Road have been obtained from Caltrans District 8.

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

ATTACHMENT A: PROJECT DRIVEWAY SPACING


Watson Rd
1024 FT
Watson Rd
PROPOSED INDUSTRIAL BUILDING
492,000 GF + 6,000 MEZZ =
498,000 GSF
LAND AREA: 23.77 ACRES
856 FT
606 FT
SELF STORAGE
SELF STORAGE
4.93 ACRES
14.70 ACRES
294 FT
800 FT
315 FT
389 FT
530 FT
222 FT
345 FT
285 FT
1038 FT
Perris Crossing
Barnett Rd
Del Taco
Carl's Jr
215
14
215
Ethanac Rd
N

ATTACHMENT B: PCE-BASED PROJECT TRIP GENERATION & INTERNAL CAPTURE WORKSHEETS

TABLE B-1: PROJECT TRIP GENERATION SUMMARY (PCE)

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

[1] TSF = thousand square feet

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

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

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Case Road Mixed Use	**Organization:**	Urban Crossroads
Project Location:	Perris	**Performed By:**	CS
Scenario Description:		**Date:**	29-Nov
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		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				309	191	118
Restaurant				507	269	238
Cinema/Entertainment				0		
Residential				0		
Hotel				59	33	26
All Other Land Uses[2]				0		
Total				875	493	382

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% 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		15	0	0	0
Restaurant	0	15		0	0	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	4	2	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	875	493	382
Internal Capture Percentage	8%	8%	10%
External Vehicle-Trips[3]	801	456	345
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	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	10%	13%
Restaurant	6%	7%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	3%	23%

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

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

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

[4]Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Case Road Mixed Use	**Organization:**	Urban Crossroads
Project Location:	Perris	**Performed By:**	CS
Scenario Description:		**Date:**	29-Nov
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		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				1283	616	667
Restaurant				429	245	184
Cinema/Entertainment				0		
Residential				0		
Hotel				76	39	37
All Other Land Uses[2]				0		
Total				1788	900	888

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% 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		71	0	0	7
Restaurant	0	75		0	0	13
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	6	12	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,788	900	888
Internal Capture Percentage	21%	20%	21%
External Vehicle-Trips[3]	1,420	716	704
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	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	13%	12%
Restaurant	34%	48%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	51%	49%

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

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

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

[4]Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute

APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 6: Green Valley Parkway & Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 7: Green Valley Parkway & Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: Green Valley Parkway & Cumulative Driveway/Driveway 3

Movement	EB	WB	NB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	55	36	30
Average Queue (ft)	32	14	4
95th Queue (ft)	49	40	20
Link Distance (ft)	589	289	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Green Valley Parkway & Driveway 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 10: Ethanac Rd. & Green Valley Parkway

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	200	291	300	510	470	223	267	37
Average Queue (ft)	94	148	168	255	265	50	138	10
95th Queue (ft)	165	253	269	408	408	148	227	29
Link Distance (ft)		3284	3284	2663	2663	2663	349	349
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175							
Storage Blk Time (%)	2	3						
Queuing Penalty (veh)	16	4						

Intersection: 12: Driveway 5 & Watson Rd.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	6	31
Average Queue (ft)	0	10
95th Queue (ft)	6	34
Link Distance (ft)		272
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Case Rd. & Watson Rd.

Movement	EB	NB	SB	SB
Directions Served	L	LT	T	R
Maximum Queue (ft)	46	73	96	36
Average Queue (ft)	21	43	56	20
95th Queue (ft)	42	65	83	44
Link Distance (ft)		308	1941	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Case Rd. & Driveway 6

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	R
Maximum Queue (ft)	90	52	142	90	30	122	91
Average Queue (ft)	40	21	73	46	1	50	43
95th Queue (ft)	75	40	122	82	13	93	73
Link Distance (ft)	911			1578	1578	436	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		180	150				100
Storage Blk Time (%)			0			1	0
Queuing Penalty (veh)			0			1	1

Network Summary

Network wide Queuing Penalty: 20

Intersection: 6: Green Valley Parkway & Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 7: Green Valley Parkway & Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: Green Valley Parkway & Cumulative Driveway/Driveway 3

Movement	EB	WB	NB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	54	40	34
Average Queue (ft)	27	12	8
95th Queue (ft)	47	38	30
Link Distance (ft)	602	300	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Green Valley Parkway & Driveway 4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 10: Ethanac Rd. & Green Valley Parkway

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	200	259	272	617	594	327	192	42
Average Queue (ft)	88	129	148	271	282	70	97	8
95th Queue (ft)	164	226	234	478	479	208	171	27
Link Distance (ft)		3279	3279	2614	2614	2614	349	349
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	175							
Storage Blk Time (%)	1	2						
Queuing Penalty (veh)	14	2						

Intersection: 12: Driveway 5 & Watson Rd.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	277
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Case Rd. & Watson Rd.

Movement	EB	NB	SB	SB
Directions Served	L	LT	T	R
Maximum Queue (ft)	52	170	92	48
Average Queue (ft)	19	78	50	25
95th Queue (ft)	42	127	76	47
Link Distance (ft)		308	1952	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			150
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 17: Case Rd. & Driveway 6

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	R
Maximum Queue (ft)	220	138	124	157	51	129	96
Average Queue (ft)	97	44	61	69	3	60	37
95th Queue (ft)	169	92	102	125	25	104	69
Link Distance (ft)	911			1579	1579	436	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		180	150				100
Storage Blk Time (%)	1		0	0		1	
Queuing Penalty (veh)	1		0	1		3	

Network Summary

Network wide Queuing Penalty: 17

APPENDIX 3.1: TRAFFIC COUNTS

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 24, 22

LOCATION: Perris
NORTH & SOUTH: Goetz
EAST & WEST: Ethanac

PROJECT #: SC3431
LOCATION #: 6
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND (Goetz)			SOUTHBOUND (Goetz)			EASTBOUND (Ethanac)			WESTBOUND (Ethanac)			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	66	95	46	24	1	8	33	0	27	3	64	367
	7:15 AM	0	76	92	52	15	2	9	36	2	24	6	61	375
	7:30 AM	1	72	114	58	39	6	6	23	0	36	9	55	419
	7:45 AM	0	71	81	73	28	3	2	23	1	43	21	64	410
	8:00 AM	0	48	81	52	27	2	5	16	2	66	22	49	370
	8:15 AM	0	32	74	54	36	2	2	11	1	50	14	41	317
	8:30 AM	0	31	55	33	22	4	2	11	2	42	14	43	259
	8:45 AM	0	31	48	49	16	4	5	7	3	31	6	43	243
	VOLUMES	1	427	640	417	207	24	39	160	11	319	95	420	2,760
	APPROACH %	0%	40%	60%	64%	32%	4%	19%	76%	5%	38%	11%	50%	
	APP/DEPART	1,068	/	886	648	/	537	210	/	1,217	834	/	120	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	267	368	235	109	13	22	98	5	169	58	229	1,574
	APPROACH %	0%	42%	58%	66%	31%	4%	18%	78%	4%	37%	13%	50%	
	PEAK HR FACTOR		0.850			0.858			0.665			0.832		0.939
	APP/DEPART	636	/	518	357	/	283	125	/	701	456	/	72	0
PM	4:00 PM	0	27	37	58	57	4	1	6	0	76	21	54	341
	4:15 PM	0	29	41	74	56	7	6	10	1	68	12	44	348
	4:30 PM	0	36	59	78	58	7	4	10	0	77	22	52	403
	4:45 PM	1	25	42	69	52	8	3	18	1	52	14	59	344
	5:00 PM	0	16	49	64	61	5	1	12	2	72	25	45	352
	5:15 PM	0	25	45	59	62	7	3	12	3	64	19	47	346
	5:30 PM	0	28	41	52	51	7	2	6	0	65	19	48	319
	5:45 PM	1	31	54	50	59	10	2	14	0	56	19	50	346
	VOLUMES	2	217	368	504	456	55	22	88	7	530	151	399	2,799
	APPROACH %	0%	37%	63%	50%	45%	5%	19%	75%	6%	49%	14%	37%	
	APP/DEPART	587	/	638	1,015	/	992	117	/	961	1,080	/	208	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	1	106	191	285	227	27	14	50	4	269	73	200	1,447
	APPROACH %	0%	36%	64%	53%	42%	5%	21%	74%	6%	50%	13%	37%	
	PEAK HR FACTOR		0.784			0.942			0.773			0.897		0.898
	APP/DEPART	298	/	320	539	/	499	68	/	527	542	/	101	0

U-TURNS

NB 0	SB 0	EB 0	WB 0	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1

RTOR

NRR 0	SRR 0	ERR 0	WRR 0
48	1	0	26
37	1	1	22
43	2	0	16
33	1	1	14
42	0	0	21
39	2	1	22
34	2	2	13
24	0	2	21
300	9	7	155
155	4	2	73
19	2	0	22
22	4	1	13
28	3	0	20
17	3	1	18
25	2	0	27
20	3	3	12
17	4	0	24
23	5	0	24
171	26	5	160
92	12	2	78

Goetz

NORTH SIDE

Ethanac WEST SIDE EAST SIDE **Ethanac**

SOUTH SIDE

Goetz

ALL PED AND BIKE

	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM 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	1	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	1	0	0	1
TOTAL	0	3	0	1	4
PM 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	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0
TOTAL	0	4	0	0	4

PEDESTRIAN CROSSINGS

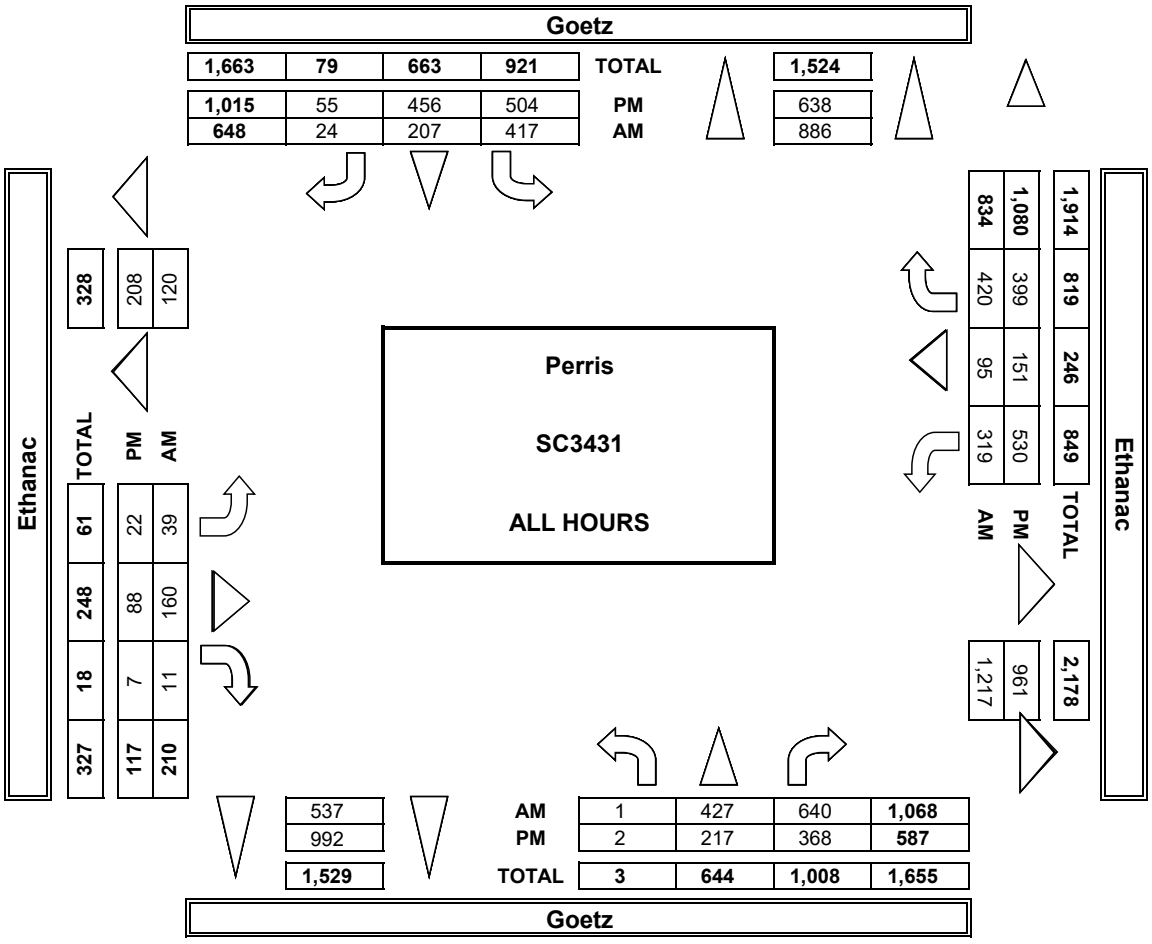
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	3	0	1	4
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	4	0	0	4

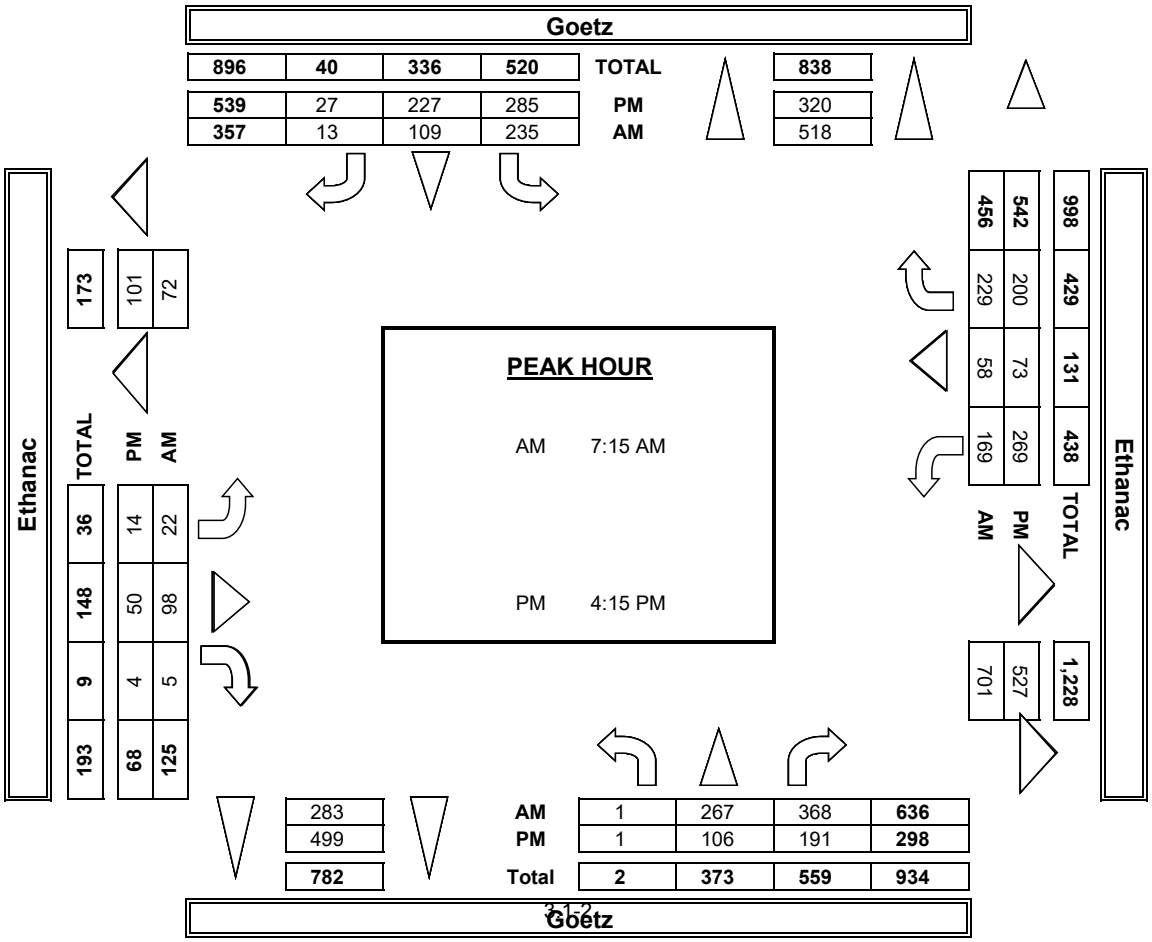
BICYCLE CROSSINGS

ES	WS	SS	NS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Goetz	LOCATION #:	6
TUESDAY	EAST & WEST:	Ethanac	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

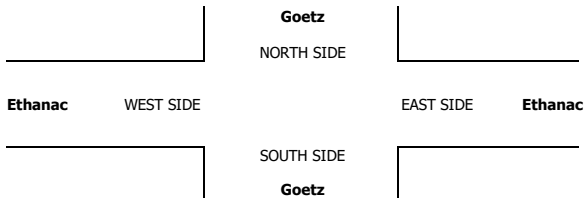
		NORTHBOUND (Goetz)			SOUTHBOUND (Goetz)			EASTBOUND (Ethanac)			WESTBOUND (Ethanac)			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	62	89	39	22	0	8	33	0	25	3	55	336
	7:15 AM	0	71	90	48	13	2	9	36	2	16	6	53	346
	7:30 AM	1	67	105	53	36	4	6	22	0	28	9	46	377
	7:45 AM	0	69	76	63	23	3	2	23	0	39	19	57	374
	8:00 AM	0	41	75	46	25	2	5	15	1	61	21	43	335
	8:15 AM	0	27	69	43	29	2	2	11	1	41	14	35	274
	8:30 AM	0	29	51	29	16	3	1	10	1	38	12	35	225
	8:45 AM	0	28	43	41	12	4	4	7	3	26	6	39	213
	VOLUMES	1	394	598	362	176	20	37	157	8	274	90	363	2,480
	APPROACH %	0%	40%	60%	65%	32%	4%	18%	78%	4%	38%	12%	50%	
	APP/DEPART	993	/	794	558	/	458	202	/	1,117	727	/	111	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	248	346	210	97	11	22	96	3	144	55	199	1,432
	APPROACH %	0%	42%	58%	66%	31%	3%	18%	79%	2%	36%	14%	50%	
	PEAK HR FACTOR		0.860			0.855			0.644			0.796		0.950
	APP/DEPART	595	/	469	318	/	244	121	/	652	398	/	67	0
PM	4:00 PM	0	23	32	54	56	4	1	6	0	72	20	41	309
	4:15 PM	0	26	37	68	52	6	4	10	1	65	11	38	318
	4:30 PM	0	33	56	74	54	6	4	8	0	73	21	49	378
	4:45 PM	1	23	37	61	45	8	3	17	1	46	14	55	311
	5:00 PM	0	14	46	60	57	3	1	12	1	69	23	38	324
	5:15 PM	0	23	43	57	59	6	2	12	3	60	19	43	327
	5:30 PM	0	27	40	49	47	7	2	6	0	62	19	43	302
	5:45 PM	1	27	51	48	57	8	2	14	0	52	18	43	321
	VOLUMES	2	196	342	471	427	48	19	85	6	499	145	350	2,590
	APPROACH %	0%	36%	63%	50%	45%	5%	17%	77%	5%	50%	15%	35%	
	APP/DEPART	540	/	565	946	/	932	110	/	898	994	/	195	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	1	96	176	263	208	23	12	47	3	253	69	180	1,331
	APPROACH %	0%	35%	64%	53%	42%	5%	19%	76%	5%	50%	14%	36%	
	PEAK HR FACTOR		0.767			0.922			0.738			0.878		0.880
	APP/DEPART	273	/	288	494	/	464	62	/	486	502	/	93	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR 0
44	0	0	20
37	1	1	21
40	2	0	15
30	1	0	13
39	0	0	20
39	2	1	19
31	2	1	11
22	0	2	20
282	8	5	139
146	4	1	69
15	2	0	17
21	3	1	11
27	2	0	18
16	3	1	18
24	1	0	22
20	2	3	11
17	4	0	23
23	4	0	18
163	21	5	138
88	9	2	69



INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Goetz	LOCATION #:	6
TUESDAY	EAST & WEST:	Ethanac	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

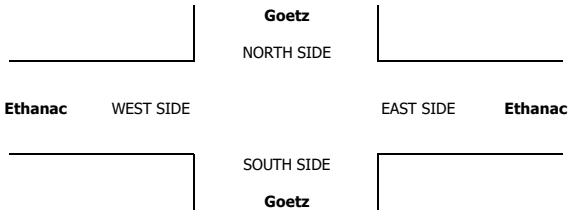
		NORTHBOUND (Goetz)			SOUTHBOUND (Goetz)			EASTBOUND (Ethanac)			WESTBOUND (Ethanac)			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	4	5	3	2	1	0	0	0	1	0	2	18
	7:15 AM	0	2	1	3	0	0	0	0	0	4	0	3	13
	7:30 AM	0	3	6	2	2	0	0	0	0	5	0	3	21
	7:45 AM	0	1	3	6	4	0	0	0	1	2	2	5	24
	8:00 AM	0	3	4	5	2	0	0	1	1	3	1	1	21
	8:15 AM	0	1	4	5	1	0	0	0	0	5	0	3	19
	8:30 AM	0	1	1	1	1	1	0	0	1	4	2	2	14
	8:45 AM	0	2	4	4	2	0	1	0	0	5	0	2	20
	VOLUMES	0	17	28	29	14	2	1	1	3	29	5	21	150
	APPROACH %	0%	38%	62%	64%	31%	4%	20%	20%	60%	53%	9%	38%	
	APP/DEPART	45	/	39	45	/	46	5	/	58	55	/	7	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	9	14	16	8	0	0	1	2	14	3	12	79
	APPROACH %	0%	39%	61%	67%	33%	0%	0%	33%	67%	48%	10%	41%	
	PEAK HR FACTOR		0.639			0.600			0.375			0.806		0.823
	APP/DEPART	23	/	21	24	/	24	3	/	31	29	/	3	0
PM	4:00 PM	0	3	1	4	1	0	0	0	0	2	1	3	15
	4:15 PM	0	2	2	2	2	1	1	0	0	2	1	4	17
	4:30 PM	0	1	1	3	4	1	0	2	0	1	1	2	16
	4:45 PM	0	1	4	6	4	0	0	1	0	6	0	1	23
	5:00 PM	0	0	0	1	3	1	0	0	1	3	2	2	13
	5:15 PM	0	1	2	2	2	1	0	0	0	4	0	1	13
	5:30 PM	0	1	1	2	2	0	0	0	0	2	0	2	10
	5:45 PM	0	3	3	0	1	2	0	0	0	4	1	4	18
	VOLUMES	0	12	14	20	19	6	1	3	1	24	6	19	125
	APPROACH %	0%	46%	54%	44%	42%	13%	20%	60%	20%	49%	12%	39%	
	APP/DEPART	26	/	32	45	/	44	5	/	37	49	/	12	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	4	7	12	13	3	1	3	1	12	4	9	69
	APPROACH %	0%	36%	64%	43%	46%	11%	20%	60%	20%	48%	16%	36%	
	PEAK HR FACTOR		0.550			0.700			0.625			0.893		0.750
	APP/DEPART	11	/	14	28	/	26	5	/	22	25	/	7	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR 0
4	1	0	1
0	0	0	0
1	0	0	0
1	0	1	1
2	0	0	0
0	0	0	1
1	0	1	0
2	0	0	0
11	1	2	3
4	0	1	1
0	0	0	1
0	1	0	2
1	1	0	2
1	0	0	0
0	1	0	1
0	1	0	0
0	0	0	0
0	1	0	4
2	5	0	10
2	3	0	5



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DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Goetz	LOCATION #:	6
TUESDAY	EAST & WEST:	Ethanac	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

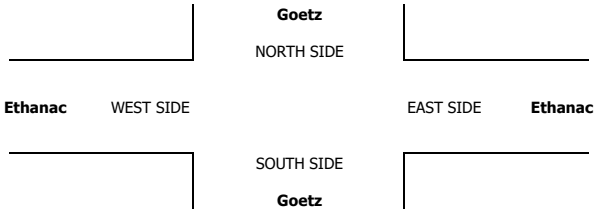
		NORTHBOUND (Goetz)			SOUTHBOUND (Goetz)			EASTBOUND (Ethanac)			WESTBOUND (Ethanac)			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	2	0	0	0	0	0	0	0	5	7
	7:15 AM	0	2	0	1	1	0	0	0	0	2	0	4	10
	7:30 AM	0	1	2	2	0	1	0	1	0	1	0	5	13
	7:45 AM	0	1	2	3	0	0	0	0	0	1	0	1	8
	8:00 AM	0	3	2	0	0	0	0	0	0	1	0	5	11
	8:15 AM	0	1	0	4	1	0	0	0	0	3	0	3	12
	8:30 AM	0	1	2	2	2	0	0	0	0	0	0	2	9
	8:45 AM	0	1	1	2	0	0	0	0	0	0	0	2	6
	VOLUMES	0	10	9	16	4	1	0	1	0	8	0	27	76
	APPROACH %	0%	53%	47%	76%	19%	5%	0%	100%	0%	23%	0%	77%	
	APP/DEPART	19	/	37	21	/	12	1	/	26	35	/	1	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	7	6	6	1	1	0	1	0	5	0	15	42
	APPROACH %	0%	54%	46%	75%	13%	13%	0%	100%	0%	25%	0%	75%	
	PEAK HR FACTOR		0.650			0.667			0.250			0.833		0.808
	APP/DEPART	13	/	22	8	/	6	1	/	13	20	/	1	0
PM	4:00 PM	0	1	2	0	0	0	0	0	0	0	0	7	10
	4:15 PM	0	0	1	3	1	0	0	0	0	1	0	2	8
	4:30 PM	0	2	2	1	0	0	0	0	0	2	0	1	8
	4:45 PM	0	0	1	1	2	0	0	0	0	0	0	2	6
	5:00 PM	0	1	3	2	1	0	0	0	0	0	0	5	12
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	4
	5:30 PM	0	0	0	1	0	0	0	0	0	1	0	1	3
	5:45 PM	0	0	0	2	1	0	0	0	0	0	0	3	6
	VOLUMES	0	5	9	10	6	0	0	0	0	4	0	23	57
	APPROACH %	0%	36%	64%	63%	38%	0%	0%	0%	0%	15%	0%	85%	
	APP/DEPART	14	/	28	16	/	10	0	/	19	27	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	3	7	7	4	0	0	0	0	3	0	10	34
	APPROACH %	0%	30%	70%	64%	36%	0%	0%	0%	0%	23%	0%	77%	
	PEAK HR FACTOR		0.625			0.688			0.000			0.650		0.708
	APP/DEPART	10	/	13	11	/	7	0	/	14	13	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR 0
0	0	0	4
0	0	0	1
1	0	0	1
2	0	0	0
1	0	0	1
0	0	0	2
2	0	0	1
0	0	0	1
6	0	0	11
4	0	0	3
2	0	0	2
1	0	0	0
0	0	0	0
1	0	0	4
0	0	0	1
0	0	0	0
0	0	0	2
4	0	0	9
2	0	0	4



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Goetz	LOCATION #:	6
TUESDAY	EAST & WEST:	Ethanac	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Goetz)			SOUTHBOUND (Goetz)			EASTBOUND (Ethanac)			WESTBOUND (Ethanac)			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	1	1	0	0	0	0	0	0	0	2	4
	7:15 AM	0	0	0	0	1	0	0	0	0	1	0	1	3
	7:30 AM	0	0	0	1	1	0	0	0	0	2	0	1	5
	7:45 AM	0	0	0	1	0	0	0	0	0	1	0	0	2
	8:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	2
	8:15 AM	0	0	0	2	4	0	0	0	0	0	0	0	6
	8:30 AM	0	0	0	1	2	0	0	0	0	0	0	4	7
	8:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	4
	VOLUMES	0	0	1	9	10	0	0	0	0	5	0	8	33
	APPROACH %	0%	0%	100%	47%	53%	0%	0%	0%	0%	38%	0%	62%	
	APP/DEPART	1	/	8	19	/	15	0	/	10	13	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	3	2	0	0	0	0	5	0	2	12
	APPROACH %	0%	0%	0%	60%	40%	0%	0%	0%	0%	71%	0%	29%	
	PEAK HR FACTOR		0.000			0.625			0.000			0.583		0.600
	APP/DEPART	0	/	2	5	/	7	0	/	3	7	/	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	3	1	0	0	0	0	0	0	2	7
	APPROACH %	0%	100%	0%	75%	25%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	1	/	3	4	/	1	0	/	3	2	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	1	0	3	0	0	0	0	0	0	0	0	4
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.750			0.000			0.000		0.500
	APP/DEPART	1	/	1	3	/	0	0	/	3	0	/	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	1
0	0	0	0

Goetz

NORTH SIDE

Ethanac WEST SIDE EAST SIDE **Ethanac**

SOUTH SIDE

Goetz

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Goetz	LOCATION #:	6
TUESDAY	EAST & WEST:	Ethanac	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

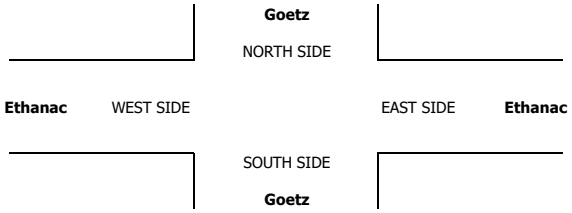
		NORTHBOUND (Goetz)			SOUTHBOUND (Goetz)			EASTBOUND (Ethanac)			WESTBOUND (Ethanac)			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Goetz	LOCATION #:	6
TUESDAY	EAST & WEST:	Ethanac	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Goetz			SOUTHBOUND Goetz			EASTBOUND Ethanac			WESTBOUND Ethanac			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	2
	7:15 AM	0	1	1	0	0	0	0	0	0	1	0	0	3
	7:30 AM	0	1	1	0	0	1	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	3	1	0	1	0	0	0	0	1	0	0	6
	8:30 AM	0	0	1	0	1	0	1	1	0	0	0	0	4
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	6	4	1	3	1	1	1	0	3	0	1	21
	APPROACH %	0%	60%	40%	20%	60%	20%	50%	50%	0%	75%	0%	25%	
	APP/DEPART	10	/	8	5	/	6	2	/	6	4	/	1	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	3	2	0	1	1	0	0	0	1	0	1	9
	APPROACH %	0%	60%	40%	0%	50%	50%	0%	0%	0%	50%	0%	50%	
	PEAK HR FACTOR		0.625			0.500			0.000			0.500		0.750
	APP/DEPART	5	/	4	2	/	2	0	/	2	2	/	1	0
PM	4:00 PM	0	0	2	0	0	0	0	0	0	2	0	3	7
	4:15 PM	0	1	1	0	1	0	1	0	0	0	0	0	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	3
	5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	3	0	3	1	2	0	0	2	0	5	19
	APPROACH %	0%	50%	50%	0%	75%	25%	100%	0%	0%	29%	0%	71%	
	APP/DEPART	6	/	10	4	/	5	2	/	3	7	/	1	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	2	1	0	2	1	1	0	0	0	0	1	8
	APPROACH %	0%	67%	33%	0%	67%	33%	100%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.375			0.750			0.250			0.250		0.500
	APP/DEPART	3	/	4	3	/	2	1	/	1	1	/	1	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
2	0	0	2
0	0	0	0

Goetz

NORTH SIDE

Ethanac WEST SIDE EAST SIDE **Ethanac**

SOUTH SIDE

Goetz

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

City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

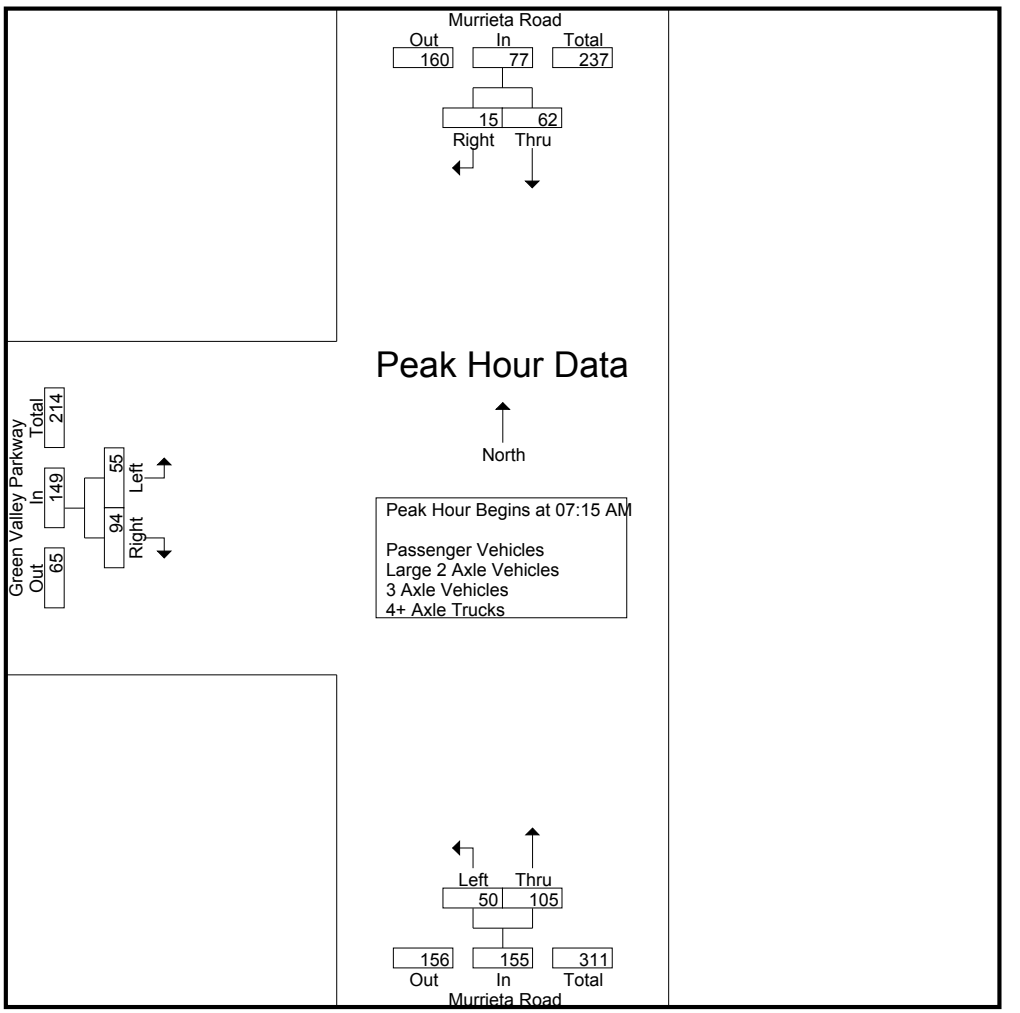
	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	1	5	12	19	31	11	18	29	65
07:15 AM	14	0	14	7	23	30	20	26	46	90
07:30 AM	14	3	17	8	30	38	14	30	44	99
07:45 AM	20	5	25	11	28	39	13	21	34	98
Total	52	9	61	38	100	138	58	95	153	352
08:00 AM	14	7	21	24	24	48	8	17	25	94
08:15 AM	15	6	21	10	19	29	7	15	22	72
08:30 AM	17	5	22	12	21	33	1	6	7	62
08:45 AM	10	3	13	16	22	38	2	13	15	66
Total	56	21	77	62	86	148	18	51	69	294
Grand Total	108	30	138	100	186	286	76	146	222	646
Apprch %	78.3	21.7		35	65		34.2	65.8		
Total %	16.7	4.6	21.4	15.5	28.8	44.3	11.8	22.6	34.4	
Passenger Vehicles	105	28	133	96	183	279	75	140	215	627
% Passenger Vehicles	97.2	93.3	96.4	96	98.4	97.6	98.7	95.9	96.8	97.1
Large 2 Axle Vehicles	2	2	4	4	3	7	0	6	6	17
% Large 2 Axle Vehicles	1.9	6.7	2.9	4	1.6	2.4	0	4.1	2.7	2.6
3 Axle Vehicles	1	0	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0.9	0	0.7	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	1.3	0	0.5	0.2

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	14	0	14	7	23	30	**20**	26	**46**	90
07:30 AM	14	3	17	8	**30**	38	14	**30**	44	**99**
07:45 AM	**20**	5	**25**	11	28	39	13	21	34	98
08:00 AM	14	**7**	21	**24**	24	**48**	8	17	25	94
Total Volume	62	15	77	50	105	155	55	94	149	381
% App. Total	80.5	19.5		32.3	67.7		36.9	63.1		
PHF	.775	.536	.770	.521	.875	.807	.688	.783	.810	.962

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

City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

	07:45 AM			07:15 AM			07:00 AM		
+0 mins.	**20**	5	**25**	7	23	30	11	18	29
+15 mins.	14	**7**	21	8	**30**	38	**20**	26	**46**
+30 mins.	15	6	21	11	28	39	14	**30**	44
+45 mins.	17	5	22	**24**	24	**48**	13	21	34
Total Volume	66	23	89	50	105	155	58	95	153
% App. Total	74.2	25.8		32.3	67.7		37.9	62.1	
PHF	.825	.821	.890	.521	.875	.807	.725	.792	.832

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

City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	1	5	10	19	29	11	16	27	61
07:15 AM	14	0	14	7	23	30	20	26	46	90
07:30 AM	14	3	17	8	29	37	14	30	44	98
07:45 AM	19	5	24	11	27	38	13	19	32	94
Total	51	9	60	36	98	134	58	91	149	343
08:00 AM	13	6	19	23	24	47	7	16	23	89
08:15 AM	15	5	20	10	18	28	7	15	22	70
08:30 AM	17	5	22	11	21	32	1	6	7	61
08:45 AM	9	3	12	16	22	38	2	12	14	64
Total	54	19	73	60	85	145	17	49	66	284
Grand Total	105	28	133	96	183	279	75	140	215	627
Apprch %	78.9	21.1		34.4	65.6		34.9	65.1		
Total %	16.7	4.5	21.2	15.3	29.2	44.5	12	22.3	34.3	

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	14	0	14	7	23	30	**20**	26	**46**	90
07:30 AM	14	3	17	8	**29**	37	14	**30**	44	**98**
07:45 AM	**19**	5	**24**	11	27	38	13	19	32	94
08:00 AM	13	**6**	19	**23**	24	**47**	7	16	23	89
Total Volume	60	14	74	49	103	152	54	91	145	371
% App. Total	81.1	18.9		32.2	67.8		37.2	62.8		
PHF	.789	.583	.771	.533	.888	.809	.675	.758	.788	.946

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N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV AM
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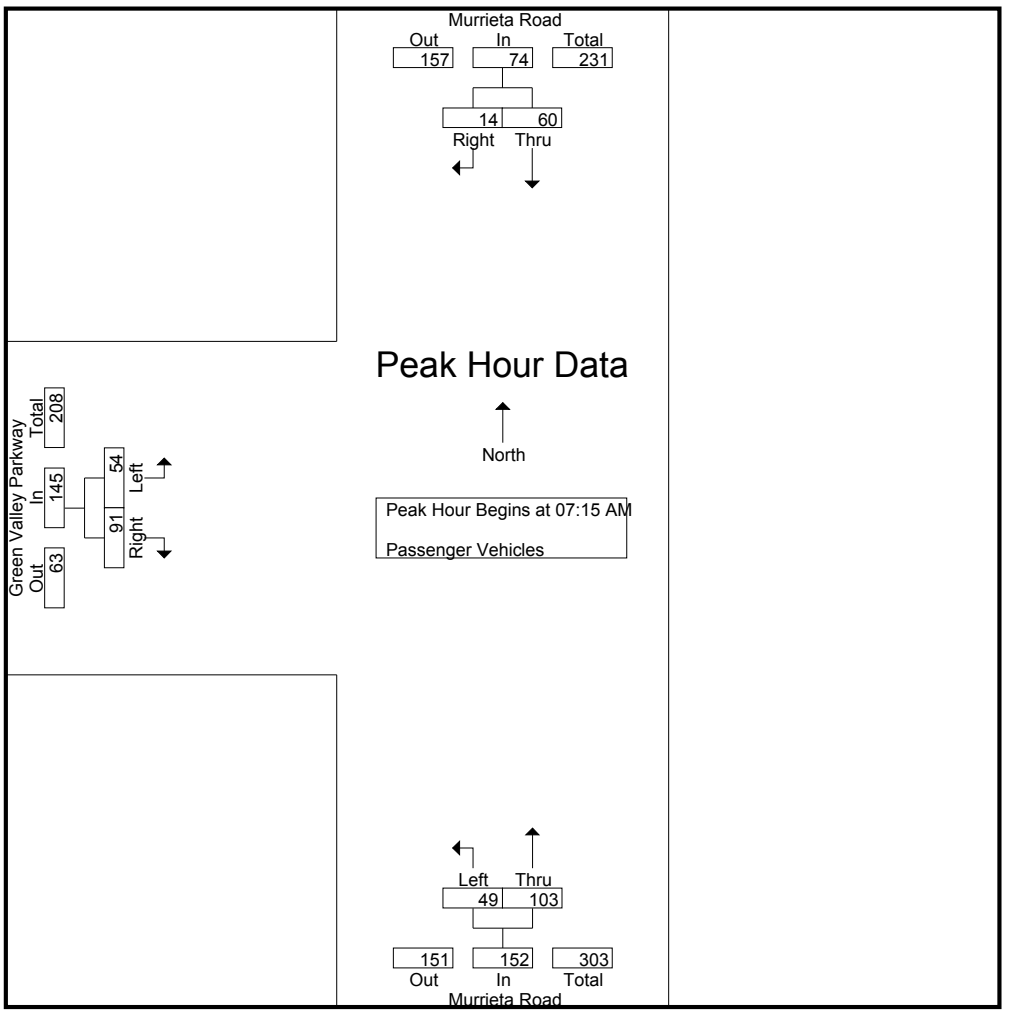

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	14	0	14	7	23	30	**20**	26	**46**
+15 mins.	14	3	17	8	**29**	37	14	**30**	44
+30 mins.	**19**	5	**24**	11	27	38	13	19	32
+45 mins.	13	**6**	19	**23**	24	**47**	7	16	23
Total Volume	60	14	74	49	103	152	54	91	145
% App. Total	81.1	18.9		32.2	67.8		37.2	62.8	
PHF	.789	.583	.771	.533	.888	.809	.675	.758	.788

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Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	2	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	2	2	3
Total	0	0	0	2	2	4	0	4	4	8
08:00 AM	1	1	2	1	0	1	0	1	1	4
08:15 AM	0	1	1	0	1	1	0	0	0	2
08:30 AM	0	0	0	1	0	1	0	0	0	1
08:45 AM	1	0	1	0	0	0	0	1	1	2
Total	2	2	4	2	1	3	0	2	2	9
Grand Total	2	2	4	4	3	7	0	6	6	17
Apprch %	50	50		57.1	42.9		0	100		
Total %	11.8	11.8	23.5	23.5	17.6	41.2	0	35.3	35.3	

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	**1**	**1**	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	**2**	**2**	3
08:00 AM	**1**	**1**	**2**	**1**	0	1	0	1	1	**4**
Total Volume	1	1	2	1	2	3	0	3	3	8
% App. Total	50	50		33.3	66.7		0	100		
PHF	.250	.250	.250	.250	.500	.750	.000	.375	.375	.500

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Weather: Clear

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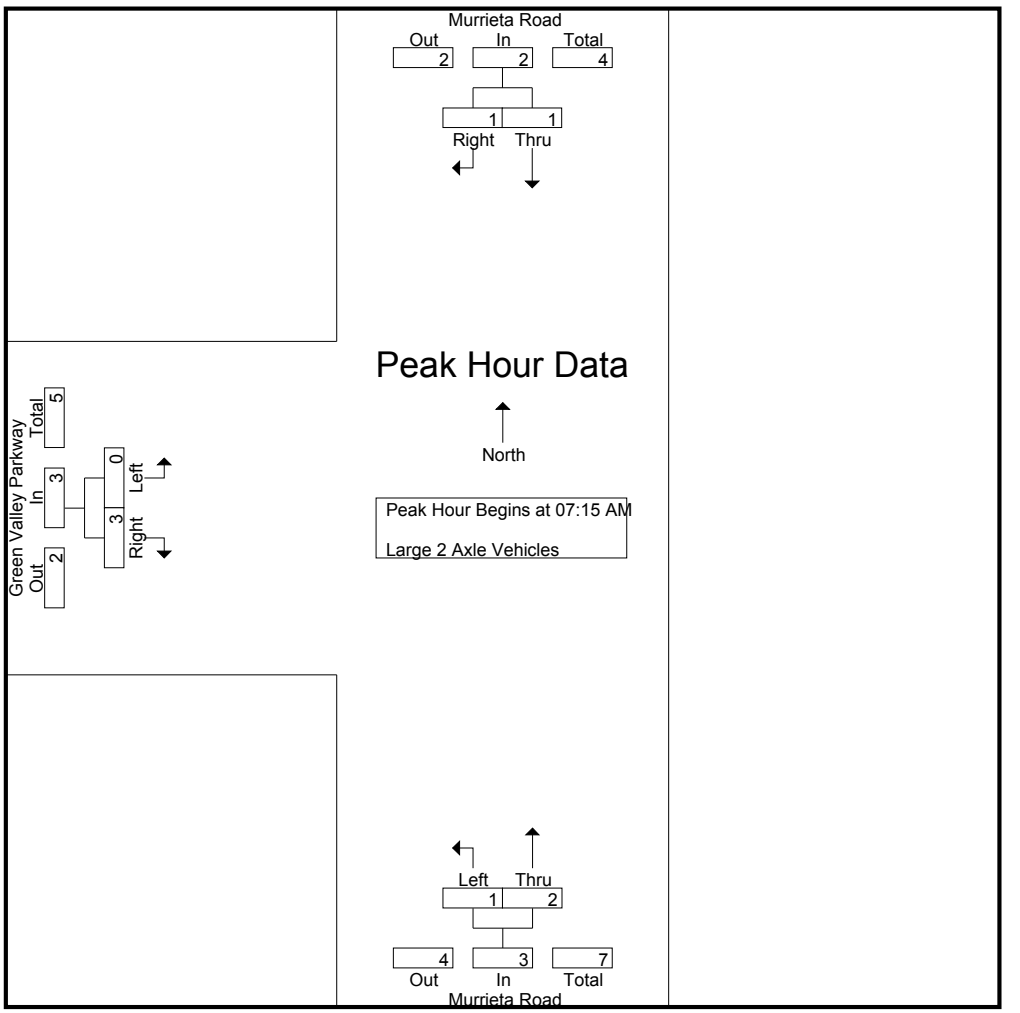

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	1	1	0	**2**	**2**
+45 mins.	**1**	**1**	**2**	**1**	0	1	0	1	1
Total Volume	1	1	2	1	2	3	0	3	3
% App. Total	50	50		33.3	66.7		0	100	
PHF	.250	.250	.250	.250	.500	.750	.000	.375	.375

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Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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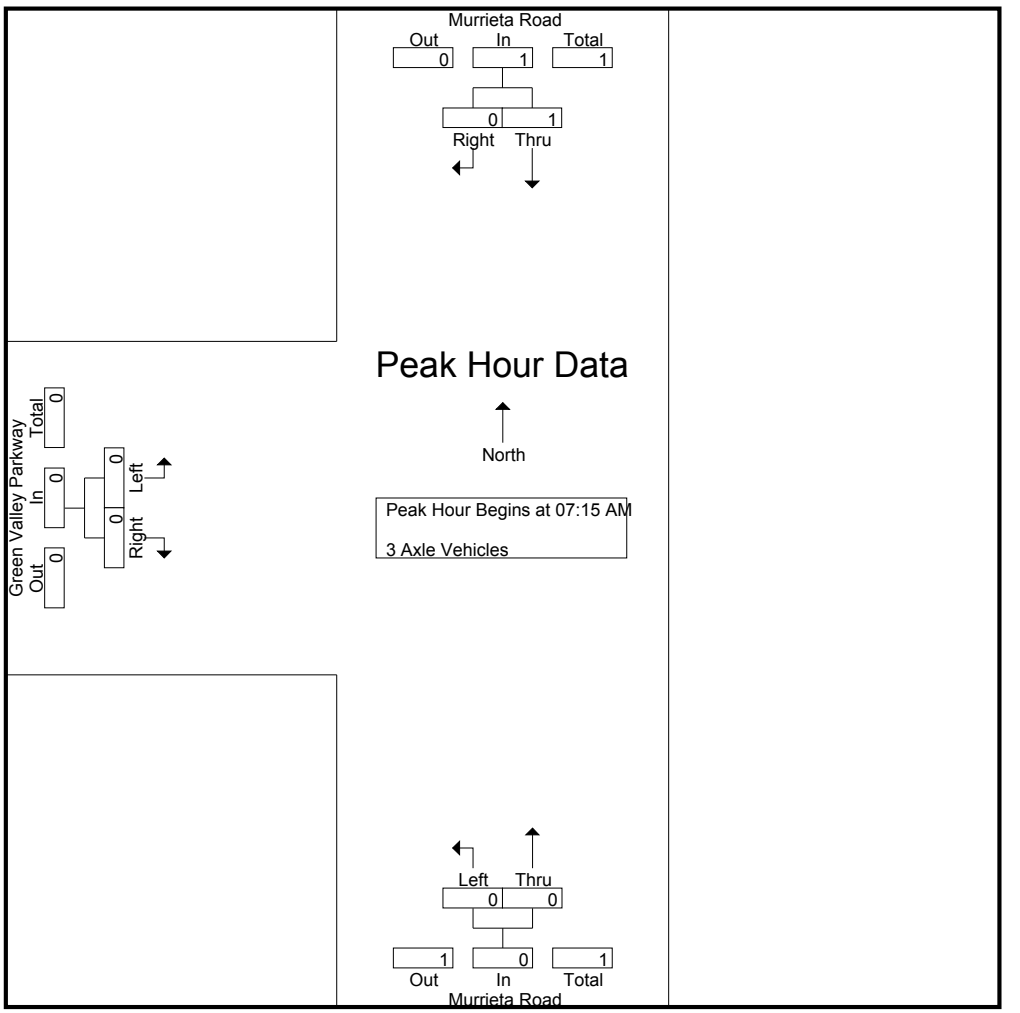

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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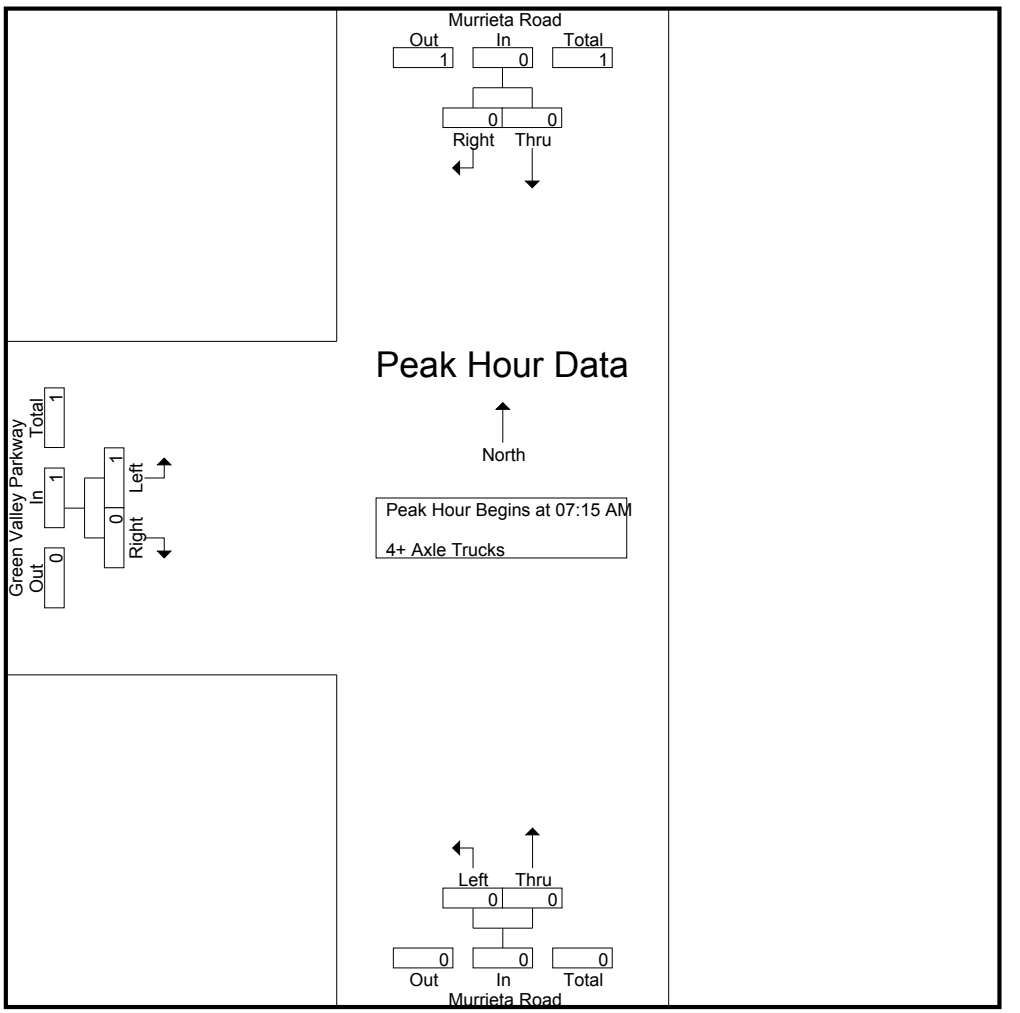

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	29	6	35	16	20	36	8	18	26	97
04:15 PM	24	8	32	19	28	47	9	18	27	106
04:30 PM	32	7	39	14	23	37	7	12	19	95
04:45 PM	25	12	37	18	19	37	6	8	14	88
Total	110	33	143	67	90	157	30	56	86	386
05:00 PM	24	11	35	18	19	37	6	10	16	88
05:15 PM	24	4	28	17	15	32	1	20	21	81
05:30 PM	27	10	37	20	15	35	8	8	16	88
05:45 PM	19	7	26	18	18	36	2	5	7	69
Total	94	32	126	73	67	140	17	43	60	326
Grand Total	204	65	269	140	157	297	47	99	146	712
Apprch %	75.8	24.2		47.1	52.9		32.2	67.8		
Total %	28.7	9.1	37.8	19.7	22.1	41.7	6.6	13.9	20.5	
Passenger Vehicles	203	63	266	140	155	295	47	97	144	705
% Passenger Vehicles	99.5	96.9	98.9	100	98.7	99.3	100	98	98.6	99
Large 2 Axle Vehicles	1	2	3	0	1	1	0	2	2	6
% Large 2 Axle Vehicles	0.5	3.1	1.1	0	0.6	0.3	0	2	1.4	0.8
3 Axle Vehicles	0	0	0	0	1	1	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0.6	0.3	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	29	6	35	16	20	36	8	**18**	26	97
04:15 PM	24	8	32	**19**	**28**	**47**	**9**	18	**27**	**106**
04:30 PM	**32**	7	**39**	14	23	37	7	12	19	95
04:45 PM	25	**12**	37	18	19	37	6	8	14	88
Total Volume	110	33	143	67	90	157	30	56	86	386
% App. Total	76.9	23.1		42.7	57.3		34.9	65.1		
PHF	.859	.688	.917	.882	.804	.835	.833	.778	.796	.910

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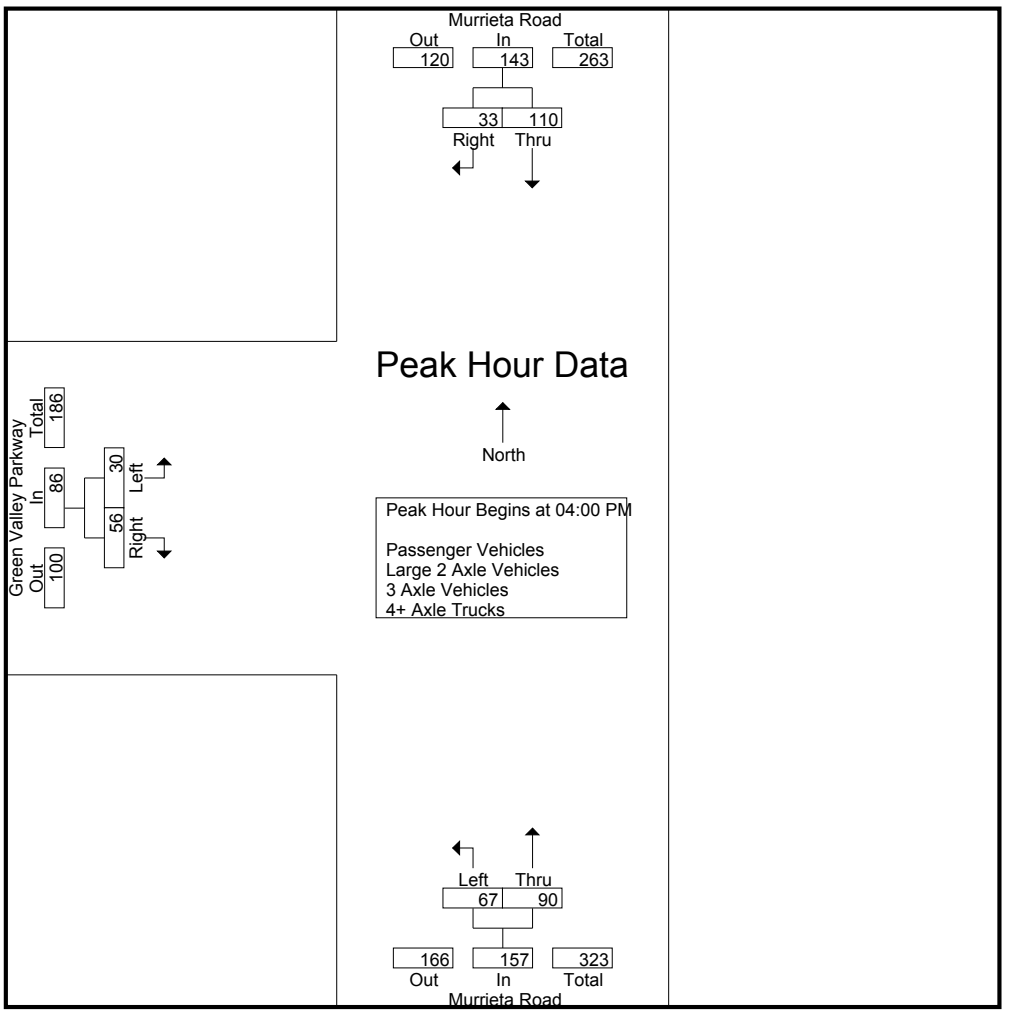

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	29	6	35	**19**	**28**	**47**	8	**18**	26
+15 mins.	24	8	32	14	23	37	**9**	18	**27**
+30 mins.	**32**	7	**39**	18	19	37	7	12	19
+45 mins.	25	**12**	37	18	19	37	6	8	14
Total Volume	110	33	143	69	89	158	30	56	86
% App. Total	76.9	23.1		43.7	56.3		34.9	65.1	
PHF	.859	.688	.917	.908	.795	.840	.833	.778	.796

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Groups Printed- Passenger Vehicles

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	29	6	35	16	20	36	8	18	26	97
04:15 PM	24	7	31	19	28	47	9	17	26	104
04:30 PM	32	7	39	14	22	36	7	12	19	94
04:45 PM	25	12	37	18	18	36	6	8	14	87
Total	110	32	142	67	88	155	30	55	85	382
05:00 PM	24	10	34	18	19	37	6	9	15	86
05:15 PM	24	4	28	17	15	32	1	20	21	81
05:30 PM	27	10	37	20	15	35	8	8	16	88
05:45 PM	18	7	25	18	18	36	2	5	7	68
Total	93	31	124	73	67	140	17	42	59	323
Grand Total	203	63	266	140	155	295	47	97	144	705
Apprch %	76.3	23.7		47.5	52.5		32.6	67.4		
Total %	28.8	8.9	37.7	19.9	22	41.8	6.7	13.8	20.4	

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	29	6	35	16	20	36	8	**18**	**26**	97
04:15 PM	24	7	31	**19**	**28**	**47**	**9**	17	26	**104**
04:30 PM	**32**	7	**39**	14	22	36	7	12	19	94
04:45 PM	25	**12**	37	18	18	36	6	8	14	87
Total Volume	110	32	142	67	88	155	30	55	85	382
% App. Total	77.5	22.5		43.2	56.8		35.3	64.7		
PHF	.859	.667	.910	.882	.786	.824	.833	.764	.817	.918

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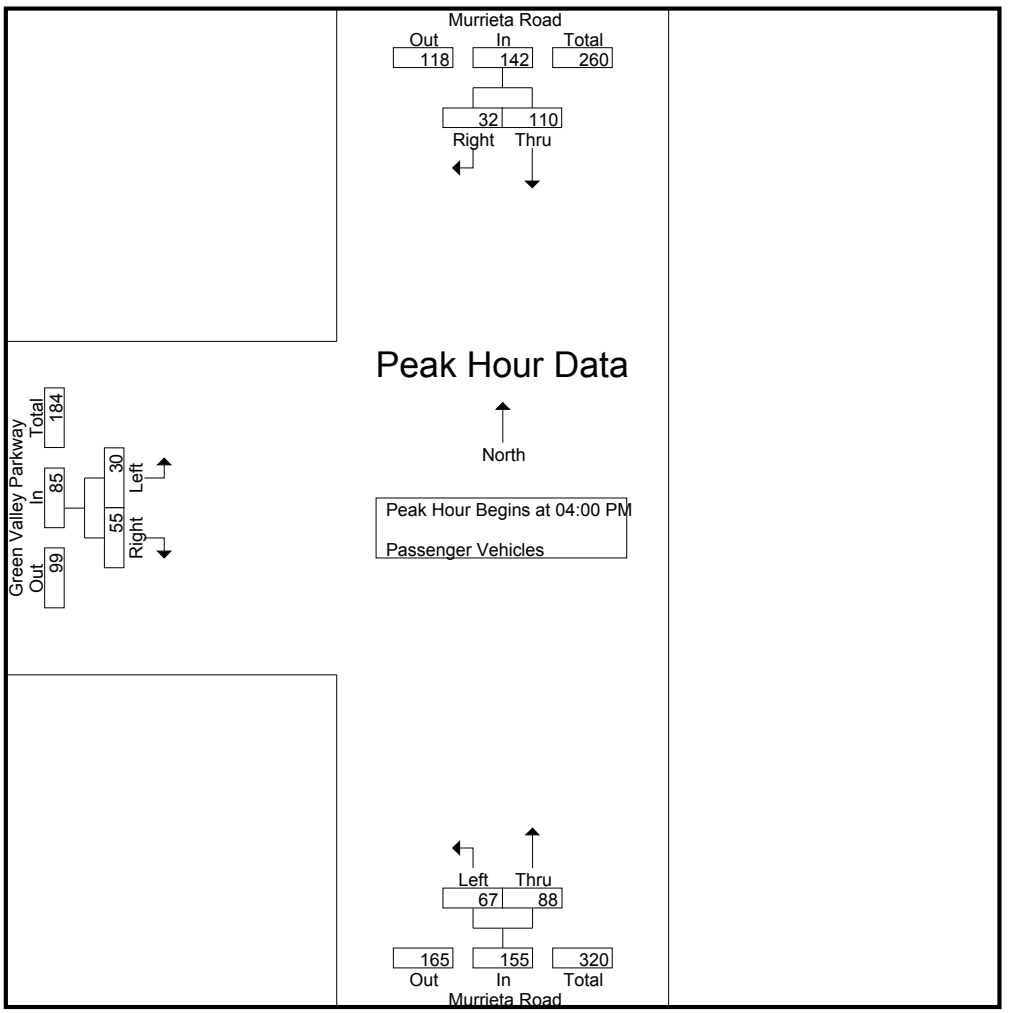

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	29	6	35	16	20	36	8	**18**	**26**
+15 mins.	24	7	31	**19**	**28**	**47**	**9**	17	26
+30 mins.	**32**	7	**39**	14	22	36	7	12	19
+45 mins.	25	**12**	37	18	18	36	6	8	14
Total Volume	110	32	142	67	88	155	30	55	85
% App. Total	77.5	22.5		43.2	56.8		35.3	64.7	
PHF	.859	.667	.910	.882	.786	.824	.833	.764	.817

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Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	1	1	0	1	1	0	1	1	3
05:00 PM	0	1	1	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	1	2	0	0	0	0	1	1	3
Grand Total	1	2	3	0	1	1	0	2	2	6
Apprch %	33.3	66.7		0	100		0	100		
Total %	16.7	33.3	50	0	16.7	16.7	0	33.3	33.3	

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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
04:15 PM	0	**1**	**1**	0	0	0	0	**1**	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	**1**	**1**	0	0	0	1
Total Volume	0	1	1	0	1	1	0	1	1	3
% App. Total	0	100		0	100		0	100		
PHF	.000	.250	.250	.000	.250	.250	.000	.250	.250	.375

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City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV PM
Site Code : 231186
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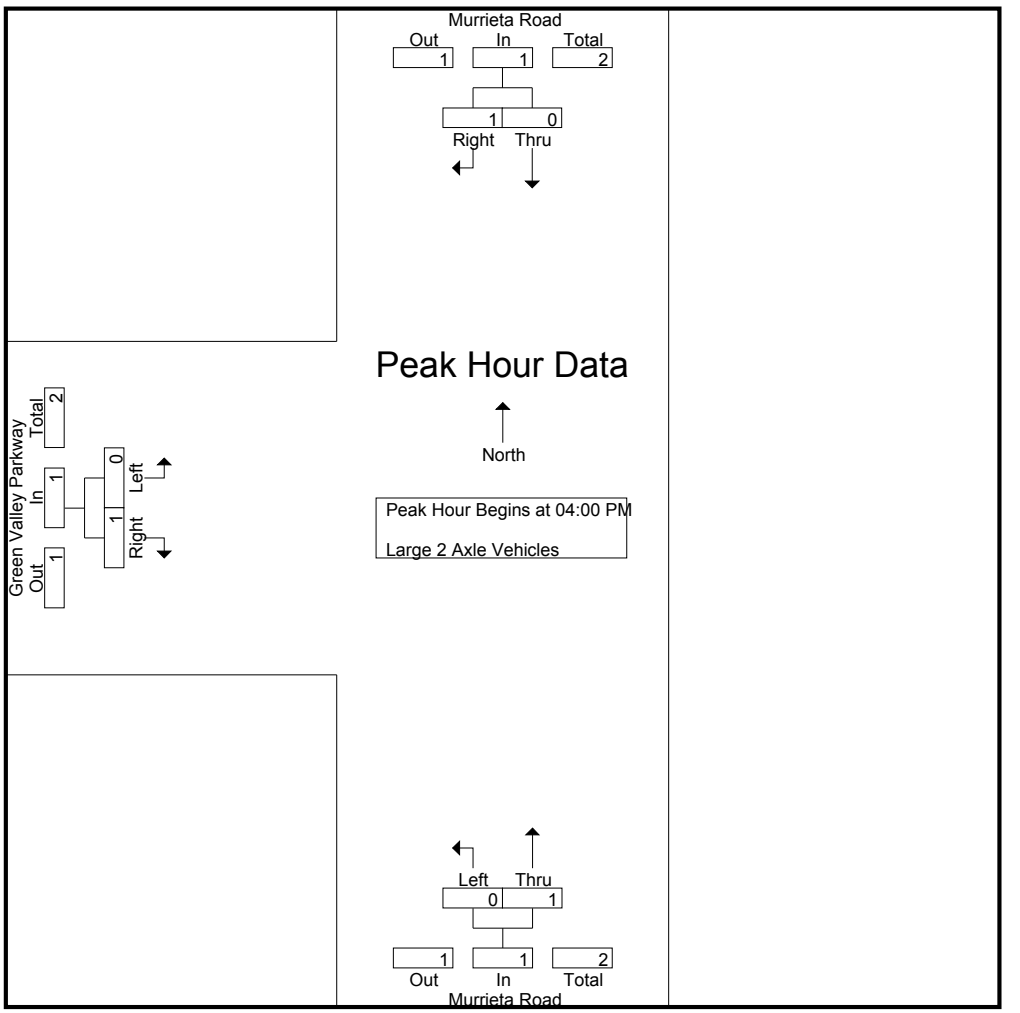

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	0	0	1
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	**1**	**1**	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV PM
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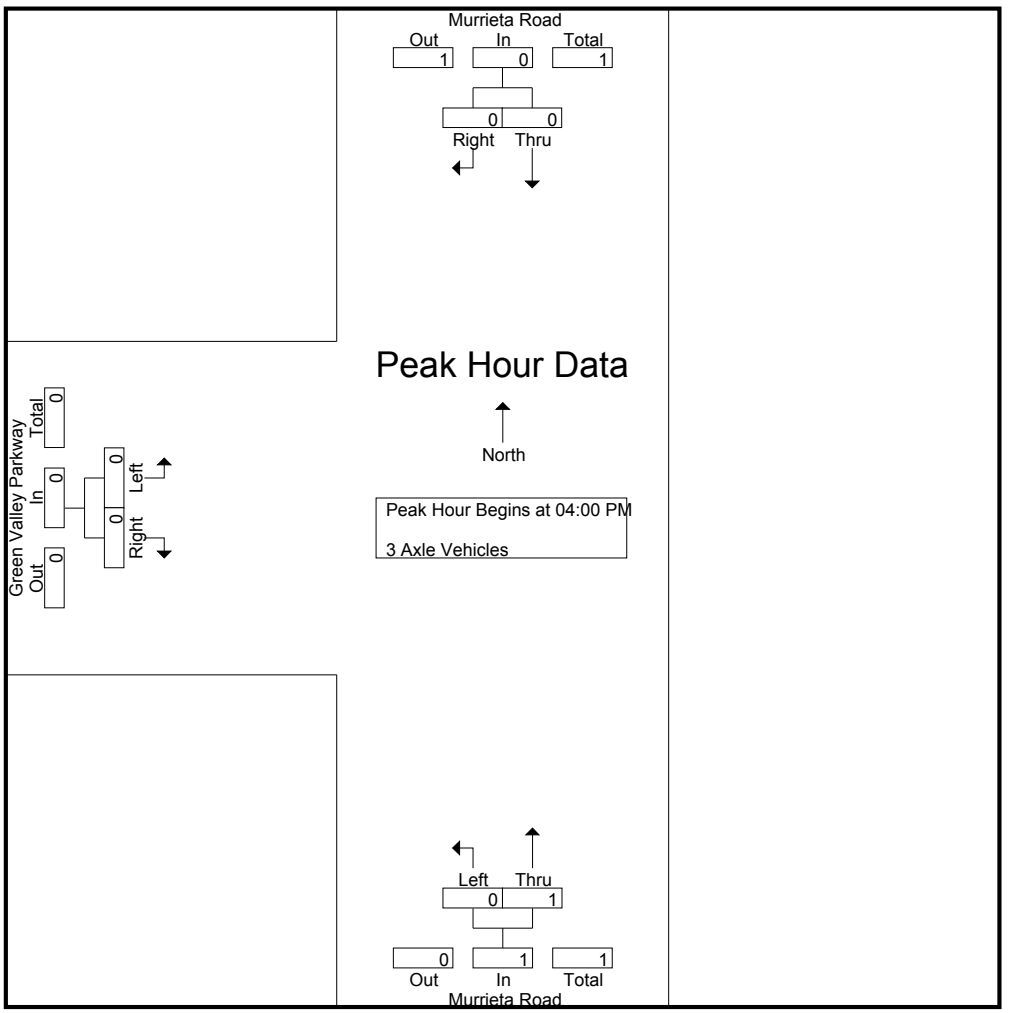

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Murrieta Road Southbound			Murrieta Road Northbound			Green Valley Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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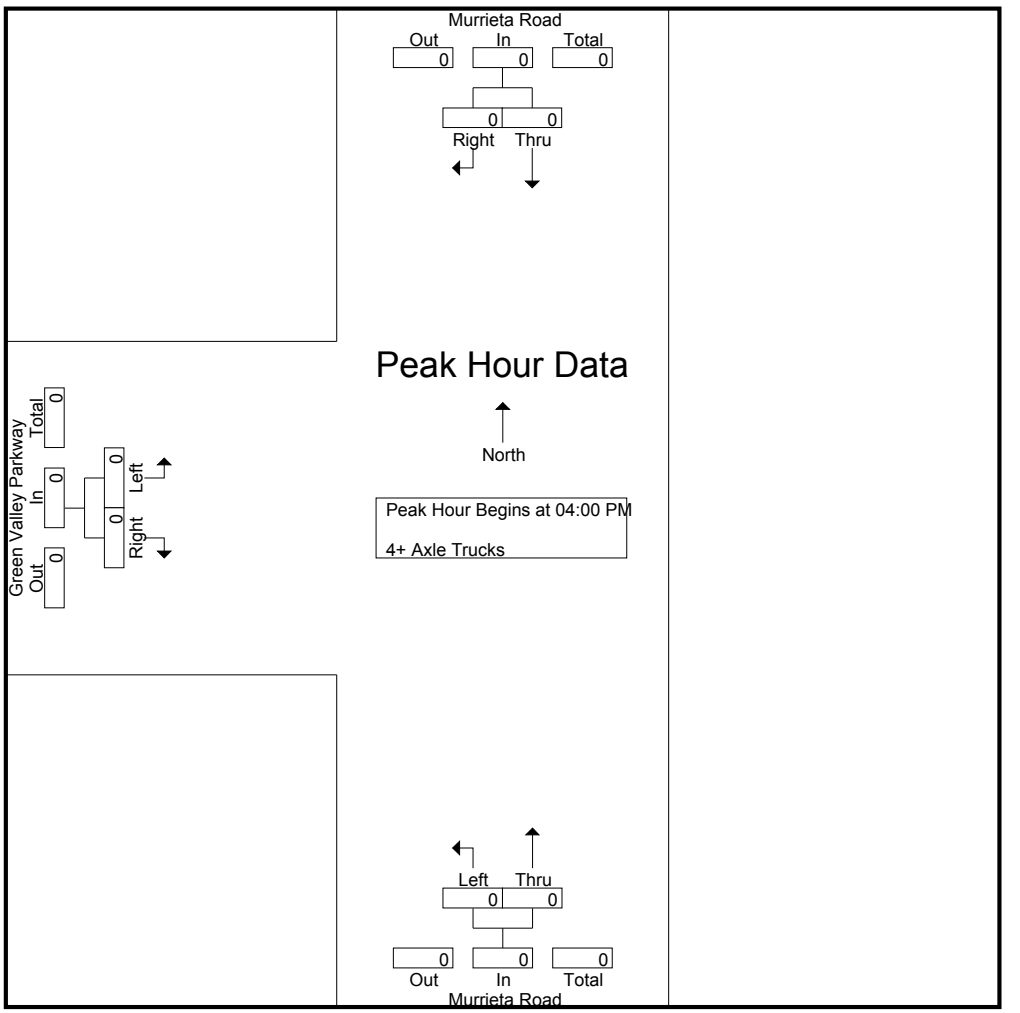
City of Perris
N/S: Murrieta Road
E/W: Green Valley Parkway
Weather: Clear

File Name : 01_PER_Mur_GV PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

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

Location: Perris
N/S: Murrieta Road
E/W: Green Valley Parkway

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg Green Valley Parkway	South Leg Murrieta Road	West Leg Green Valley Parkway	
	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 Murrieta Road	East Leg Green Valley Parkway	South Leg Murrieta Road	West Leg Green Valley Parkway	
	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: Murrieta Road
E/W: Green Valley Parkway

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Murrieta Road			Westbound Green Valley Parkway			Northbound Murrieta Road			Eastbound Green Valley Parkway			
	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	1	0	0	0	0	1	2
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	1	0	0	0	0	1	2

	Southbound Murrieta Road			Westbound Green Valley Parkway			Northbound Murrieta Road			Eastbound Green Valley Parkway			
	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	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	4	1	0	23	26	68	10	2	104	21	23	26	3	70	1	117	10	2	128	7	325	332
07:15 AM	27	13	1	1	41	25	78	7	2	110	18	20	24	5	62	1	165	12	2	178	10	391	401
07:30 AM	28	15	1	1	44	24	85	9	0	118	18	28	25	6	71	1	222	13	8	236	15	469	484
07:45 AM	19	16	1	1	36	32	73	12	4	117	22	25	28	5	75	1	154	17	1	172	11	400	411
Total	92	48	4	3	144	107	304	38	8	449	79	96	103	19	278	4	658	52	13	714	43	1585	1628
08:00 AM	14	17	0	0	31	35	103	26	6	164	5	22	26	13	53	0	133	13	6	146	25	394	419
08:15 AM	17	12	1	0	30	21	107	10	4	138	15	21	34	9	70	0	95	15	4	110	17	348	365
08:30 AM	5	16	1	1	22	16	78	11	6	105	18	22	25	5	65	1	90	15	6	106	18	298	316
08:45 AM	12	11	0	0	23	27	63	15	3	105	23	22	30	5	75	1	79	14	5	94	13	297	310
Total	48	56	2	1	106	99	351	62	19	512	61	87	115	32	263	2	397	57	21	456	73	1337	1410
Grand Total	140	104	6	4	250	206	655	100	27	961	140	183	218	51	541	6	1055	109	34	1170	116	2922	3038
Apprch %	56	41.6	2.4			21.4	68.2	10.4			25.9	33.8	40.3			0.5	90.2	9.3					
Total %	4.8	3.6	0.2		8.6	7	22.4	3.4		32.9	4.8	6.3	7.5		18.5	0.2	36.1	3.7		40	3.8	96.2	
Passenger Vehicles	133	100	6		243	191	612	98		926	135	179	208		570	5	990	108		1137	0	0	2876
% Passenger Vehicles	95	96.2	100	100	95.7	92.7	93.4	98	92.6	93.7	96.4	97.8	95.4	94.1	96.3	83.3	93.8	99.1	100	94.4	0	0	94.7
Large 2 Axle Vehicles	6	4	0		10	8	28	2		40	5	4	5		15	1	47	1		49	0	0	114
% Large 2 Axle Vehicles	4.3	3.8	0	0	3.9	3.9	4.3	2	7.4	4	3.6	2.2	2.3	2	2.5	16.7	4.5	0.9	0	4.1	0	0	3.8
3 Axle Vehicles	1	0	0		1	2	8	0		10	0	0	0		0	0	9	0		9	0	0	20
% 3 Axle Vehicles	0.7	0	0	0	0.4	1	1.2	0	0	1	0	0	0	0	0	0	0.9	0	0	0.7	0	0	0.7
4+ Axle Trucks	0	0	0		0	5	7	0		12	0	0	5		7	0	9	0		9	0	0	28
% 4+ Axle Trucks	0	0	0	0	0	2.4	1.1	0	0	1.2	0	0	2.3	3.9	1.2	0	0.9	0	0	0.7	0	0	0.9

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	27	13	**1**	41	25	78	7	110	18	20	24	62	**1**	165	12	178	391
07:30 AM	**28**	15	1	**44**	24	85	9	118	18	**28**	25	71	1	**222**	13	**236**	**469**
07:45 AM	19	16	1	36	32	73	12	117	**22**	25	**28**	**75**	1	154	**17**	172	400
08:00 AM	14	**17**	0	31	**35**	**103**	**26**	**164**	5	22	26	53	0	133	13	146	394
Total Volume	88	61	3	152	116	339	54	509	63	95	103	261	3	674	55	732	1654
% App. Total	57.9	40.1	2		22.8	66.6	10.6		24.1	36.4	39.5		0.4	92.1	7.5		
PHF	.786	.897	.750	.864	.829	.823	.519	.776	.716	.848	.920	.870	.750	.759	.809	.775	.882

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
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File Name : 02_PER_Mur_Eth AM
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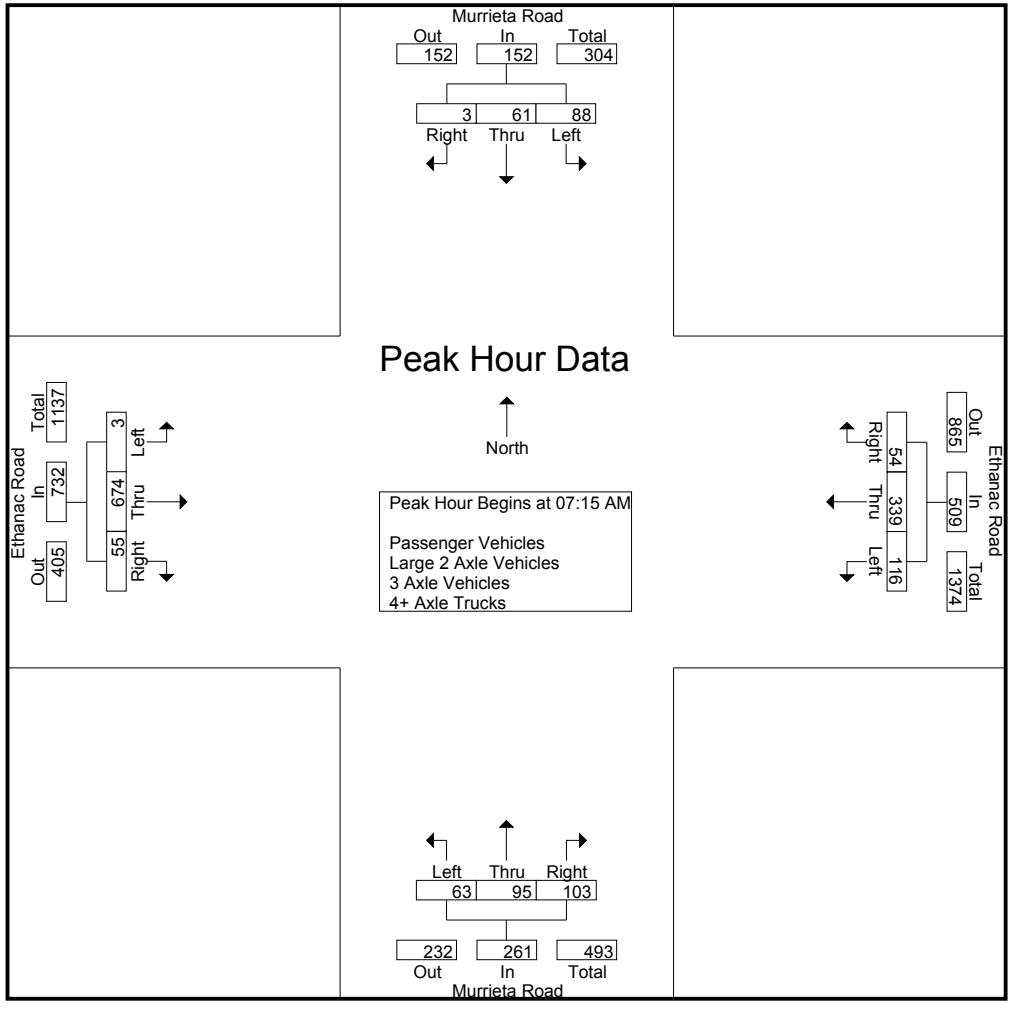

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:30 AM				07:00 AM				07:15 AM				
+0 mins.	27	13	**1**	41	24	85	9	118	21	23	26	70	**1**	165	12	178	
+15 mins.	**28**	15	1	**44**	32	73	12	117	18	20	24	62	1	**222**	13	**236**	
+30 mins.	19	16	1	36	**35**	103	**26**	**164**	18	**28**	25	71	1	154	**17**	172	
+45 mins.	14	**17**	0	31	21	**107**	10	138	**22**	25	**28**	**75**	0	133	13	146	
Total Volume	88	61	3	152	112	368	57	537	79	96	103	278	3	674	55	732	
% App. Total	57.9	40.1	2		20.9	68.5	10.6		28.4	34.5	37.1		0.4	92.1	7.5		
PHF	.786	.897	.750	.864	.800	.860	.548	.819	.898	.857	.920	.927	.750	.759	.809	.775	

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	15	4	1	0	20	23	59	10	2	92	20	22	23	2	65	0	103	10	2	113	6	290	296
07:15 AM	27	13	1	1	41	23	70	7	2	100	17	20	23	5	60	1	152	12	2	165	10	366	376
07:30 AM	28	14	1	1	43	23	81	9	0	113	17	27	23	6	67	1	212	13	8	226	15	449	464
07:45 AM	16	16	1	1	33	29	69	12	4	110	22	24	27	4	73	1	138	17	1	156	10	372	382
Total	86	47	4	3	137	98	279	38	8	415	76	93	96	17	265	3	605	52	13	660	41	1477	1518
08:00 AM	14	16	0	0	30	34	97	25	5	156	5	22	26	13	53	0	133	12	6	145	24	384	408
08:15 AM	17	11	1	0	29	20	103	9	3	132	15	20	33	9	68	0	89	15	4	104	16	333	349
08:30 AM	5	16	1	1	22	15	73	11	6	99	17	22	24	5	63	1	85	15	6	101	18	285	303
08:45 AM	11	10	0	0	21	24	60	15	3	99	22	22	29	4	73	1	78	14	5	93	12	286	298
Total	47	53	2	1	102	93	333	60	17	486	59	86	112	31	257	2	385	56	21	443	70	1288	1358
Grand Total	133	100	6	4	239	191	612	98	25	901	135	179	208	48	522	5	990	108	34	1103	111	2765	2876
Apprch %	55.6	41.8	2.5			21.2	67.9	10.9			25.9	34.3	39.8			0.5	89.8	9.8					
Total %	4.8	3.6	0.2		8.6	6.9	22.1	3.5		32.6	4.9	6.5	7.5		18.9	0.2	35.8	3.9		39.9	3.9	96.1	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	27	13	**1**	41	23	70	7	100	17	20	23	60	**1**	152	12	165	366
07:30 AM	**28**	14	1	**43**	23	81	9	113	17	**27**	23	67	1	**212**	13	**226**	**449**
07:45 AM	16	**16**	1	33	29	69	12	110	**22**	24	**27**	**73**	1	138	**17**	156	372
08:00 AM	14	16	0	30	**34**	**97**	**25**	**156**	5	22	26	53	0	133	12	145	384
Total Volume	85	59	3	147	109	317	53	479	61	93	99	253	3	635	54	692	1571
% App. Total	57.8	40.1	2		22.8	66.2	11.1		24.1	36.8	39.1		0.4	91.8	7.8		
PHF	.759	.922	.750	.855	.801	.817	.530	.768	.693	.861	.917	.866	.750	.749	.794	.765	.875

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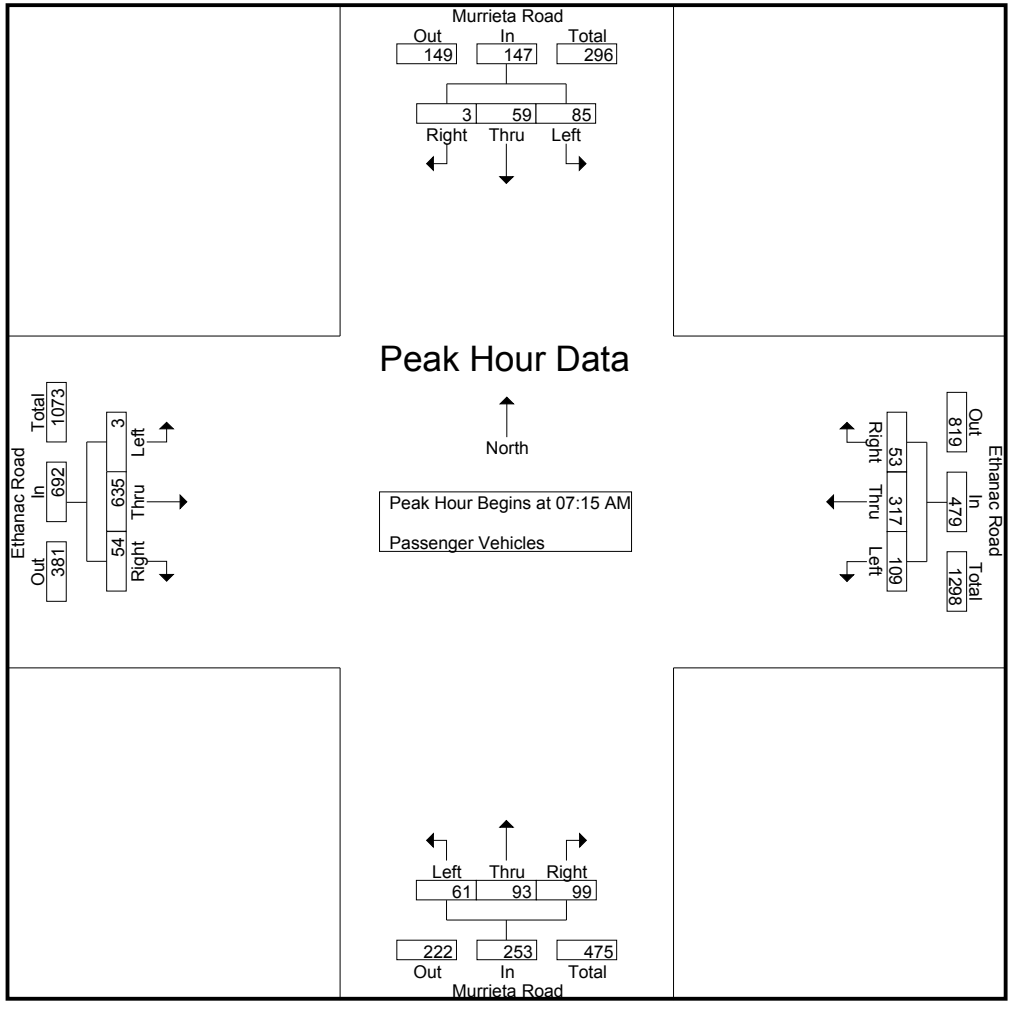
City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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.	27	13	**1**	41	23	70	7	100	17	20	23	60	**1**	152	12	165	
+15 mins.	**28**	14	1	**43**	23	81	9	113	17	**27**	23	67	1	**212**	13	**226**	
+30 mins.	16	**16**	1	33	29	69	12	110	**22**	24	**27**	**73**	1	138	**17**	156	
+45 mins.	14	16	0	30	**34**	**97**	**25**	**156**	5	22	26	53	0	133	12	145	
Total Volume	85	59	3	147	109	317	53	479	61	93	99	253	3	635	54	692	
% App. Total	57.8	40.1	2		22.8	66.2	11.1		24.1	36.8	39.1		0.4	91.8	7.8		
PHF	.759	.922	.750	.855	.801	.817	.530	.768	.693	.861	.917	.866	.750	.749	.794	.765	

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	1	5	0	0	6	1	1	2	0	4	1	12	0	0	13	0	26	26
07:15 AM	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	0	10	0	0	10	0	18	18
07:30 AM	0	1	0	0	1	1	4	0	0	5	1	1	1	0	3	0	8	0	0	8	0	17	17
07:45 AM	2	0	0	0	2	2	3	0	0	5	0	1	0	0	1	0	8	0	0	8	0	16	16
Total	5	1	0	0	6	5	18	0	0	23	3	3	3	0	9	1	38	0	0	39	0	77	77
08:00 AM	0	1	0	0	1	0	4	1	1	5	0	0	0	0	0	0	0	1	0	1	1	7	8
08:15 AM	0	1	0	0	1	1	3	1	1	5	0	1	1	0	2	0	5	0	0	5	1	13	14
08:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	5	5
08:45 AM	1	1	0	0	2	2	2	0	0	4	1	0	1	1	2	0	1	0	0	1	1	9	10
Total	1	3	0	0	4	3	10	2	2	15	2	1	2	1	5	0	9	1	0	10	3	34	37
Grand Total	6	4	0	0	10	8	28	2	2	38	5	4	5	1	14	1	47	1	0	49	3	111	114
Apprch %	60	40	0			21.1	73.7	5.3			35.7	28.6	35.7			2	95.9	2					
Total %	5.4	3.6	0		9	7.2	25.2	1.8		34.2	4.5	3.6	4.5		12.6	0.9	42.3	0.9		44.1	2.6	97.4	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	1	**6**	0	**7**	**1**	0	0	1	0	**10**	0	**10**	**18**
07:30 AM	0	**1**	0	1	1	4	0	5	1	**1**	**1**	**3**	0	8	0	8	17
07:45 AM	**2**	0	0	**2**	**2**	3	0	5	0	1	0	1	0	8	0	8	16
08:00 AM	0	1	0	1	0	4	**1**	5	0	0	0	0	0	0	**1**	1	7
Total Volume	2	2	0	4	4	17	1	22	2	2	1	5	0	26	1	27	58
% App. Total	50	50	0		18.2	77.3	4.5		40	40	20		0	96.3	3.7		
PHF	.250	.500	.000	.500	.500	.708	.250	.786	.500	.500	.250	.417	.000	.650	.250	.675	.806

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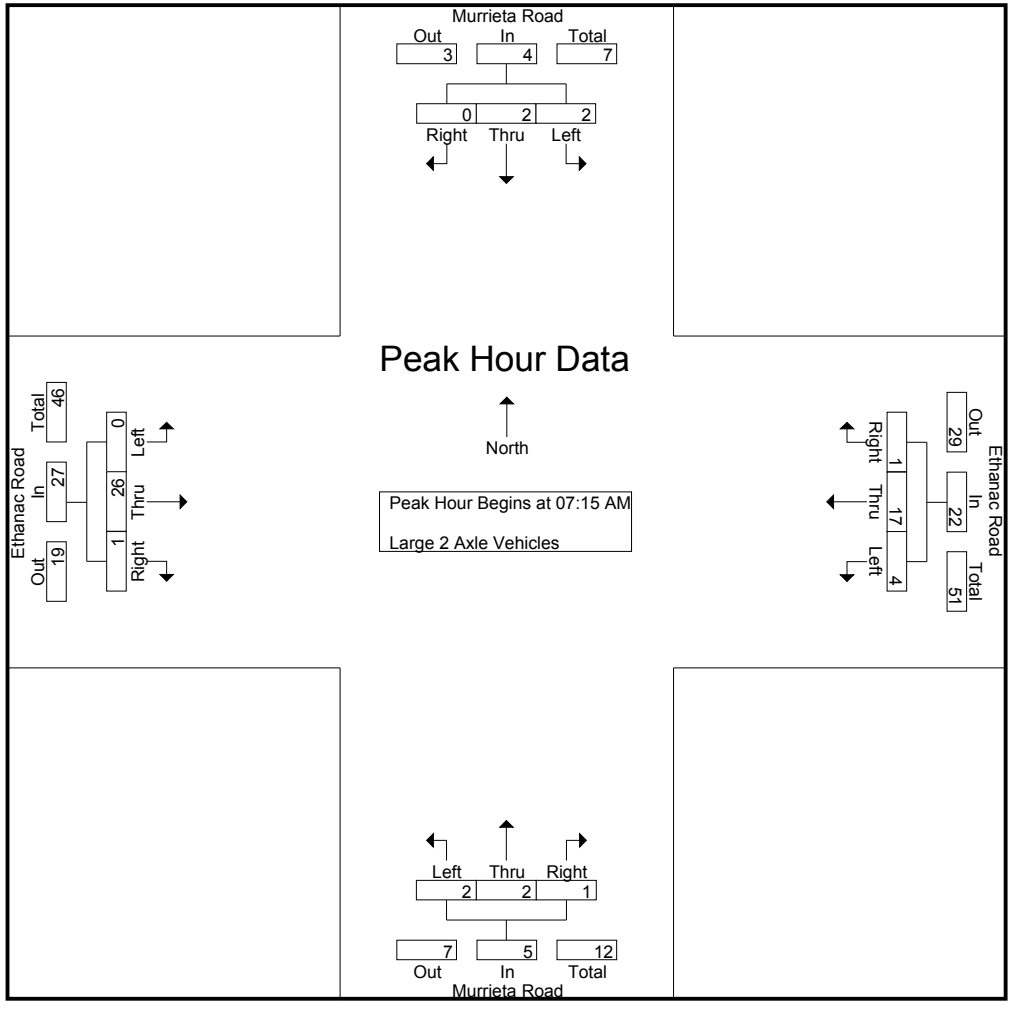
City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	1	**6**	0	**7**	**1**	0	0	1	0	**10**	0	**10**	
+15 mins.	0	**1**	0	1	1	4	0	5	1	**1**	**1**	**3**	0	8	0	8	
+30 mins.	**2**	0	0	**2**	**2**	3	0	5	0	1	0	1	0	8	0	8	
+45 mins.	0	1	0	1	0	4	**1**	5	0	0	0	0	0	0	**1**	1	
Total Volume	2	2	0	4	4	17	1	22	2	2	1	5	0	26	1	27	
% App. Total	50	50	0		18.2	77.3	4.5		40	40	20		0	96.3	3.7		
PHF	.250	.500	.000	.500	.500	.708	.250	.786	.500	.500	.250	.417	.000	.650	.250	.675	

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	6
Total	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	0	8	0	0	8	0	15	15
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 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	0	0	0	0	0	2	0	0	2	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	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	5	5
Grand Total	1	0	0	0	1	2	8	0	0	10	0	0	0	0	0	0	9	0	0	9	0	20	20
Apprch %	100	0	0			20	80	0			0	0	0			0	100	0					
Total %	5	0	0		5	10	40	0		50	0	0	0		0	0	45	0		45	0	100	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**6**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	3	0	3	0	0	0	0	0	8	0	8	12
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.400	.000	.400	.500

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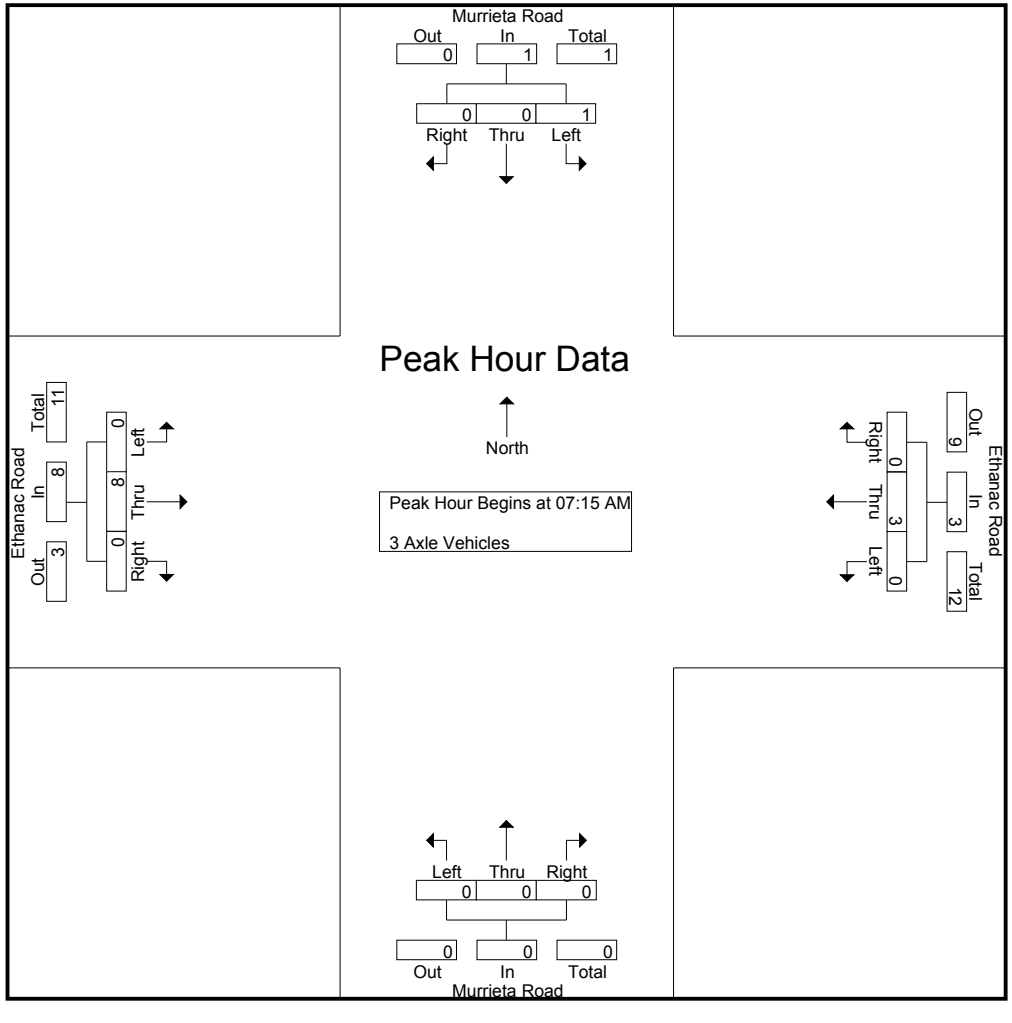
City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**5**	0	**5**	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	1	0	0	1	0	3	0	3	0	0	0	0	0	8	0	8	
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.400	.000	.400	

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	0	0	2	0	0	1	1	1	0	2	0	0	2	1	5	6
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	2
07:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	1	1	0	3	0	0	3	1	6	7
Total	0	0	0	0	0	2	3	0	0	5	0	0	4	2	4	0	7	0	0	7	2	16	18
08:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	0	6	6
08:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	3	4	0	0	7	0	0	1	0	1	0	2	0	0	2	0	10	10
Grand Total	0	0	0	0	0	5	7	0	0	12	0	0	5	2	5	0	9	0	0	9	2	26	28
Apprch %	0	0	0			41.7	58.3	0			0	0	100			0	100	0					
Total %	0	0	0		0	19.2	26.9	0		46.2	0	0	19.2		19.2	0	34.6	0		34.6	7.1	92.9	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
07:45 AM	0	0	0	0	1	**1**	0	**2**	0	0	1	1	0	**3**	0	**3**	**6**
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	3	2	0	5	0	0	3	3	0	5	0	5	13
% App. Total	0	0	0		60	40	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.750	.500	.000	.625	.000	.000	.750	.750	.000	.417	.000	.417	.542

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023
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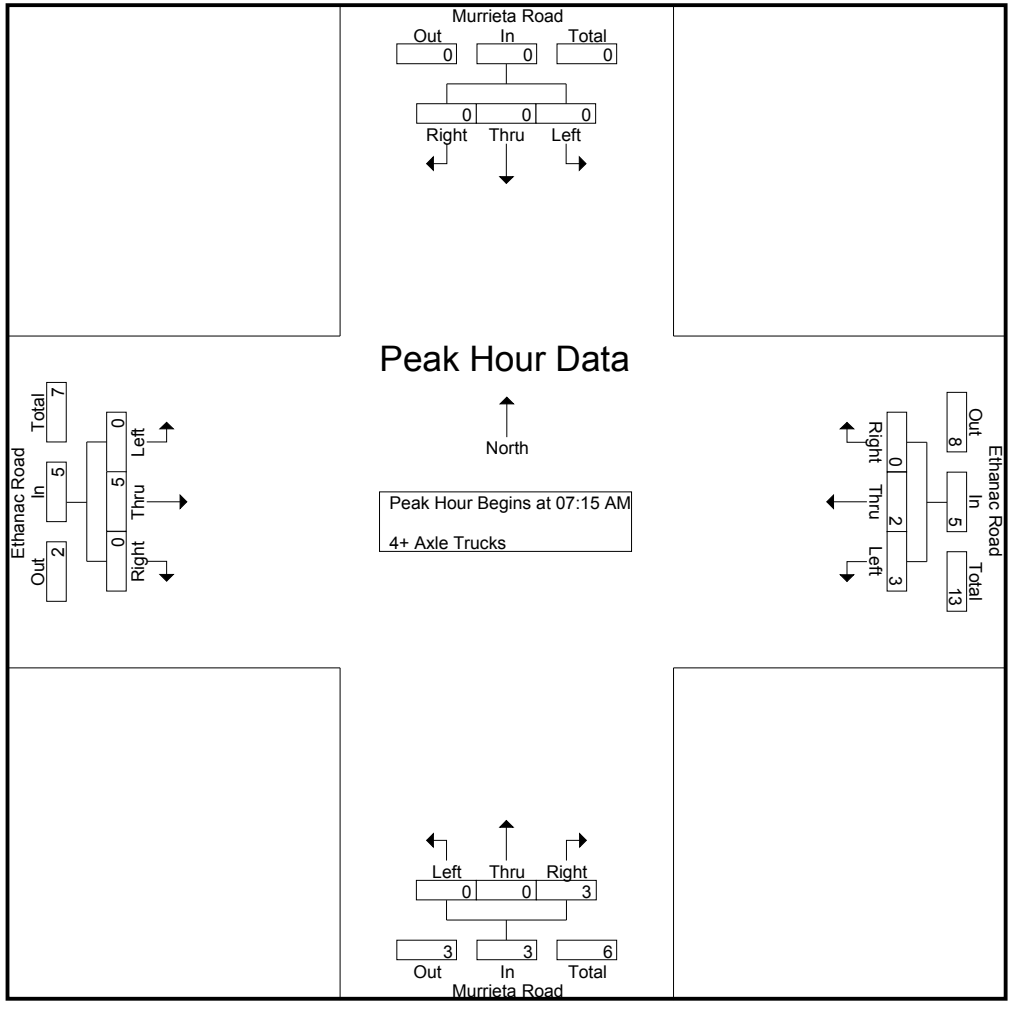

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	
+30 mins.	0	0	0	0	1	**1**	0	**2**	0	0	1	1	0	**3**	0	**3**	
+45 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	3	2	0	5	0	0	3	3	0	5	0	5	
% App. Total	0	0	0		60	40	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.750	.500	.000	.625	.000	.000	.750	.750	.000	.417	.000	.417	

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	30	2	1	46	44	118	18	6	180	16	23	42	1	81	1	94	19	6	114	14	421	435
04:15 PM	12	24	3	0	39	38	123	18	4	179	24	25	30	0	79	0	128	25	3	153	7	450	457
04:30 PM	10	32	2	1	44	33	122	16	6	171	30	21	38	11	89	1	106	22	1	129	19	433	452
04:45 PM	9	23	2	2	34	47	139	20	4	206	17	15	30	7	62	1	117	35	5	153	18	455	473
Total	45	109	9	4	163	162	502	72	20	736	87	84	140	19	311	3	445	101	15	549	58	1759	1817
05:00 PM	9	24	2	2	35	35	124	12	3	171	17	21	37	6	75	0	114	37	4	151	15	432	447
05:15 PM	21	25	0	0	46	44	133	18	3	195	18	17	37	0	72	1	122	28	4	151	7	464	471
05:30 PM	7	28	4	4	39	25	115	19	5	159	14	17	28	5	59	0	90	29	8	119	22	376	398
05:45 PM	5	18	0	0	23	34	128	14	3	176	16	18	17	2	51	1	93	38	5	132	10	382	392
Total	42	95	6	6	143	138	500	63	14	701	65	73	119	13	257	2	419	132	21	553	54	1654	1708
Grand Total	87	204	15	10	306	300	1002	135	34	1437	152	157	259	32	568	5	864	233	36	1102	112	3413	3525
Apprch %	28.4	66.7	4.9			20.9	69.7	9.4			26.8	27.6	45.6			0.5	78.4	21.1					
Total %	2.5	6	0.4		9	8.8	29.4	4		42.1	4.5	4.6	7.6		16.6	0.1	25.3	6.8		32.3	3.2	96.8	
Passenger Vehicles	85	202	15		312	297	964	134		1429	149	155	250		586	5	851	230		1121	0	0	3448
% Passenger Vehicles	97.7	99	100	100	98.7	99	96.2	99.3	100	97.1	98	98.7	96.5	100	97.7	100	98.5	98.7	97.2	98.5	0	0	97.8
Large 2 Axle Vehicles	1	2	0		3	2	22	1		25	3	1	7		11	0	10	3		14	0	0	53
% Large 2 Axle Vehicles	1.1	1	0	0	0.9	0.7	2.2	0.7	0	1.7	2	0.6	2.7	0	1.8	0	1.2	1.3	2.8	1.2	0	0	1.5
3 Axle Vehicles	1	0	0		1	0	15	0		15	0	1	0		1	0	0	0		0	0	0	17
% 3 Axle Vehicles	1.1	0	0	0	0.3	0	1.5	0	0	1	0	0.6	0	0	0.2	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	0	0	0		0	1	1	0		2	0	0	2		2	0	3	0		3	0	0	7
% 4+ Axle Trucks	0	0	0	0	0	0.3	0.1	0	0	0.1	0	0	0.8	0	0.3	0	0.3	0	0	0.3	0	0	0.2

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	**32**	**2**	44	33	122	16	171	**30**	**21**	**38**	**89**	**1**	106	22	129	433
04:45 PM	9	23	2	34	**47**	**139**	**20**	**206**	17	15	30	62	1	117	35	**153**	455
05:00 PM	9	24	2	35	35	124	12	171	17	21	37	75	0	114	**37**	151	432
05:15 PM	**21**	25	0	**46**	44	133	18	195	18	17	37	72	1	**122**	28	151	**464**
Total Volume	49	104	6	159	159	518	66	743	82	74	142	298	3	459	122	584	1784
% App. Total	30.8	65.4	3.8		21.4	69.7	8.9		27.5	24.8	47.7		0.5	78.6	20.9		
PHF	.583	.813	.750	.864	.846	.932	.825	.902	.683	.881	.934	.837	.750	.941	.824	.954	.961

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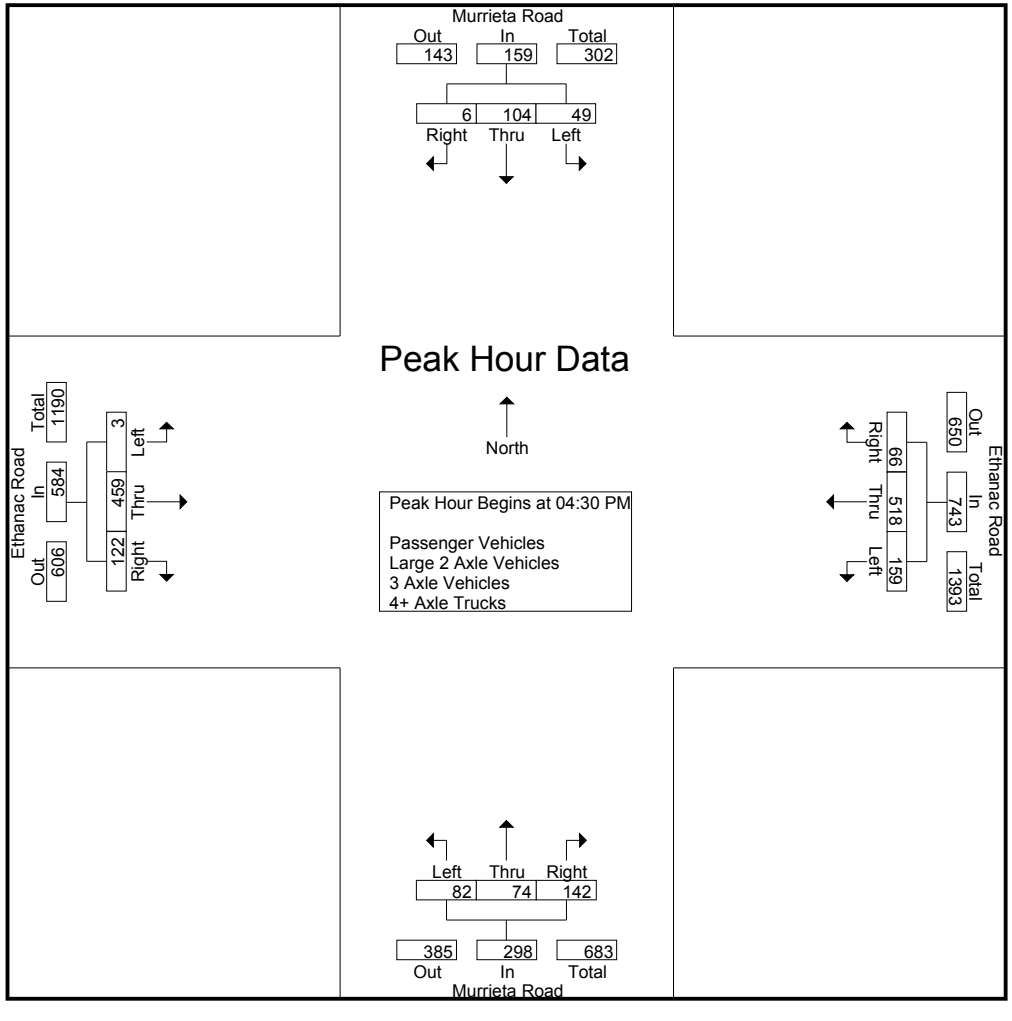
City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: Murrieta Road
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File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:00 PM				04:15 PM				
+0 mins.	**14**	30	2	**46**	33	122	16	171	16	23	**42**	81	0	**128**	25	**153**	
+15 mins.	12	24	**3**	39	**47**	**139**	**20**	**206**	24	**25**	30	79	**1**	106	22	129	
+30 mins.	10	**32**	2	44	35	124	12	171	**30**	21	38	**89**	1	117	35	153	
+45 mins.	9	23	2	34	44	133	18	195	17	15	30	62	0	114	**37**	151	
Total Volume	45	109	9	163	159	518	66	743	87	84	140	311	2	465	119	586	
% App. Total	27.6	66.9	5.5		21.4	69.7	8.9		28	27	45		0.3	79.4	20.3		
PHF	.804	.852	.750	.886	.846	.932	.825	.902	.725	.840	.833	.874	.500	.908	.804	.958	

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File Name : 02_PER_Mur_Eth PM
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Groups Printed- Passenger Vehicles

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	29	2	1	45	43	116	18	6	177	15	23	40	1	78	1	93	18	6	112	14	412	426
04:15 PM	12	24	3	0	39	38	115	18	4	171	23	25	30	0	78	0	126	25	3	151	7	439	446
04:30 PM	9	32	2	1	43	33	120	16	6	169	30	20	38	11	88	1	105	22	1	128	19	428	447
04:45 PM	9	23	2	2	34	46	132	19	4	197	16	14	28	7	58	1	114	35	5	150	18	439	457
Total	44	108	9	4	161	160	483	71	20	714	84	82	136	19	302	3	438	100	15	541	58	1718	1776
05:00 PM	9	24	2	2	35	34	121	12	3	167	17	21	37	6	75	0	111	36	3	147	14	424	438
05:15 PM	20	25	0	0	45	44	128	18	3	190	18	17	33	0	68	1	120	28	4	149	7	452	459
05:30 PM	7	28	4	4	39	25	111	19	5	155	14	17	28	5	59	0	90	28	8	118	22	371	393
05:45 PM	5	17	0	0	22	34	121	14	3	169	16	18	16	2	50	1	92	38	5	131	10	372	382
Total	41	94	6	6	141	137	481	63	14	681	65	73	114	13	252	2	413	130	20	545	53	1619	1672
Grand Total	85	202	15	10	302	297	964	134	34	1395	149	155	250	32	554	5	851	230	35	1086	111	3337	3448
Apprch %	28.1	66.9	5			21.3	69.1	9.6			26.9	28	45.1			0.5	78.4	21.2					
Total %	2.5	6.1	0.4		9.1	8.9	28.9	4		41.8	4.5	4.6	7.5		16.6	0.1	25.5	6.9		32.5	3.2	96.8	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	**32**	**2**	43	33	120	16	169	**30**	20	**38**	**88**	**1**	105	22	128	428
04:45 PM	9	23	2	34	**46**	**132**	**19**	**197**	16	14	28	58	1	114	35	**150**	439
05:00 PM	9	24	2	35	34	121	12	167	17	**21**	37	75	0	111	**36**	147	424
05:15 PM	**20**	25	0	**45**	44	128	18	190	18	17	33	68	1	**120**	28	149	**452**
Total Volume	47	104	6	157	157	501	65	723	81	72	136	289	3	450	121	574	1743
% App. Total	29.9	66.2	3.8		21.7	69.3	9		28	24.9	47.1		0.5	78.4	21.1		
PHF	.588	.813	.750	.872	.853	.949	.855	.918	.675	.857	.895	.821	.750	.938	.840	.957	.964

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File Name : 02_PER_Mur_Eth PM
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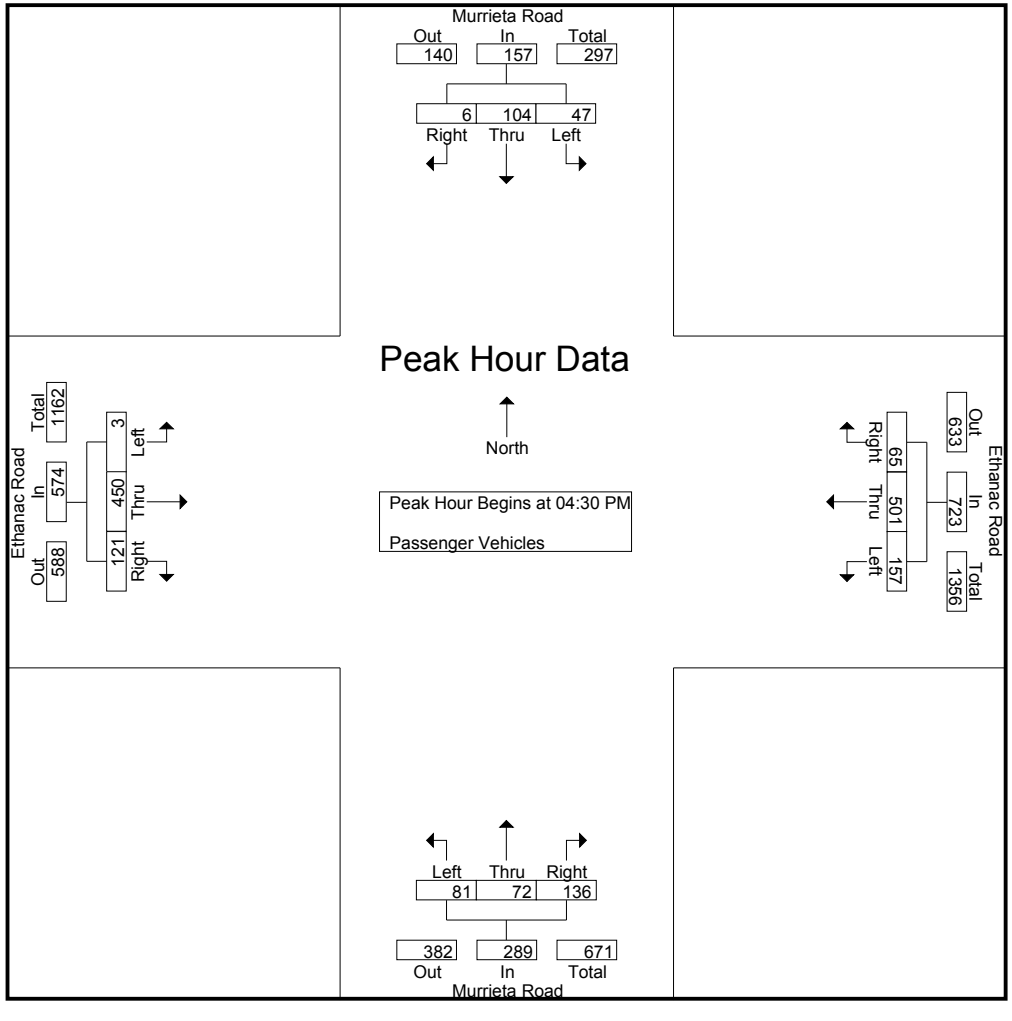

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N/S: Murrieta Road
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	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 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.	9	**32**	**2**	43	33	120	16	169	**30**	20	**38**	**88**	**1**	105	22	128	
+15 mins.	9	23	2	34	**46**	**132**	**19**	**197**	16	14	28	58	1	114	35	**150**	
+30 mins.	9	24	2	35	34	121	12	167	17	**21**	37	75	0	111	**36**	147	
+45 mins.	**20**	25	0	**45**	44	128	18	190	18	17	33	68	1	**120**	28	149	
Total Volume	47	104	6	157	157	501	65	723	81	72	136	289	3	450	121	574	
% App. Total	29.9	66.2	3.8		21.7	69.3	9		28	24.9	47.1		0.5	78.4	21.1		
PHF	.588	.813	.750	.872	.853	.949	.855	.918	.675	.857	.895	.821	.750	.938	.840	.957	

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File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023
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Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	2	0	0	2	1	0	1	0	2	0	0	1	0	1	0	6	6
04:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	2	0	0	2	0	8	8
04:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
04:45 PM	0	0	0	0	0	1	3	1	0	5	1	1	1	0	3	0	3	0	0	3	0	11	11
Total	1	1	0	0	2	1	12	1	0	14	3	1	2	0	6	0	5	1	0	6	0	28	28
05:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	1	1	4	1	7	8
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	4	0	4	0	2	0	0	2	0	9	9
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	3	3
05:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	5	5
Total	0	1	0	0	1	1	10	0	0	11	0	0	5	0	5	0	5	2	1	7	1	24	25
Grand Total	1	2	0	0	3	2	22	1	0	25	3	1	7	0	11	0	10	3	1	13	1	52	53
Apprch %	33.3	66.7	0			8	88	4			27.3	9.1	63.6			0	76.9	23.1					
Total %	1.9	3.8	0		5.8	3.8	42.3	1.9		48.1	5.8	1.9	13.5		21.2	0	19.2	5.8		25	1.9	98.1	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	**1**	**3**	**1**	**5**	**1**	**1**	1	3	0	**3**	0	3	**11**
05:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	**1**	**4**	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	**4**	**4**	0	2	0	2	9
Total Volume	1	0	0	1	2	10	1	13	1	1	5	7	0	8	1	9	30
% App. Total	100	0	0		15.4	76.9	7.7		14.3	14.3	71.4		0	88.9	11.1		
PHF	.250	.000	.000	.250	.500	.833	.250	.650	.250	.250	.313	.438	.000	.667	.250	.563	.682

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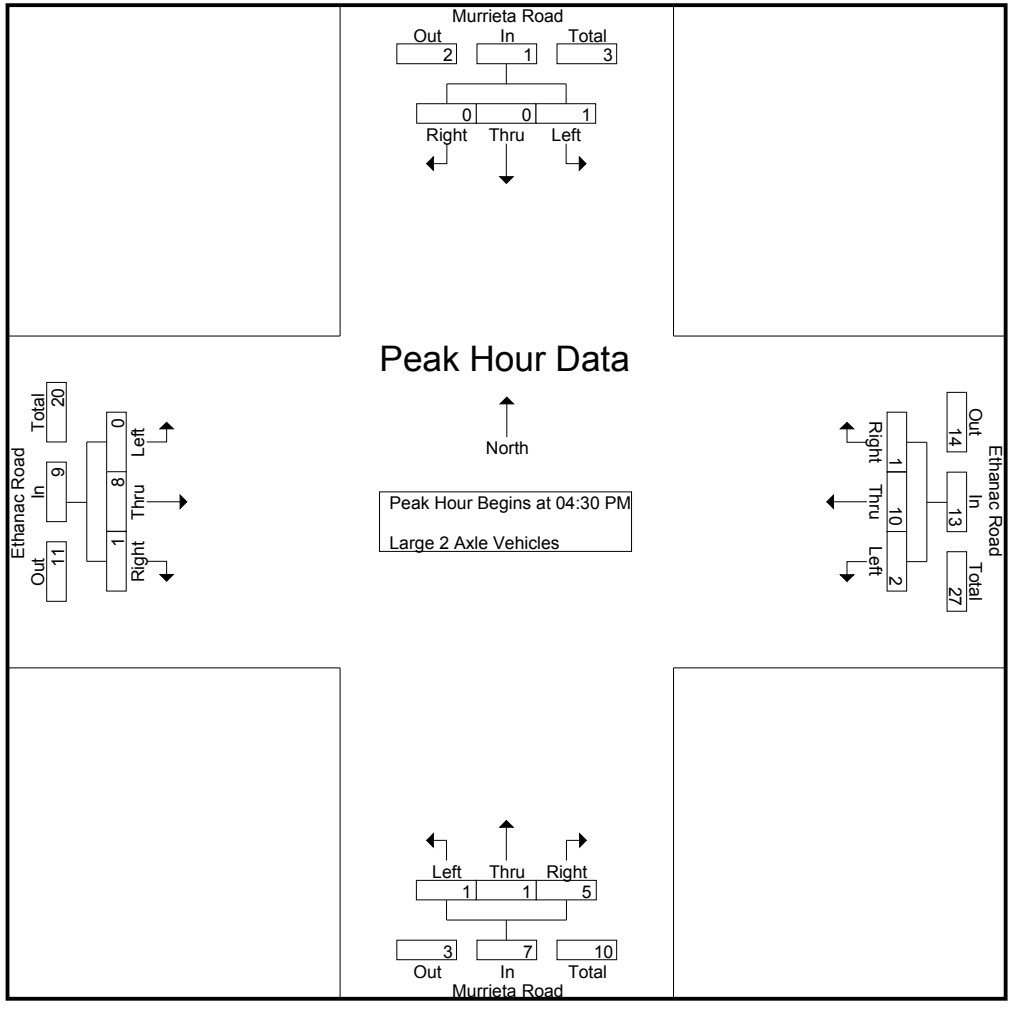

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	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	**1**	**3**	**1**	**5**	**1**	**1**	1	3	0	**3**	0	3	
+30 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	3	**1**	**4**	
+45 mins.	0	0	0	0	0	3	0	3	0	0	**4**	**4**	0	2	0	2	
Total Volume	1	0	0	1	2	10	1	13	1	1	5	7	0	8	1	9	
% App. Total	100	0	0		15.4	76.9	7.7		14.3	14.3	71.4		0	88.9	11.1		
PHF	.250	.000	.000	.250	.500	.833	.250	.650	.250	.250	.313	.438	.000	.667	.250	.563	

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File Name : 02_PER_Mur_Eth PM
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Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
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	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	8	8
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	9	9
Grand Total	1	0	0	0	1	0	15	0	0	15	0	1	0	0	1	0	0	0	0	0	0	17	17
Apprch %	100	0	0			0	100	0			0	100	0			0	0	0					
Total %	5.9	0	0		5.9	0	88.2	0		88.2	0	5.9	0		5.9	0	0	0		0	0	100	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	1	0	6	0	6	0	1	0	1	0	0	0	0	8
% App. Total	100	0	0		0	100	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000	.500

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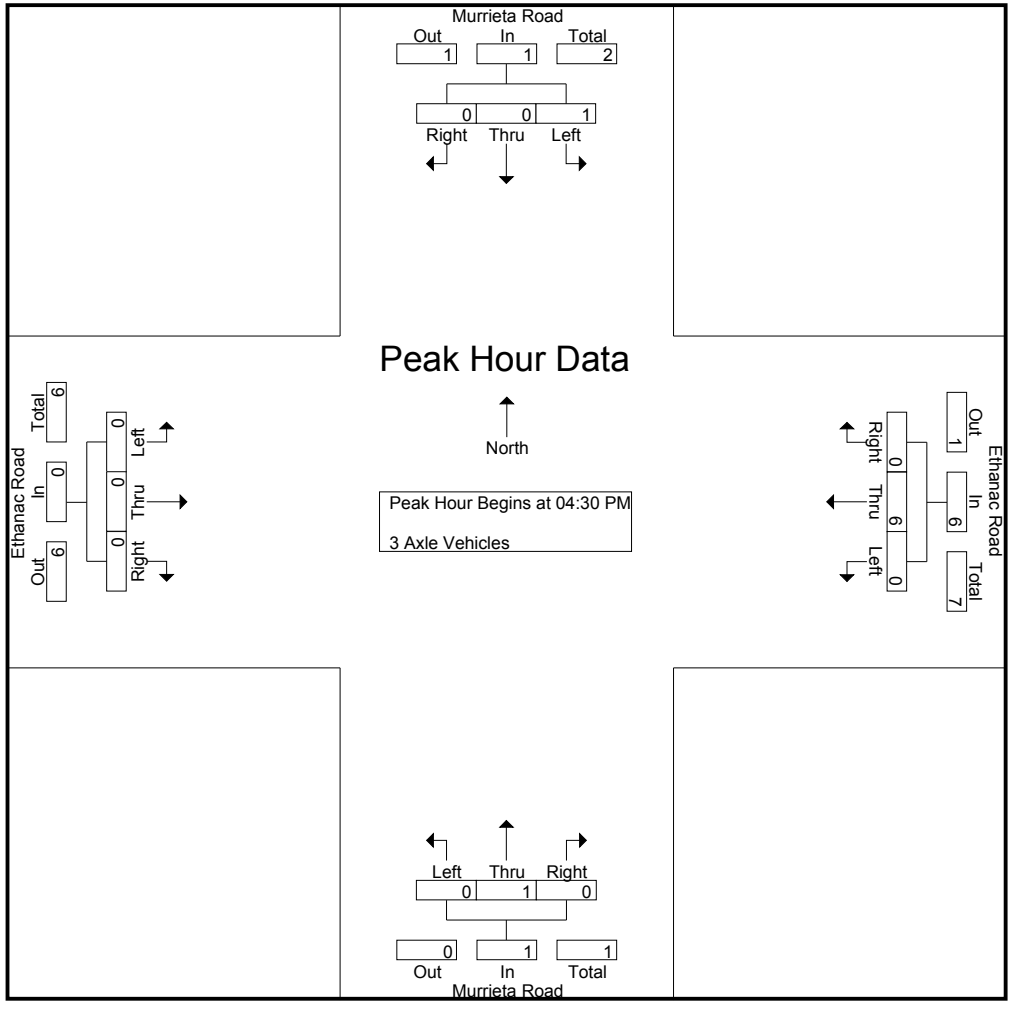

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+45 mins.	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	1	0	0	1	0	6	0	6	0	1	0	1	0	0	0	0	
% App. Total	100	0	0		0	100	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000	

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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound					Ethanac Road Westbound					Murrieta Road Northbound					Ethanac Road 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	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	2	0	0	2	0	5	5
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	1	0	0	1	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	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	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Grand Total	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	0	3	0	0	3	0	7	7
Apprch %	0	0	0			50	50	0			0	0	100			0	100	0					
Total %	0	0	0		0	14.3	14.3	0		28.6	0	0	28.6		28.6	0	42.9	0		42.9	0	100	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.750

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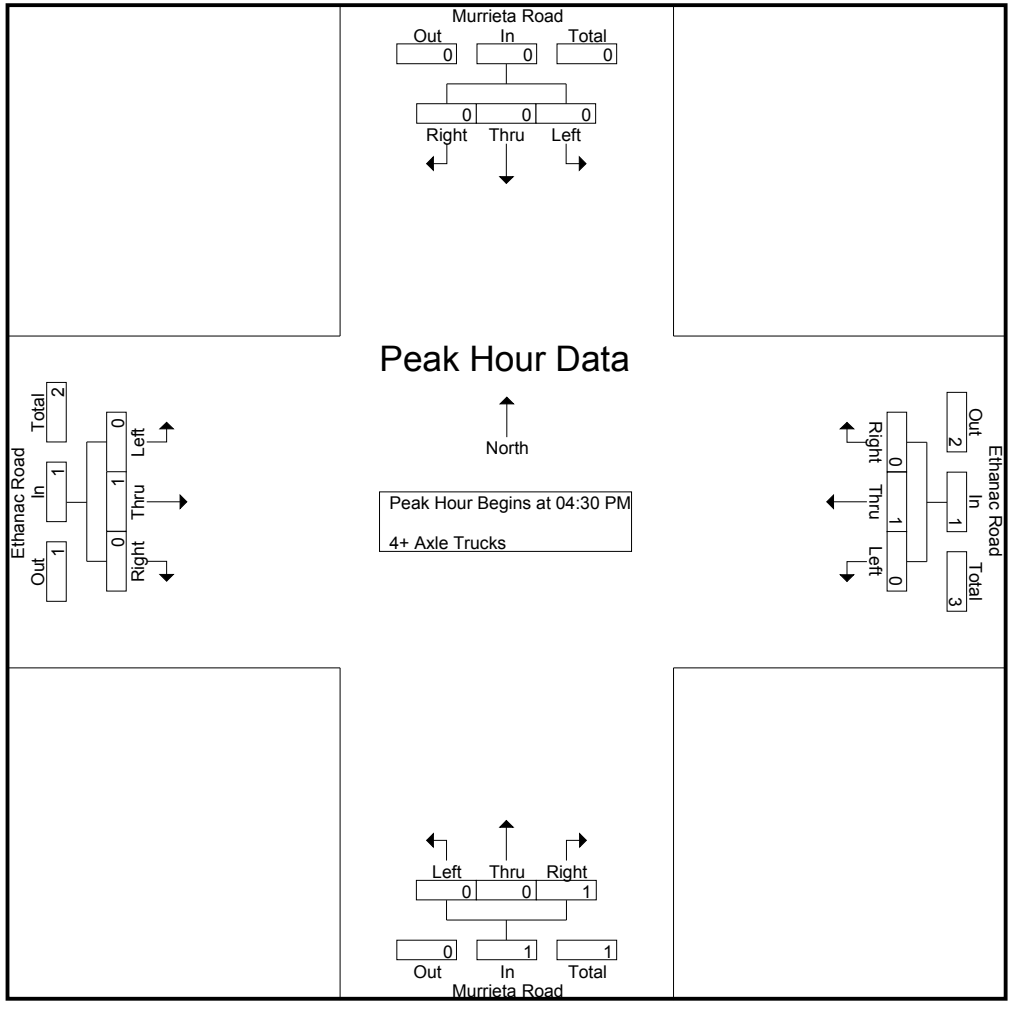
City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 02_PER_Mur_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	

Location: Perris
N/S: Murrieta Road
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg Ethanac Road	South Leg Murrieta Road	West Leg Ethanac Road	
	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	1	0	0	0	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:	1	0	0	0	1

	North Leg Murrieta Road	East Leg Ethanac Road	South Leg Murrieta Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	2	0	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2
TOTAL VOLUMES:	4	2	0	0	6

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Location: Perris
N/S: Murrieta Road
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Murrieta Road			Westbound Ethanac Road			Northbound Murrieta Road			Eastbound Ethanac Road			
	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	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	1	0	0	0	1	0	0	0	0	0	0	3

	Southbound Murrieta Road			Westbound Ethanac Road			Northbound Murrieta Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	0	0	0	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	2	0	0	0	0	1	0	3
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:	1	0	0	0	0	2	0	0	0	0	1	0	4

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	39	0	0	39	2	0	3	0	5	0	63	1	0	64	1	0	0	0	1	0	109	109
07:15 AM	0	48	0	0	48	2	0	8	0	10	0	53	1	0	54	3	1	1	0	5	0	117	117
07:30 AM	4	49	0	0	53	2	0	7	0	9	0	57	1	0	58	3	0	0	0	3	0	123	123
07:45 AM	3	56	0	0	59	1	0	4	0	5	1	65	1	0	67	1	0	1	0	2	0	133	133
Total	7	192	0	0	199	7	0	22	0	29	1	238	4	0	243	8	1	2	0	11	0	482	482
08:00 AM	2	66	2	0	70	3	0	1	0	4	1	45	0	0	46	2	0	0	0	2	0	122	122
08:15 AM	3	47	2	0	52	0	0	0	0	0	0	66	3	0	69	1	0	0	0	1	0	122	122
08:30 AM	1	46	1	0	48	1	0	1	0	2	2	63	1	0	66	2	0	0	0	2	0	118	118
08:45 AM	2	46	3	0	51	0	0	2	0	2	0	68	2	0	70	2	1	1	0	4	0	127	127
Total	8	205	8	0	221	4	0	4	0	8	3	242	6	0	251	7	1	1	0	9	0	489	489
Grand Total	15	397	8	0	420	11	0	26	0	37	4	480	10	0	494	15	2	3	0	20	0	971	971
Apprch %	3.6	94.5	1.9			29.7	0	70.3			0.8	97.2	2			75	10	15					
Total %	1.5	40.9	0.8		43.3	1.1	0	2.7		3.8	0.4	49.4	1		50.9	1.5	0.2	0.3		2.1	0	100	
Passenger Vehicles	14	380	8		402	11	0	23		34	4	467	9		480	15	1	3		19	0	0	935
% Passenger Vehicles	93.3	95.7	100	0	95.7	100	0	88.5	0	91.9	100	97.3	90	0	97.2	100	50	100	0	95	0	0	96.3
Large 2 Axle Vehicles	1	11	0		12	0	0	3		3	0	8	1		9	0	1	0		1	0	0	25
% Large 2 Axle Vehicles	6.7	2.8	0	0	2.9	0	0	11.5	0	8.1	0	1.7	10	0	1.8	0	50	0	0	5	0	0	2.6
3 Axle Vehicles	0	2	0		2	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2
% 3 Axle Vehicles	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	4	0		4	0	0	0		0	0	5	0		5	0	0	0		0	0	0	9
% 4+ Axle Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0.9

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**4**	49	0	53	2	0	**7**	**9**	0	57	1	58	**3**	0	0	**3**	123
07:45 AM	3	56	0	59	1	0	4	5	**1**	65	1	67	1	0	**1**	2	**133**
08:00 AM	2	**66**	**2**	**70**	**3**	0	1	4	1	45	0	46	2	0	0	2	122
08:15 AM	3	47	2	52	0	0	0	0	0	**66**	**3**	**69**	1	0	0	1	122
Total Volume	12	218	4	234	6	0	12	18	2	233	5	240	7	0	1	8	500
% App. Total	5.1	93.2	1.7		33.3	0	66.7		0.8	97.1	2.1		87.5	0	12.5		
PHF	.750	.826	.500	.836	.500	.000	.429	.500	.500	.883	.417	.870	.583	.000	.250	.667	.940

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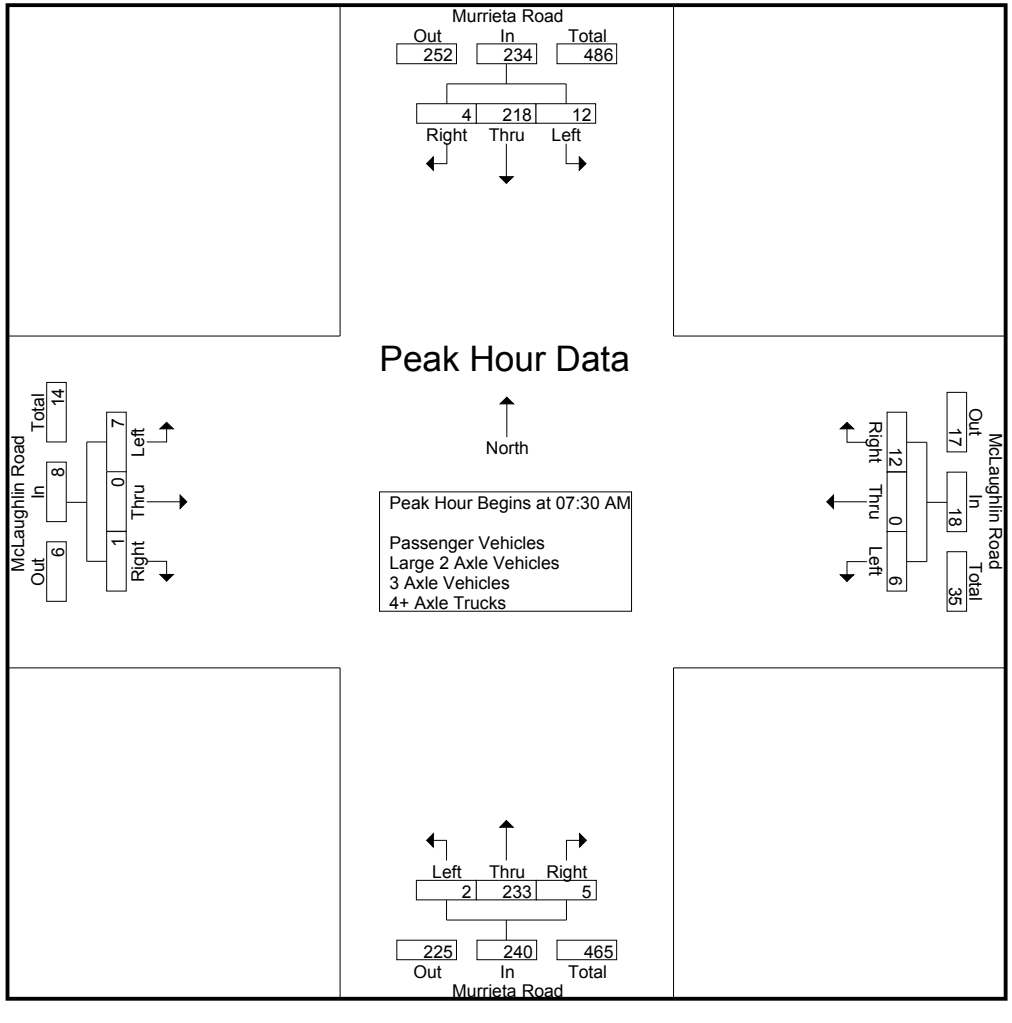
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				08:00 AM				07:15 AM				
+0 mins.	**4**	49	0	53	**2**	0	3	5	1	45	0	46	**3**	**1**	**1**	**5**	
+15 mins.	3	56	0	59	2	0	**8**	**10**	0	66	**3**	69	3	0	0	3	
+30 mins.	2	**66**	**2**	**70**	2	0	7	9	**2**	63	1	66	1	0	1	2	
+45 mins.	3	47	2	52	1	0	4	5	0	**68**	2	**70**	2	0	0	2	
Total Volume	12	218	4	234	7	0	22	29	3	242	6	251	9	1	2	12	
% App. Total	5.1	93.2	1.7		24.1	0	75.9		1.2	96.4	2.4		75	8.3	16.7		
PHF	.750	.826	.500	.836	.875	.000	.688	.725	.375	.890	.500	.896	.750	.250	.500	.600	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- Passenger Vehicles

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	36	0	0	36	2	0	2	0	4	0	61	0	0	61	1	0	0	0	1	0	102	102
07:15 AM	0	48	0	0	48	2	0	7	0	9	0	52	1	0	53	3	1	1	0	5	0	115	115
07:30 AM	3	47	0	0	50	2	0	7	0	9	0	55	1	0	56	3	0	0	0	3	0	118	118
07:45 AM	3	54	0	0	57	1	0	4	0	5	1	62	1	0	64	1	0	1	0	2	0	128	128
Total	6	185	0	0	191	7	0	20	0	27	1	230	3	0	234	8	1	2	0	11	0	463	463
08:00 AM	2	63	2	0	67	3	0	1	0	4	1	45	0	0	46	2	0	0	0	2	0	119	119
08:15 AM	3	45	2	0	50	0	0	0	0	0	0	64	3	0	67	1	0	0	0	1	0	118	118
08:30 AM	1	45	1	0	47	1	0	1	0	2	2	62	1	0	65	2	0	0	0	2	0	116	116
08:45 AM	2	42	3	0	47	0	0	1	0	1	0	66	2	0	68	2	0	1	0	3	0	119	119
Total	8	195	8	0	211	4	0	3	0	7	3	237	6	0	246	7	0	1	0	8	0	472	472
Grand Total	14	380	8	0	402	11	0	23	0	34	4	467	9	0	480	15	1	3	0	19	0	935	935
Apprch %	3.5	94.5	2			32.4	0	67.6			0.8	97.3	1.9			78.9	5.3	15.8					
Total %	1.5	40.6	0.9		43	1.2	0	2.5		3.6	0.4	49.9	1		51.3	1.6	0.1	0.3		2	0	100	

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**3**	47	0	50	2	0	**7**	**9**	0	55	1	56	**3**	0	0	**3**	118
07:45 AM	3	54	0	57	1	0	4	5	**1**	62	1	64	1	0	**1**	2	**128**
08:00 AM	2	**63**	**2**	**67**	**3**	0	1	4	1	45	0	46	2	0	0	2	119
08:15 AM	3	45	2	50	0	0	0	0	0	**64**	**3**	**67**	1	0	0	1	118
Total Volume	11	209	4	224	6	0	12	18	2	226	5	233	7	0	1	8	483
% App. Total	4.9	93.3	1.8		33.3	0	66.7		0.9	97	2.1		87.5	0	12.5		
PHF	.917	.829	.500	.836	.500	.000	.429	.500	.500	.883	.417	.869	.583	.000	.250	.667	.943

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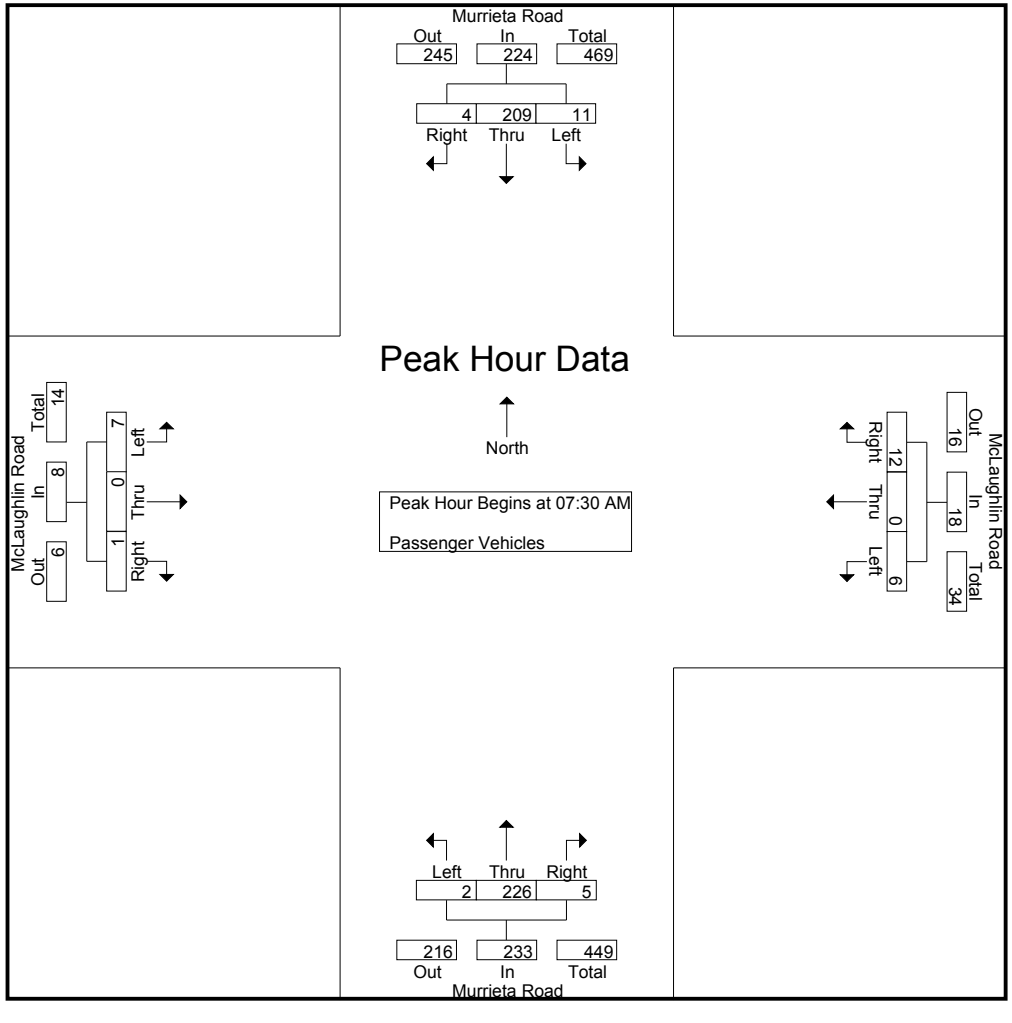
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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PO Box 1178
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(951) 268-6268

City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 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.	**3**	47	0	50	2	0	**7**	**9**	0	55	1	56	**3**	0	0	**3**	
+15 mins.	3	54	0	57	1	0	4	5	**1**	62	1	64	1	0	**1**	2	
+30 mins.	2	**63**	**2**	**67**	**3**	0	1	4	1	45	0	46	2	0	0	2	
+45 mins.	3	45	2	50	0	0	0	0	0	**64**	**3**	**67**	1	0	0	1	
Total Volume	11	209	4	224	6	0	12	18	2	226	5	233	7	0	1	8	
% App. Total	4.9	93.3	1.8		33.3	0	66.7		0.9	97	2.1		87.5	0	12.5		
PHF	.917	.829	.500	.836	.500	.000	.429	.500	.500	.883	.417	.869	.583	.000	.250	.667	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	1	0	1	0	1	1	0	2	0	0	0	0	0	0	4	4
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	1	3	0	0	4	0	0	2	0	2	0	4	1	0	5	0	0	0	0	0	0	11	11
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	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
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	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	7	7
Total	0	8	0	0	8	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	14	14
Grand Total	1	11	0	0	12	0	0	3	0	3	0	8	1	0	9	0	1	0	0	1	0	25	25
Apprch %	8.3	91.7	0			0	0	100			0	88.9	11.1			0	100	0					
Total %	4	44	0		48	0	0	12		12	0	32	4		36	0	4	0		4	0	100	

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	**4**
Total Volume	1	7	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
% App. Total	12.5	87.5	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.813

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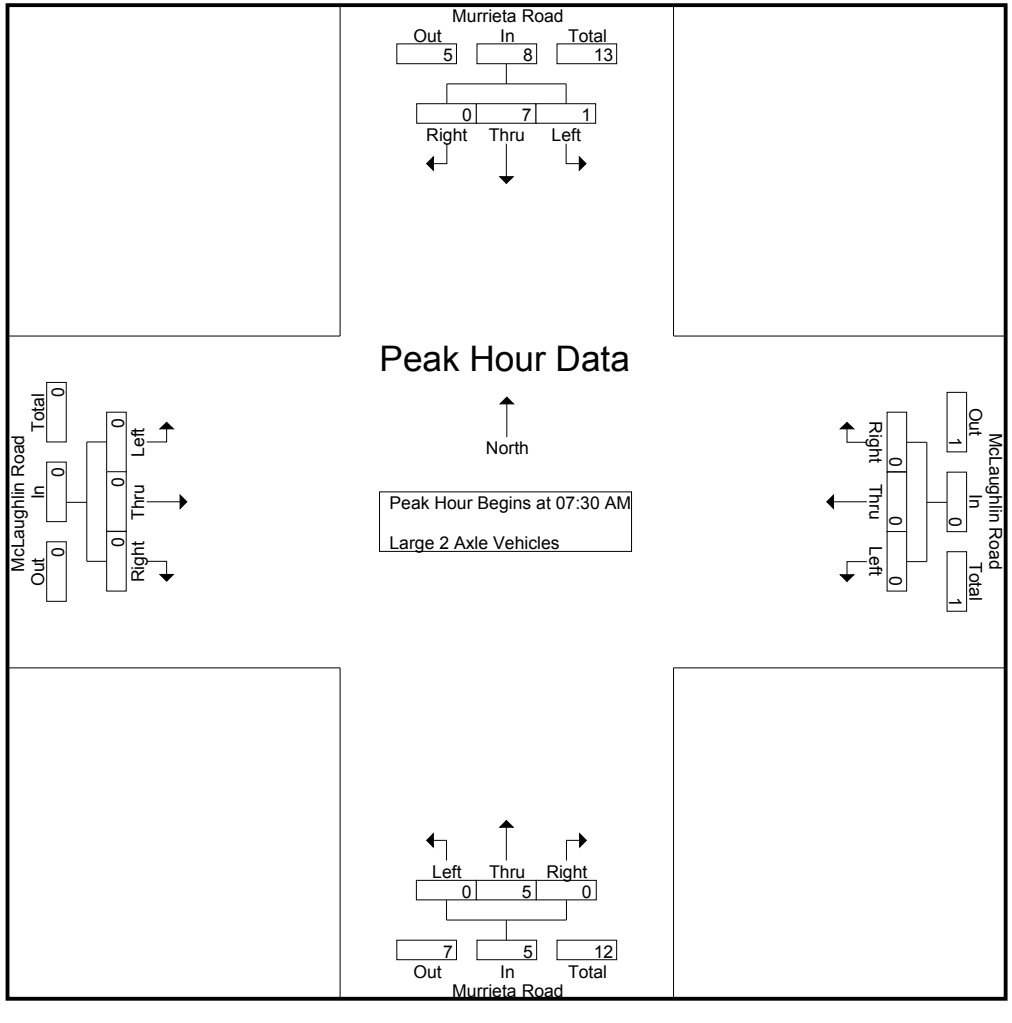
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	**1**	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+30 mins.	0	**3**	0	**3**	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	1	7	0	8	0	0	0	0	0	5	0	5	0	0	0	0	
% App. Total	12.5	87.5	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	0	0	0	0	0	0	0	0	0	0	2	2
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	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Apprch %	0	100	0			0	0	0			0	0	0			0	0	0					
Total %	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		0	0	100	

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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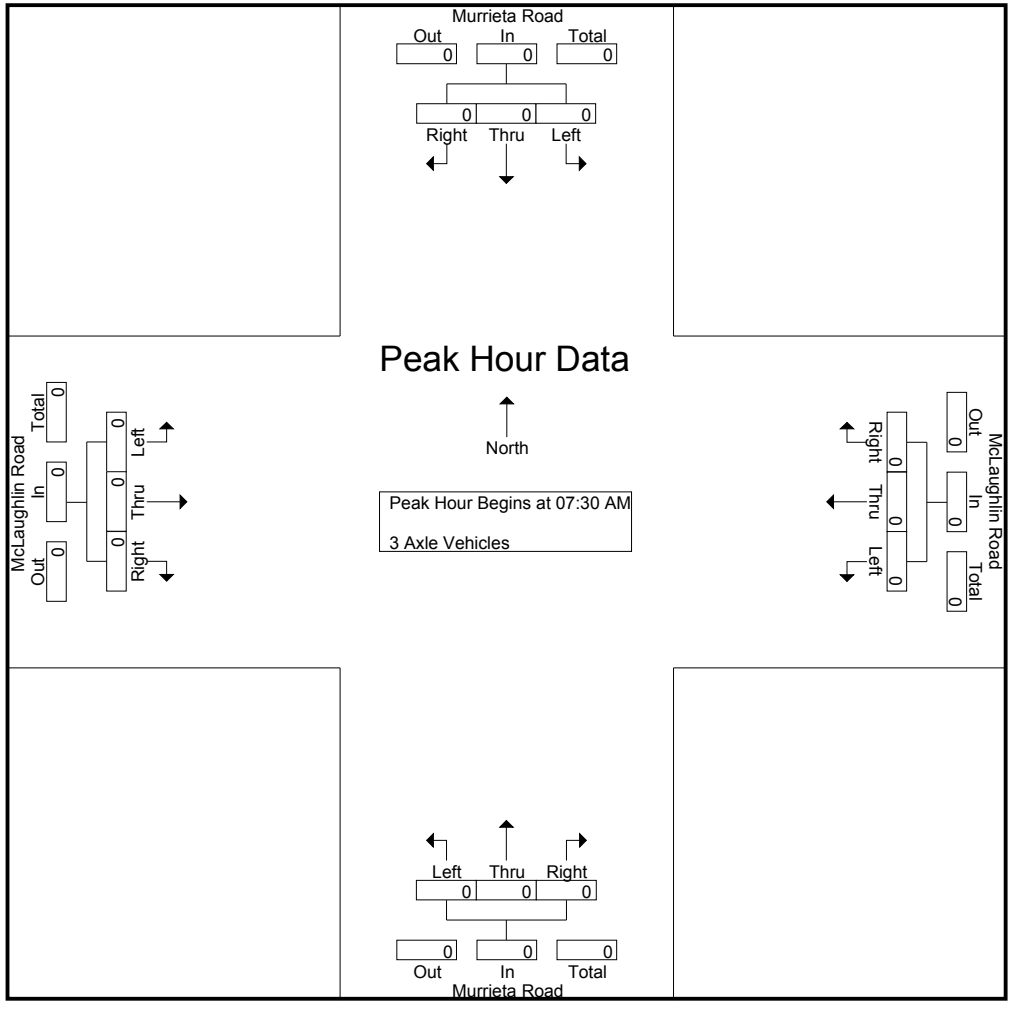
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	1	0	0	1	0	0	0	0	0	0	1	1
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
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	0	1	0	0	1	0	0	0	0	0	0	3	3
Grand Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	9
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	44.4	0		44.4	0	0	0		0	0	55.6	0		55.6	0	0	0		0	0	100	

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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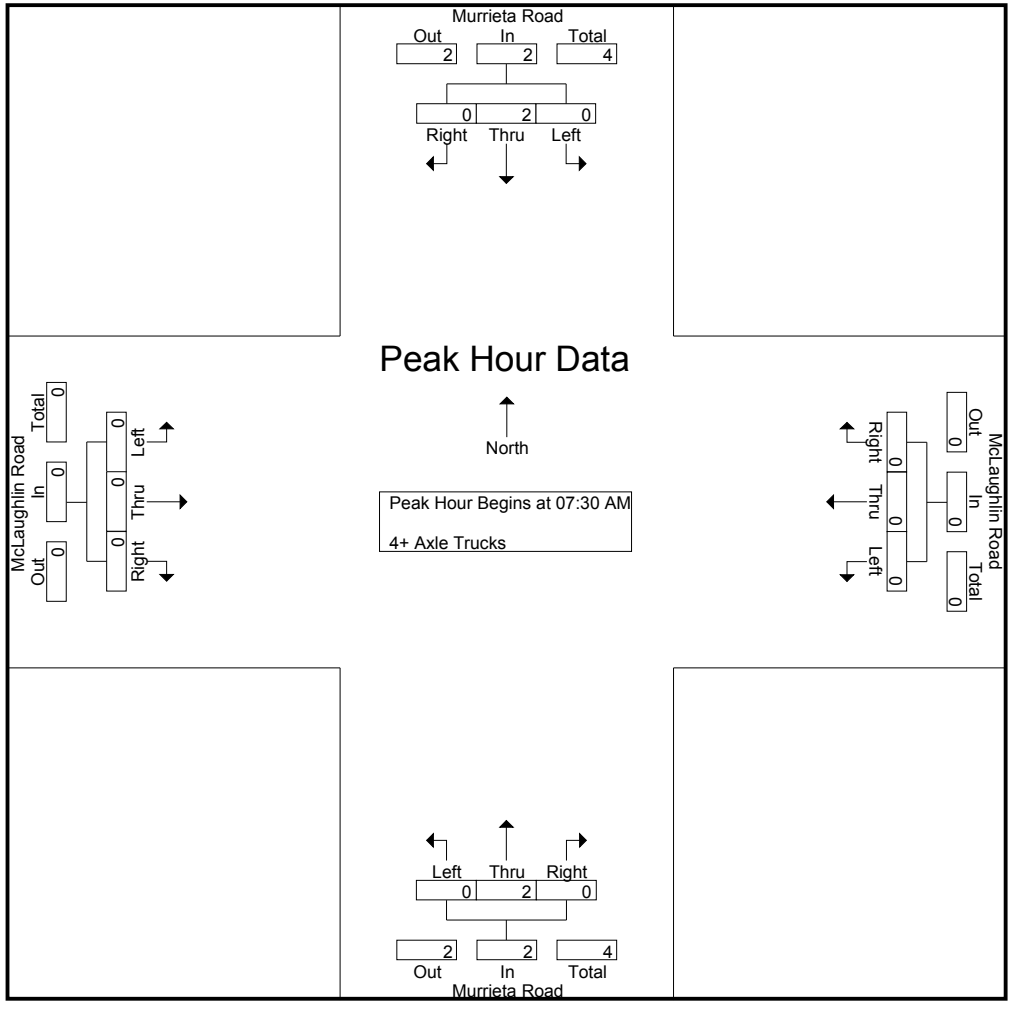
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL AM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	6	89	1	0	96	1	0	2	0	3	0	72	0	0	72	0	1	0	0	1	0	172	172
04:15 PM	2	78	2	0	82	2	1	5	0	8	0	77	2	0	79	0	0	0	0	0	0	169	169
04:30 PM	4	76	1	0	81	2	0	1	0	3	0	83	1	0	84	0	0	0	0	0	0	168	168
04:45 PM	4	97	2	0	103	0	0	1	0	1	0	64	0	0	64	2	0	2	0	4	0	172	172
Total	16	340	6	0	362	5	1	9	0	15	0	296	3	0	299	2	1	2	0	5	0	681	681
05:00 PM	3	97	0	0	100	1	1	1	0	3	2	76	1	0	79	0	1	0	0	1	0	183	183
05:15 PM	3	87	1	0	91	3	0	2	0	5	0	70	4	0	74	0	0	0	0	0	0	170	170
05:30 PM	2	78	1	0	81	1	0	0	0	1	2	63	0	0	65	2	1	1	0	4	0	151	151
05:45 PM	5	85	1	0	91	1	1	2	0	4	0	43	5	0	48	0	2	1	0	3	0	146	146
Total	13	347	3	0	363	6	2	5	0	13	4	252	10	0	266	2	4	2	0	8	0	650	650
Grand Total	29	687	9	0	725	11	3	14	0	28	4	548	13	0	565	4	5	4	0	13	0	1331	1331
Apprch %	4	94.8	1.2			39.3	10.7	50			0.7	97	2.3			30.8	38.5	30.8					
Total %	2.2	51.6	0.7		54.5	0.8	0.2	1.1		2.1	0.3	41.2	1		42.4	0.3	0.4	0.3		1	0	100	
Passenger Vehicles	29	680	8		717	11	3	14		28	4	537	13		554	4	5	4		13	0	0	1312
% Passenger Vehicles	100	99	88.9	0	98.9	100	100	100	0	100	100	98	100	0	98.1	100	100	100	0	100	0	0	98.6
Large 2 Axle Vehicles	0	6	1		7	0	0	0		0	0	8	0		8	0	0	0		0	0	0	15
% Large 2 Axle Vehicles	0	0.9	11.1	0	1	0	0	0	0	0	0	1.5	0	0	1.4	0	0	0	0	0	0	0	1.1
3 Axle Vehicles	0	0	0		0	0	0	0		0	0	1	0		1	0	0	0		0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	0		1	0	0	0		0	0	2	0		2	0	0	0		0	0	0	3
% 4+ Axle Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0.2

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**4**	76	1	81	2	0	1	3	0	**83**	1	**84**	0	0	0	0	168
04:45 PM	4	**97**	**2**	**103**	0	0	1	1	0	64	0	64	**2**	0	**2**	**4**	172
05:00 PM	3	97	0	100	1	**1**	1	3	**2**	76	1	79	0	**1**	0	1	**183**
05:15 PM	3	87	1	91	**3**	0	**2**	**5**	0	70	**4**	74	0	0	0	0	170
Total Volume	14	357	4	375	6	1	5	12	2	293	6	301	2	1	2	5	693
% App. Total	3.7	95.2	1.1		50	8.3	41.7		0.7	97.3	2		40	20	40		
PHF	.875	.920	.500	.910	.500	.250	.625	.600	.250	.883	.375	.896	.250	.250	.250	.313	.947

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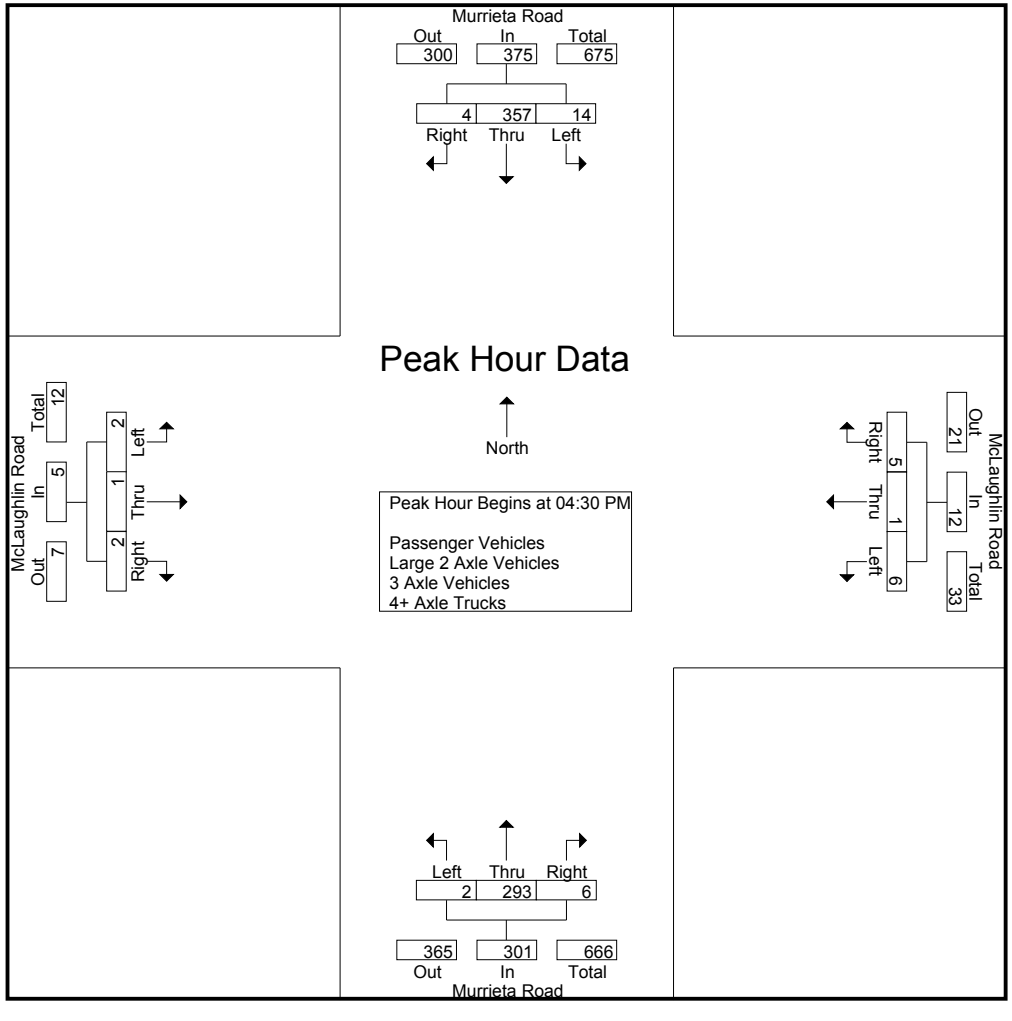
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:00 PM				04:15 PM				04:45 PM				
+0 mins.	**4**	76	1	81	1	0	2	3	0	77	**2**	79	**2**	0	**2**	**4**	
+15 mins.	4	**97**	**2**	**103**	**2**	**1**	**5**	**8**	0	**83**	1	**84**	0	**1**	0	1	
+30 mins.	3	97	0	100	2	0	1	3	0	64	0	64	0	0	0	0	
+45 mins.	3	87	1	91	0	0	1	1	**2**	76	1	79	2	1	1	4	
Total Volume	14	357	4	375	5	1	9	15	2	300	4	306	4	2	3	9	
% App. Total	3.7	95.2	1.1		33.3	6.7	60		0.7	98	1.3		44.4	22.2	33.3		
PHF	.875	.920	.500	.910	.625	.250	.450	.469	.250	.904	.500	.911	.500	.500	.375	.563	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	6	86	1	0	93	1	0	2	0	3	0	70	0	0	70	0	1	0	0	1	0	167	167
04:15 PM	2	78	2	0	82	2	1	5	0	8	0	76	2	0	78	0	0	0	0	0	0	168	168
04:30 PM	4	76	1	0	81	2	0	1	0	3	0	82	1	0	83	0	0	0	0	0	0	167	167
04:45 PM	4	97	1	0	102	0	0	1	0	1	0	60	0	0	60	2	0	2	0	4	0	167	167
Total	16	337	5	0	358	5	1	9	0	15	0	288	3	0	291	2	1	2	0	5	0	669	669
05:00 PM	3	95	0	0	98	1	1	1	0	3	2	76	1	0	79	0	1	0	0	1	0	181	181
05:15 PM	3	87	1	0	91	3	0	2	0	5	0	68	4	0	72	0	0	0	0	0	0	168	168
05:30 PM	2	78	1	0	81	1	0	0	0	1	2	63	0	0	65	2	1	1	0	4	0	151	151
05:45 PM	5	83	1	0	89	1	1	2	0	4	0	42	5	0	47	0	2	1	0	3	0	143	143
Total	13	343	3	0	359	6	2	5	0	13	4	249	10	0	263	2	4	2	0	8	0	643	643
Grand Total	29	680	8	0	717	11	3	14	0	28	4	537	13	0	554	4	5	4	0	13	0	1312	1312
Apprch %	4	94.8	1.1			39.3	10.7	50			0.7	96.9	2.3			30.8	38.5	30.8					
Total %	2.2	51.8	0.6		54.6	0.8	0.2	1.1		2.1	0.3	40.9	1		42.2	0.3	0.4	0.3		1	0	100	

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**4**	76	**1**	81	2	0	1	3	0	**82**	1	**83**	0	0	0	0	167
04:45 PM	4	**97**	1	**102**	0	0	1	1	0	60	0	60	**2**	0	**2**	**4**	167
05:00 PM	3	95	0	98	1	**1**	1	3	**2**	76	1	79	0	**1**	0	1	**181**
05:15 PM	3	87	1	91	**3**	0	**2**	**5**	0	68	**4**	72	0	0	0	0	168
Total Volume	14	355	3	372	6	1	5	12	2	286	6	294	2	1	2	5	683
% App. Total	3.8	95.4	0.8		50	8.3	41.7		0.7	97.3	2		40	20	40		
PHF	.875	.915	.750	.912	.500	.250	.625	.600	.250	.872	.375	.886	.250	.250	.250	.313	.943

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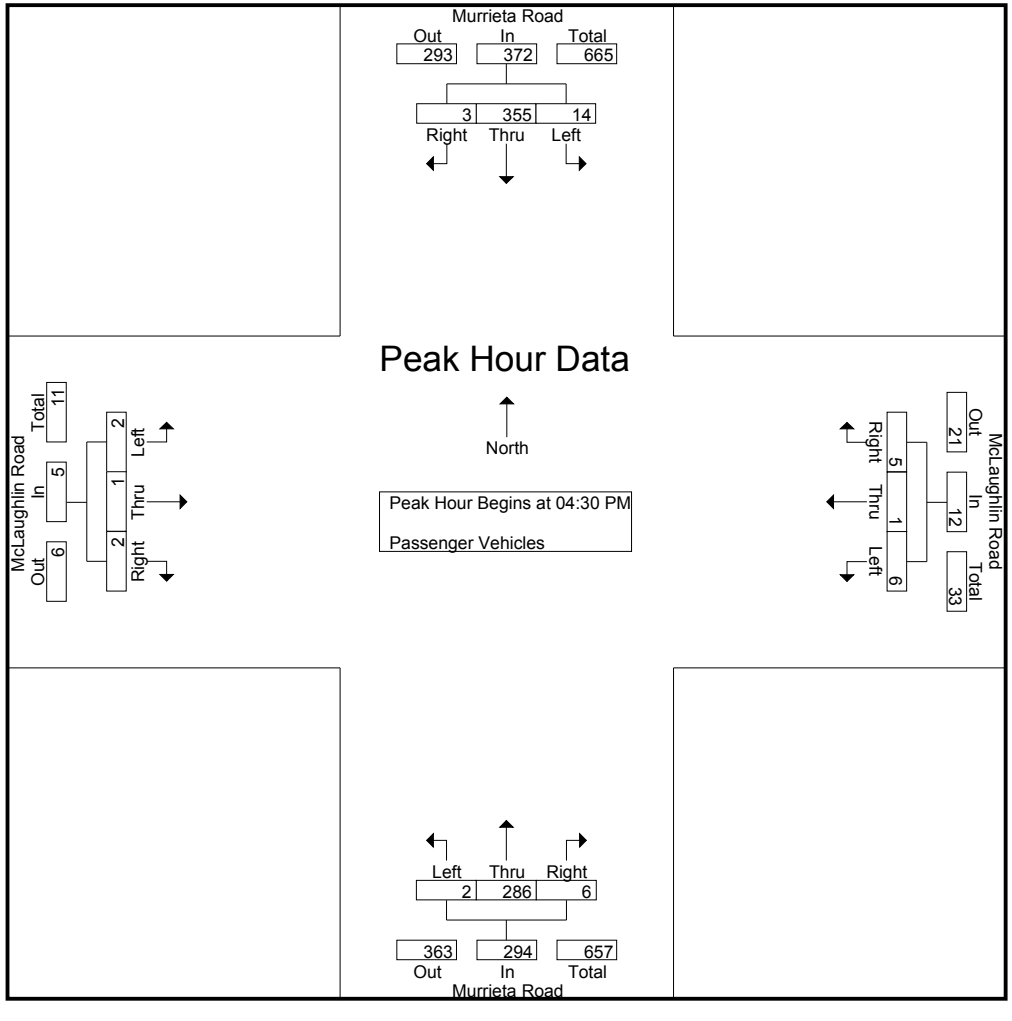
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**4**	76	**1**	81	2	0	1	3	0	**82**	1	**83**	0	0	0	0	
+15 mins.	4	**97**	1	**102**	0	0	1	1	0	60	0	60	**2**	0	**2**	**4**	
+30 mins.	3	95	0	98	1	**1**	1	3	**2**	76	1	79	0	**1**	0	1	
+45 mins.	3	87	1	91	**3**	0	**2**	**5**	0	68	**4**	72	0	0	0	0	
Total Volume	14	355	3	372	6	1	5	12	2	286	6	294	2	1	2	5	
% App. Total	3.8	95.4	0.8		50	8.3	41.7		0.7	97.3	2		40	20	40		
PHF	.875	.915	.750	.912	.500	.250	.625	.600	.250	.872	.375	.886	.250	.250	.250	.313	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	1	0	0	1	0	0	0	0	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
Total	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	8
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
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	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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	7
Grand Total	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	15
Apprch %	0	85.7	14.3			0	0	0			0	100	0			0	0	0					
Total %	0	40	6.7		46.7	0	0	0		0	0	53.3	0		53.3	0	0	0		0	0	100	

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	**1**	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
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	2	0	2	0	0	0	0	2
Total Volume	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.500

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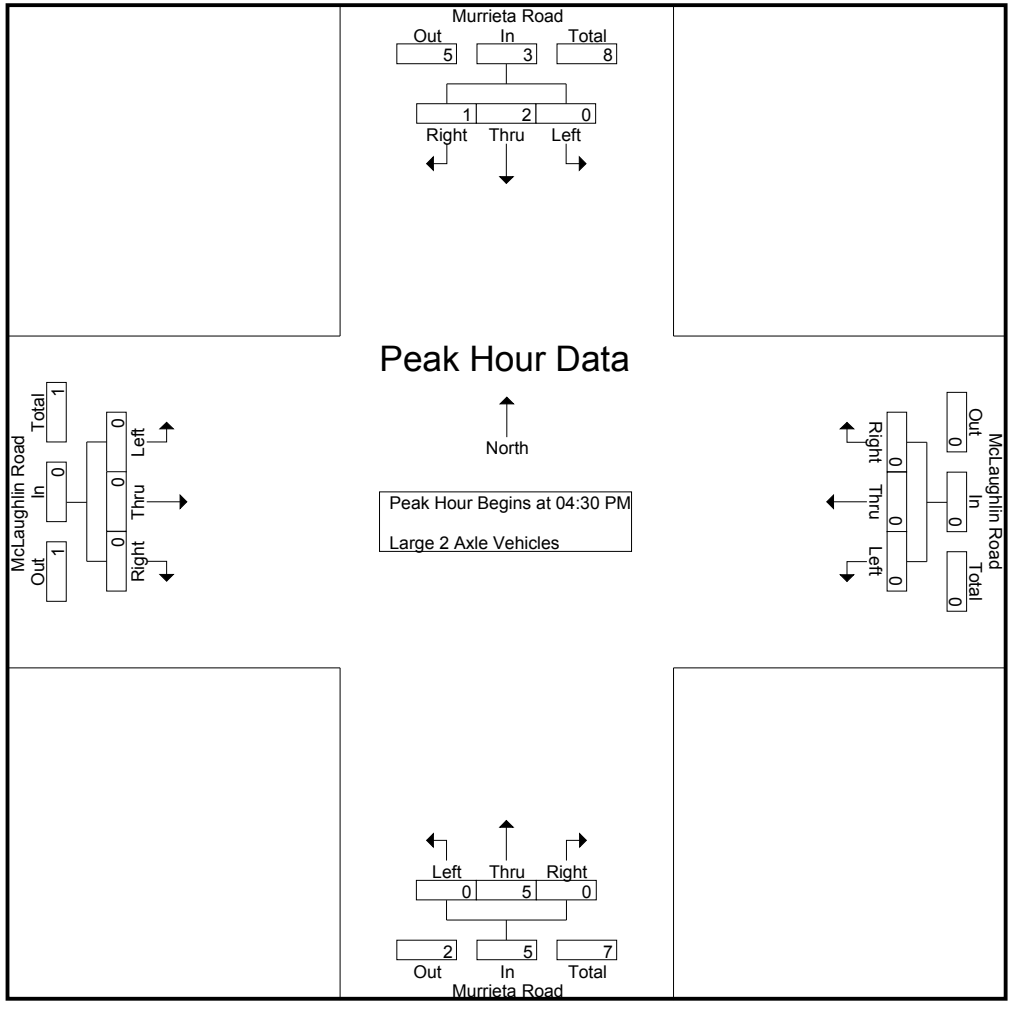
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	**1**	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	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	
Total Volume	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	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	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	1	0	0	1	0	0	0	0	0	0	1	1
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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Apprch %	0	0	0			0	0	0			0	100	0			0	0	0					
Total %	0	0	0		0	0	0	0		0	0	100	0		100	0	0	0		0	0	100	

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

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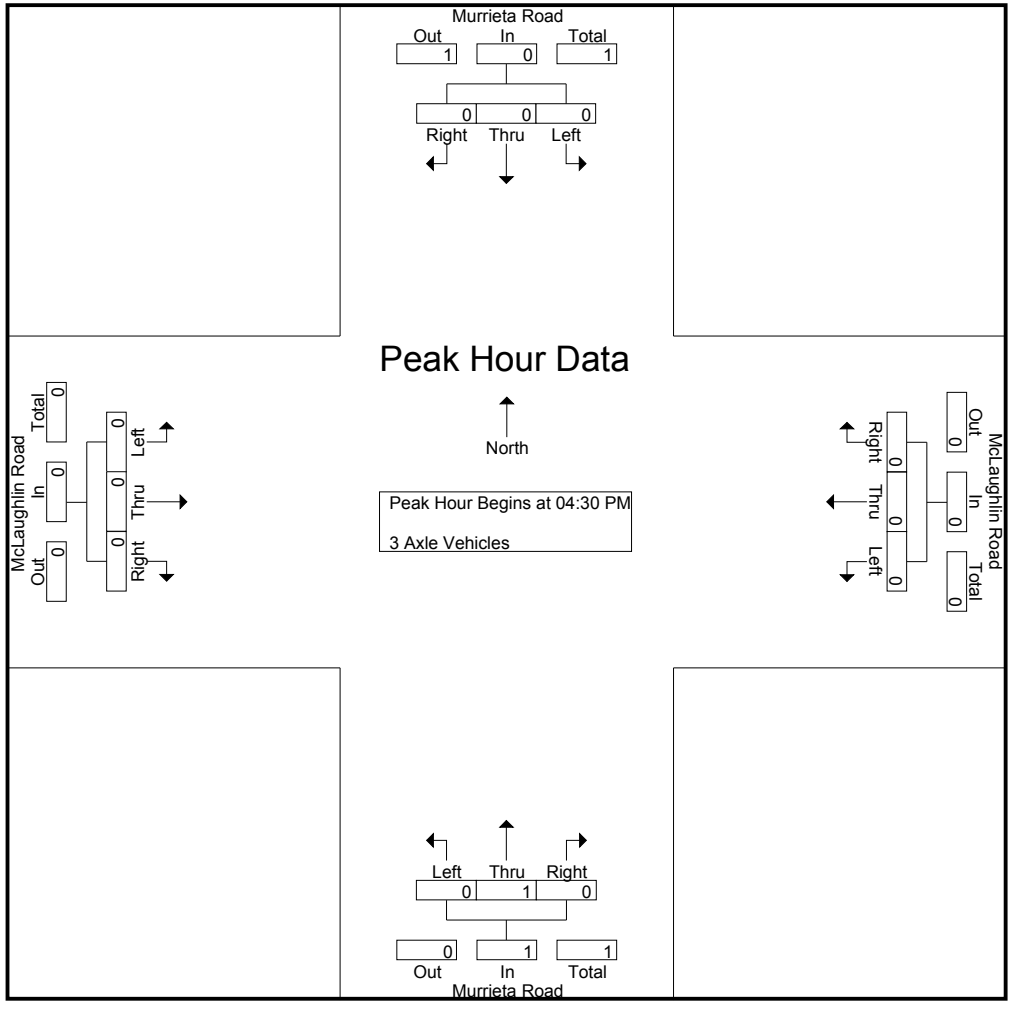
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	

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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound					McLaughlin Road Westbound					Murrieta Road Northbound					McLaughlin Road 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	0	0	0	0	0	0	2	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	33.3	0		33.3	0	0	0		0	0	66.7	0		66.7	0	0	0		0	0	100	

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

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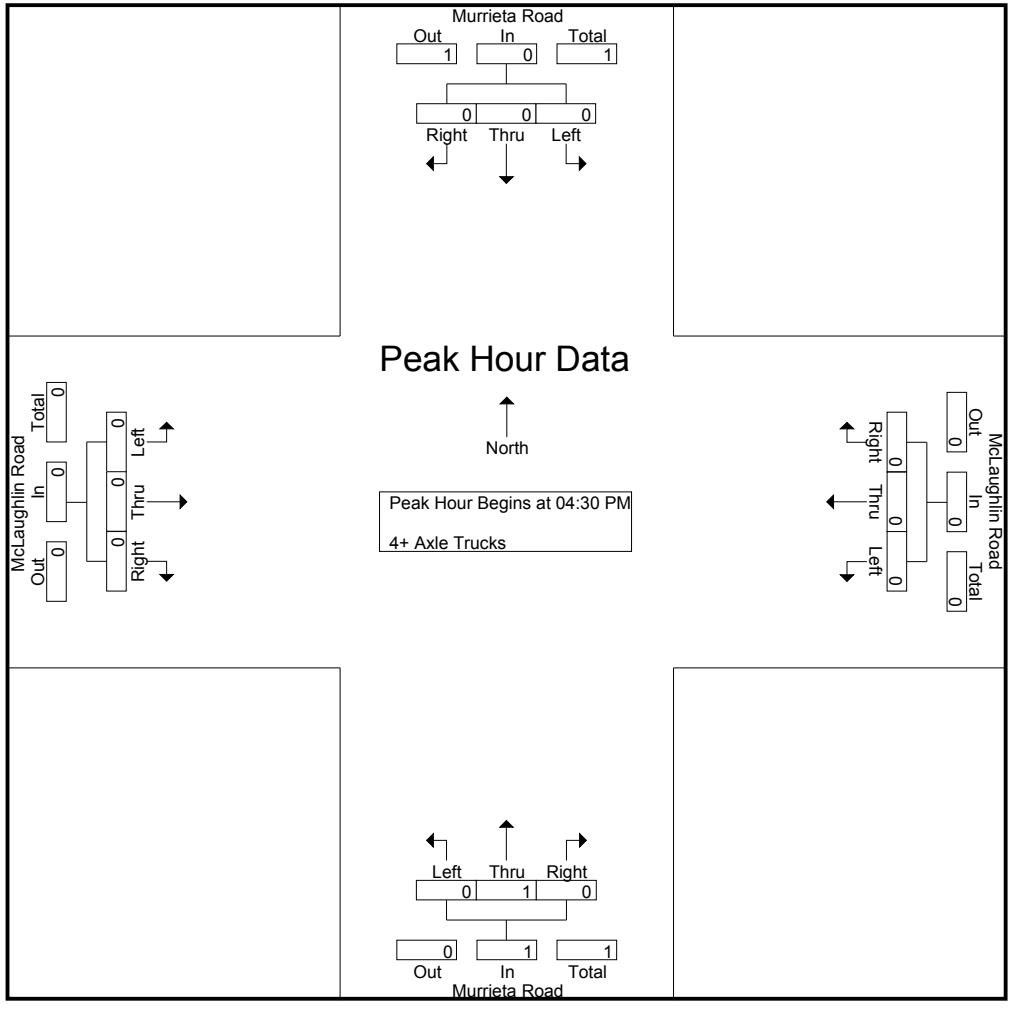
City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Menifee
N/S: Murrieta Road
E/W: McLaughlin Road
Weather: Clear

File Name : 03_Men_Mur_McL PM
Site Code : 231186
Start Date : 12/12/2023

	Murrieta Road Southbound				McLaughlin Road Westbound				Murrieta Road Northbound				McLaughlin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	

Location: Menifee
N/S: Murrieta Road
E/W: McLaughlin Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Murrieta Road	East Leg McLaughlin Road	South Leg Murrieta Road	West Leg McLaughlin Road	
	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 Murrieta Road	East Leg McLaughlin Road	South Leg Murrieta Road	West Leg McLaughlin Road	
	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	1	0	1
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	1	0	1

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Location: Menifee
N/S: Murrieta Road
E/W: McLaughlin Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Murrieta Road			Westbound McLaughlin Road			Northbound Murrieta Road			Eastbound McLaughlin Road			
	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 Murrieta Road			Westbound McLaughlin Road			Northbound Murrieta Road			Eastbound McLaughlin Road			
	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	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	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: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	102	102	0	1	1	164	1	165	268
07:15 AM	0	119	119	0	1	1	217	0	217	337
07:30 AM	0	112	112	0	0	0	260	0	260	372
07:45 AM	0	124	124	0	0	0	230	0	230	354
Total	0	457	457	0	2	2	871	1	872	1331
08:00 AM	0	159	159	0	0	0	171	1	172	331
08:15 AM	0	135	135	0	0	0	155	0	155	290
08:30 AM	2	110	112	1	0	1	119	0	119	232
08:45 AM	0	99	99	0	0	0	115	0	115	214
Total	2	503	505	1	0	1	560	1	561	1067
Grand Total	2	960	962	1	2	3	1431	2	1433	2398
Apprch %	0.2	99.8		33.3	66.7		99.9	0.1		
Total %	0.1	40	40.1	0	0.1	0.1	59.7	0.1	59.8	
Passenger Vehicles	1	902	903	1	2	3	1345	2	1347	2253
% Passenger Vehicles	50	94	93.9	100	100	100	94	100	94	94
Large 2 Axle Vehicles	1	37	38	0	0	0	62	0	62	100
% Large 2 Axle Vehicles	50	3.9	4	0	0	0	4.3	0	4.3	4.2
3 Axle Vehicles	0	9	9	0	0	0	9	0	9	18
% 3 Axle Vehicles	0	0.9	0.9	0	0	0	0.6	0	0.6	0.8
4+ Axle Trucks	0	12	12	0	0	0	15	0	15	27
% 4+ Axle Trucks	0	1.2	1.2	0	0	0	1	0	1	1.1

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	0	119	119	0	**1**	**1**	217	0	217	337
07:30 AM	0	112	112	0	0	0	**260**	0	**260**	**372**
07:45 AM	0	124	124	0	0	0	230	0	230	354
08:00 AM	0	**159**	**159**	0	0	0	171	**1**	172	331
Total Volume	0	514	514	0	1	1	878	1	879	1394
% App. Total	0	100		0	100		99.9	0.1		
PHF	.000	.808	.808	.000	.250	.250	.844	.250	.845	.937

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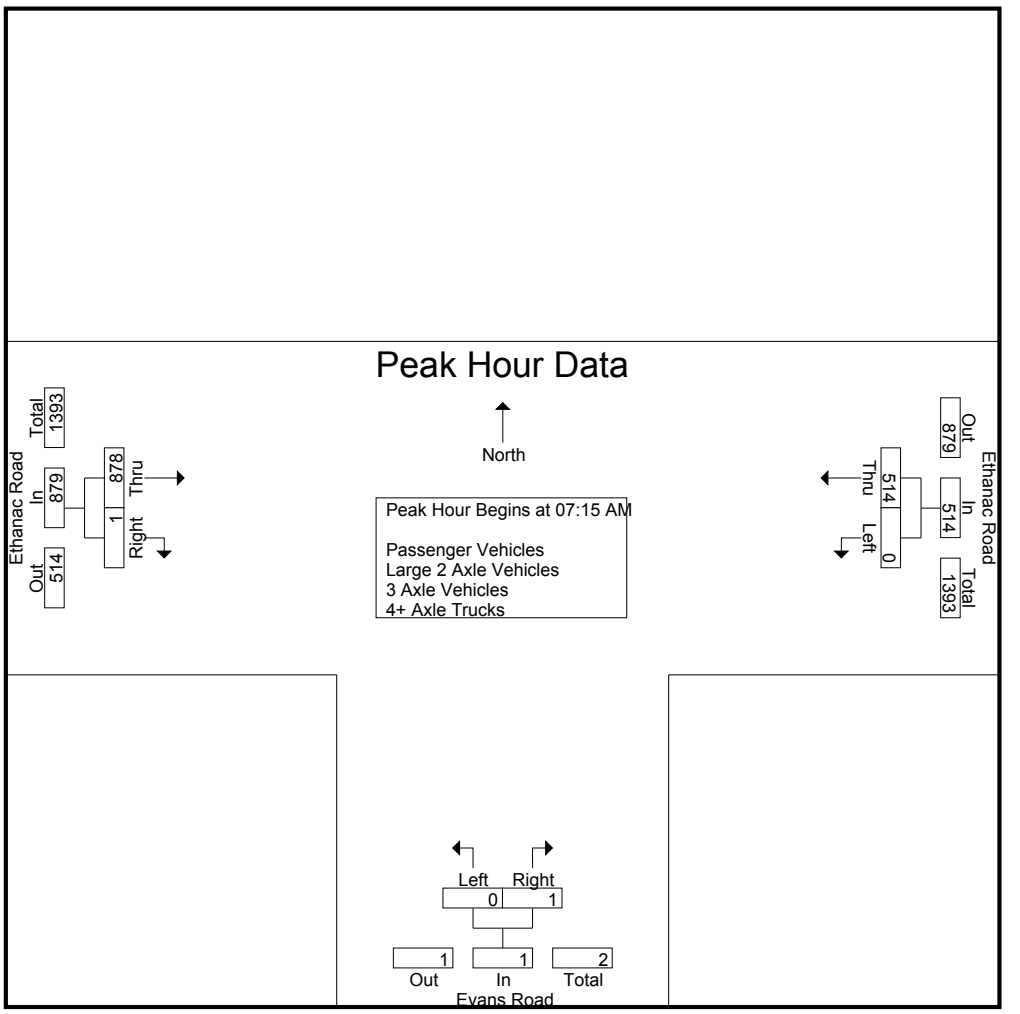
City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
Site Code : 231186
Start Date : 12/12/2023



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			07:15 AM		
+0 mins.	0	112	112	0	**1**	**1**	217	0	217
+15 mins.	0	124	124	0	1	1	**260**	0	**260**
+30 mins.	0	**159**	**159**	0	0	0	230	0	230
+45 mins.	0	135	135	0	0	0	171	**1**	172
Total Volume	0	530	530	0	2	2	878	1	879
% App. Total	0	100		0	100		99.9	0.1	
PHF	.000	.833	.833	.000	.500	.500	.844	.250	.845

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City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	91	91	0	1	1	144	1	145	237
07:15 AM	0	111	111	0	1	1	201	0	201	313
07:30 AM	0	107	107	0	0	0	249	0	249	356
07:45 AM	0	118	118	0	0	0	208	0	208	326
Total	0	427	427	0	2	2	802	1	803	1232
08:00 AM	0	151	151	0	0	0	170	1	171	322
08:15 AM	0	128	128	0	0	0	148	0	148	276
08:30 AM	1	103	104	1	0	1	113	0	113	218
08:45 AM	0	93	93	0	0	0	112	0	112	205
Total	1	475	476	1	0	1	543	1	544	1021
Grand Total	1	902	903	1	2	3	1345	2	1347	2253
Apprch %	0.1	99.9		33.3	66.7		99.9	0.1		
Total %	0	40	40.1	0	0.1	0.1	59.7	0.1	59.8	

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	111	111	0	**1**	**1**	201	0	201	313
07:30 AM	0	107	107	0	0	0	**249**	0	**249**	**356**
07:45 AM	0	118	118	0	0	0	208	0	208	326
08:00 AM	0	**151**	**151**	0	0	0	170	**1**	171	322
Total Volume	0	487	487	0	1	1	828	1	829	1317
% App. Total	0	100		0	100		99.9	0.1		
PHF	.000	.806	.806	.000	.250	.250	.831	.250	.832	.925

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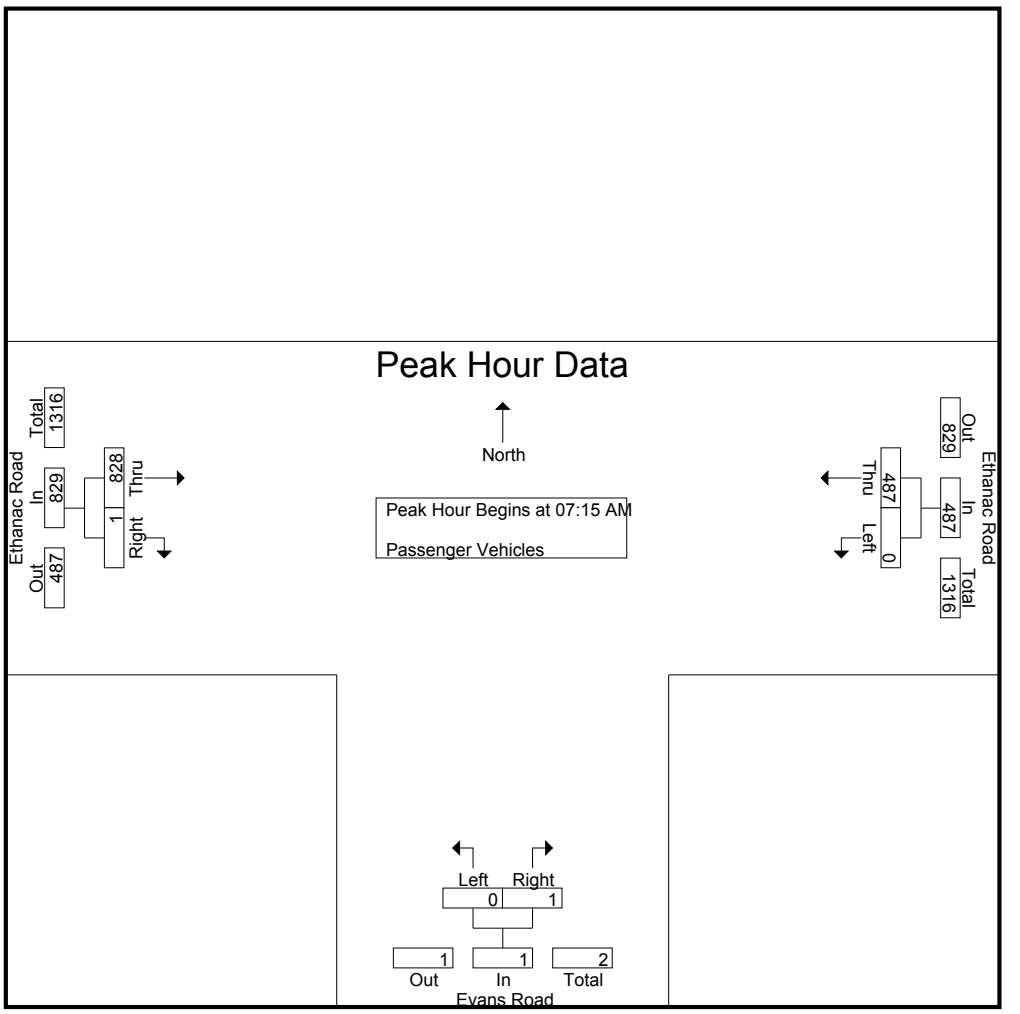
City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	111	111	0	**1**	**1**	201	0	201
+15 mins.	0	107	107	0	0	0	**249**	0	**249**
+30 mins.	0	118	118	0	0	0	208	0	208
+45 mins.	0	**151**	**151**	0	0	0	170	**1**	171
Total Volume	0	487	487	0	1	1	828	1	829
% App. Total	0	100		0	100		99.9	0.1	
PHF	.000	.806	.806	.000	.250	.250	.831	.250	.832

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City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	6	0	0	0	17	0	17	23
07:15 AM	0	6	6	0	0	0	12	0	12	18
07:30 AM	0	5	5	0	0	0	8	0	8	13
07:45 AM	0	4	4	0	0	0	13	0	13	17
Total	0	21	21	0	0	0	50	0	50	71
08:00 AM	0	5	5	0	0	0	0	0	0	5
08:15 AM	0	5	5	0	0	0	6	0	6	11
08:30 AM	1	3	4	0	0	0	3	0	3	7
08:45 AM	0	3	3	0	0	0	3	0	3	6
Total	1	16	17	0	0	0	12	0	12	29
Grand Total	1	37	38	0	0	0	62	0	62	100
Apprch %	2.6	97.4		0	0		100	0		
Total %	1	37	38	0	0	0	62	0	62	

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	**6**	**6**	0	0	0	12	0	12	**18**
07:30 AM	0	5	5	0	0	0	8	0	8	13
07:45 AM	0	4	4	0	0	0	**13**	0	**13**	17
08:00 AM	0	5	5	0	0	0	0	0	0	5
Total Volume	0	20	20	0	0	0	33	0	33	53
% App. Total	0	100		0	0		100	0		
PHF	.000	.833	.833	.000	.000	.000	.635	.000	.635	.736

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City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
Site Code : 231186
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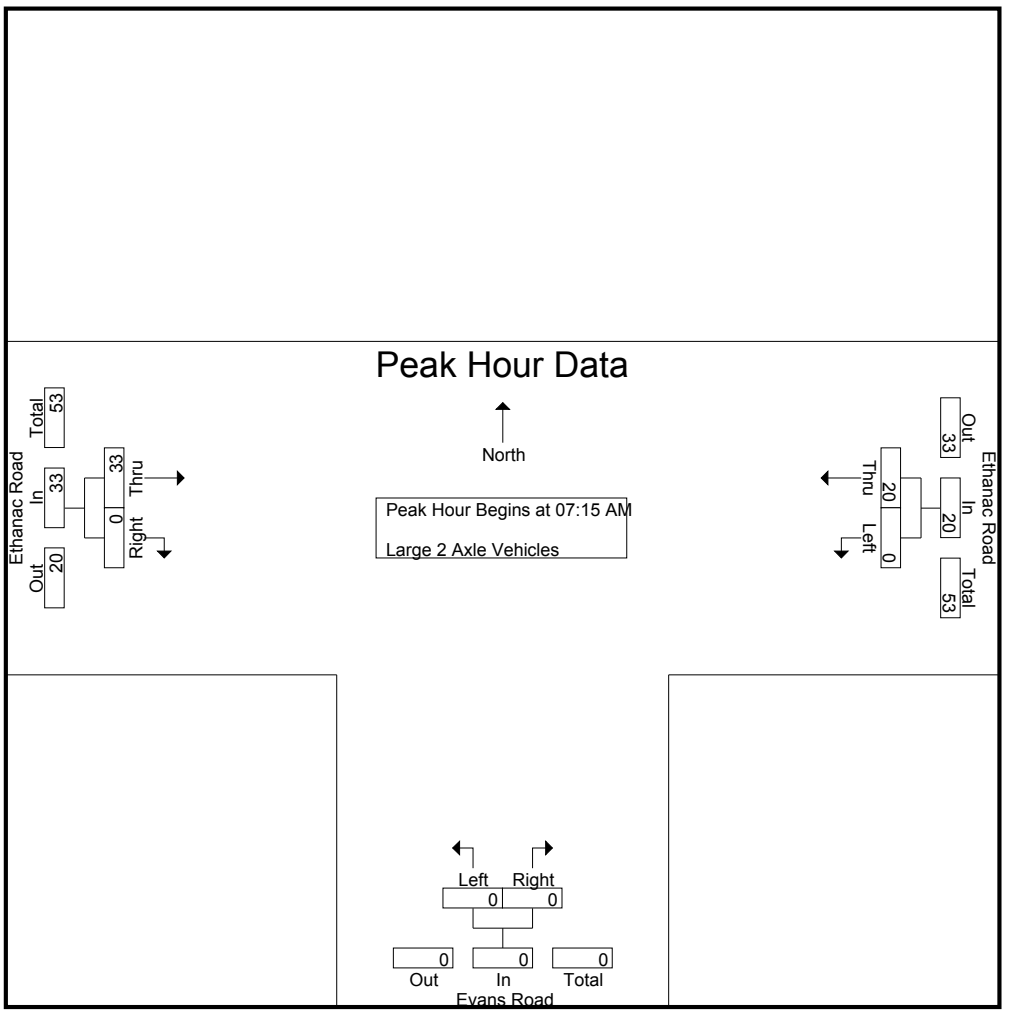

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**6**	**6**	0	0	0	12	0	12
+15 mins.	0	5	5	0	0	0	8	0	8
+30 mins.	0	4	4	0	0	0	**13**	0	**13**
+45 mins.	0	5	5	0	0	0	0	0	0
Total Volume	0	20	20	0	0	0	33	0	33
% App. Total	0	100		0	0		100	0	
PHF	.000	.833	.833	.000	.000	.000	.635	.000	.635

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City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	4	0	0	0	0	0	0	4
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	5	0	5	5
Total	0	5	5	0	0	0	7	0	7	12
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	0	0	0	2	0	2	6
Grand Total	0	9	9	0	0	0	9	0	9	18
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	**5**	0	**5**	**5**
08:00 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	2	2	0	0	0	8	0	8	10
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.400	.000	.400	.500

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City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

File Name : 04_PER_Evans_Eth AM
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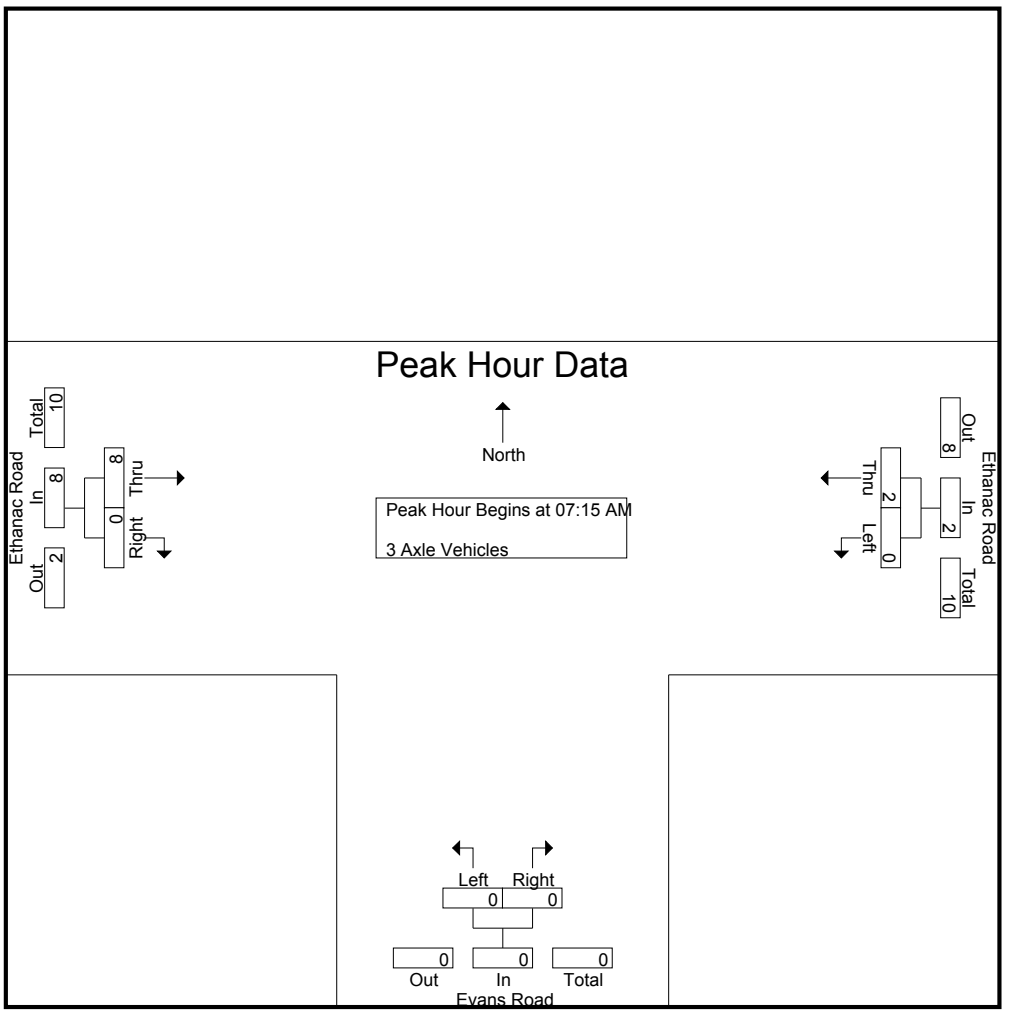

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**1**	**1**	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	**5**	0	**5**
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	2	2	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.400	.000	.400

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City of Perris
N/S: Evans Road
E/W: Ethanac Road
Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	3	0	3	4
07:15 AM	0	1	1	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	2	2	0	0	0	4	0	4	6
Total	0	4	4	0	0	0	12	0	12	16
08:00 AM	0	2	2	0	0	0	0	0	0	2
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	2	2	0	0	0	3	0	3	5
08:45 AM	0	3	3	0	0	0	0	0	0	3
Total	0	8	8	0	0	0	3	0	3	11
Grand Total	0	12	12	0	0	0	15	0	15	27
Apprch %	0	100		0	0		100	0		
Total %	0	44.4	44.4	0	0	0	55.6	0	55.6	

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	3	0	3	4
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	**2**	**2**	0	0	0	**4**	0	**4**	**6**
08:00 AM	0	2	2	0	0	0	0	0	0	2
Total Volume	0	5	5	0	0	0	9	0	9	14
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.563	.000	.563	.583

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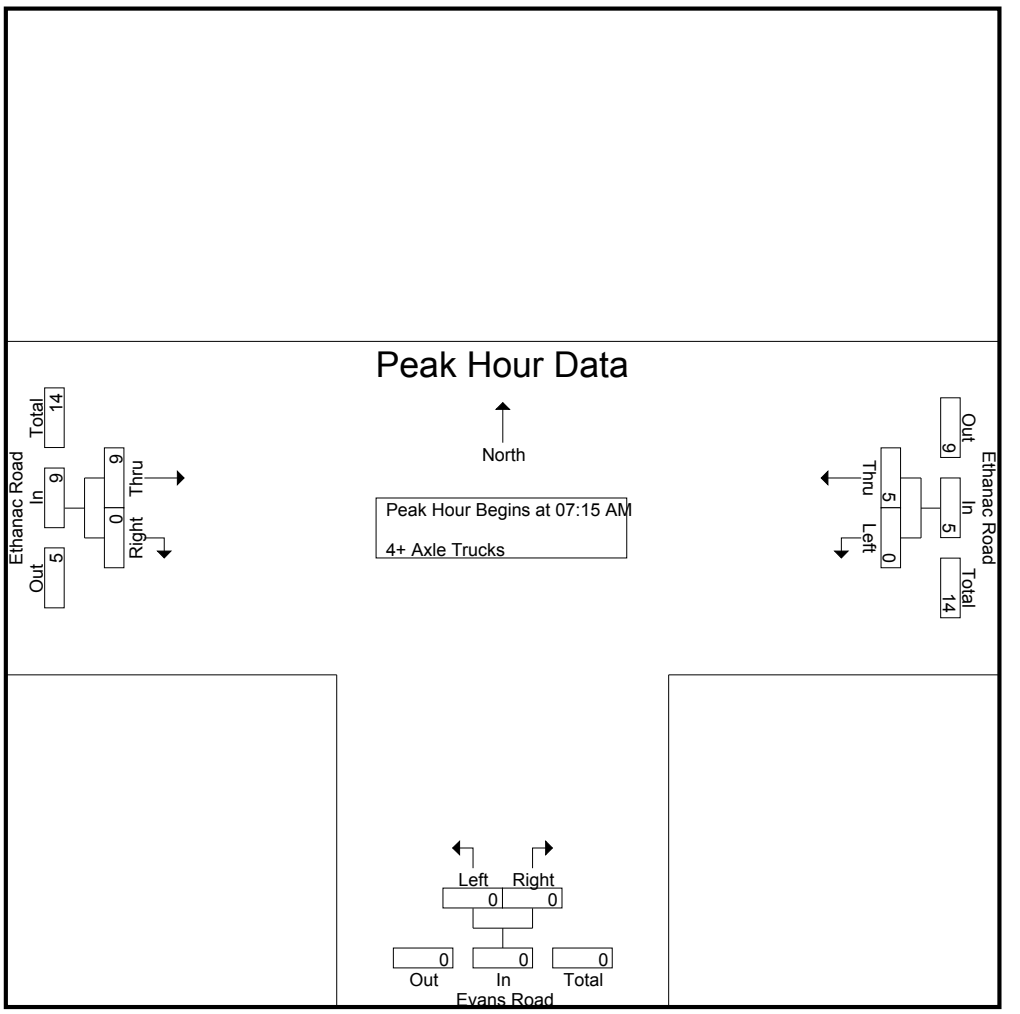

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	**2**	**2**	0	0	0	**4**	0	**4**
+45 mins.	0	2	2	0	0	0	0	0	0
Total Volume	0	5	5	0	0	0	9	0	9
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.563	.000	.563

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

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	176	177	1	0	1	141	0	141	319
04:15 PM	3	190	193	0	0	0	183	0	183	376
04:30 PM	0	175	175	0	0	0	164	0	164	339
04:45 PM	2	191	193	0	1	1	142	0	142	336
Total	6	732	738	1	1	2	630	0	630	1370
05:00 PM	0	176	176	0	0	0	160	0	160	336
05:15 PM	0	192	192	0	0	0	189	0	189	381
05:30 PM	1	169	170	0	0	0	142	1	143	313
05:45 PM	1	166	167	0	0	0	113	0	113	280
Total	2	703	705	0	0	0	604	1	605	1310
Grand Total	8	1435	1443	1	1	2	1234	1	1235	2680
Apprch %	0.6	99.4		50	50		99.9	0.1		
Total %	0.3	53.5	53.8	0	0	0.1	46	0	46.1	
Passenger Vehicles	8	1394	1402	1	1	2	1205	1	1206	2610
% Passenger Vehicles	100	97.1	97.2	100	100	100	97.6	100	97.7	97.4
Large 2 Axle Vehicles	0	30	30	0	0	0	22	0	22	52
% Large 2 Axle Vehicles	0	2.1	2.1	0	0	0	1.8	0	1.8	1.9
3 Axle Vehicles	0	9	9	0	0	0	3	0	3	12
% 3 Axle Vehicles	0	0.6	0.6	0	0	0	0.2	0	0.2	0.4
4+ Axle Trucks	0	2	2	0	0	0	4	0	4	6
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0.3	0	0.3	0.2

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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 04:30 PM										
04:30 PM	0	175	175	0	0	0	164	0	164	339
04:45 PM	**2**	191	**193**	0	**1**	**1**	142	0	142	336
05:00 PM	0	176	176	0	0	0	160	0	160	336
05:15 PM	0	**192**	192	0	0	0	**189**	0	**189**	**381**
Total Volume	2	734	736	0	1	1	655	0	655	1392
% App. Total	0.3	99.7		0	100		100	0		
PHF	.250	.956	.953	.000	.250	.250	.866	.000	.866	.913

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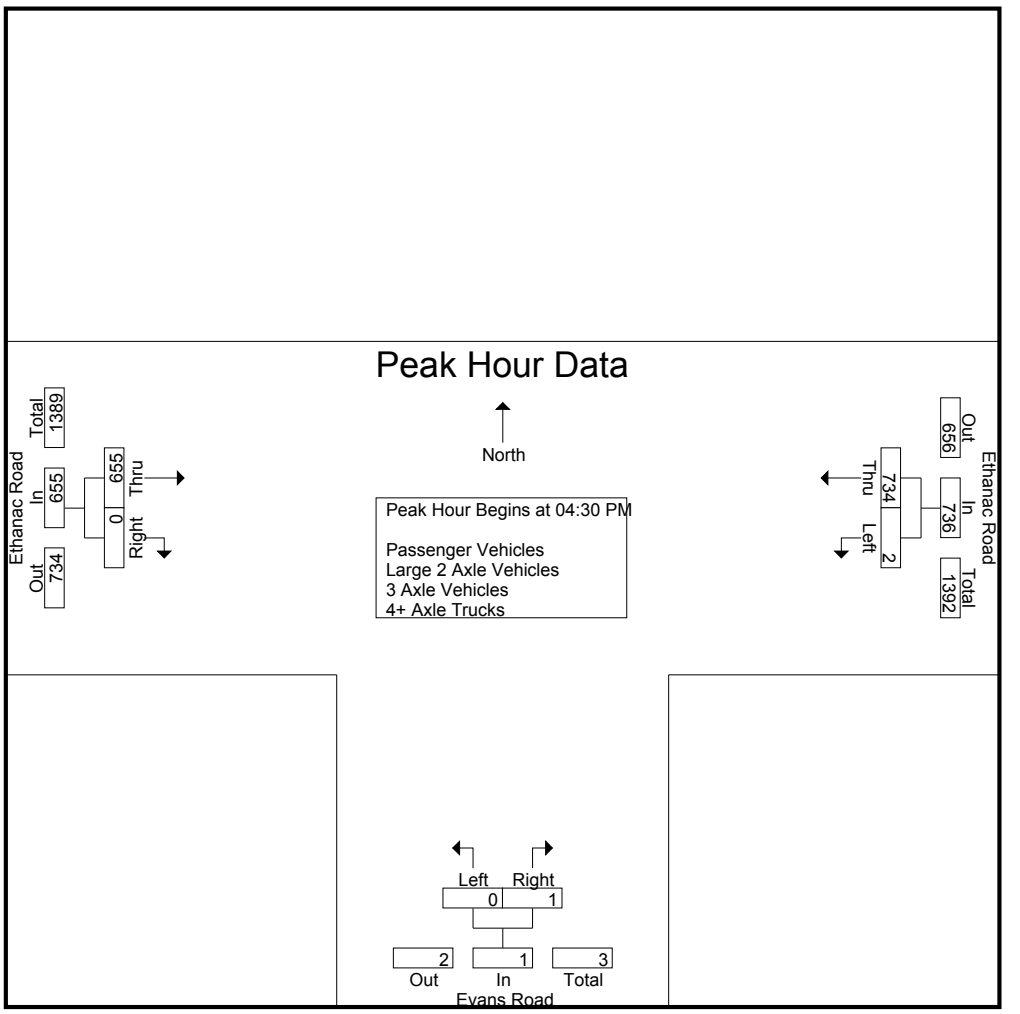

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	1	176	177	**1**	0	**1**	164	0	164
+15 mins.	**3**	190	**193**	0	0	0	142	0	142
+30 mins.	0	175	175	0	0	0	160	0	160
+45 mins.	2	**191**	193	0	**1**	1	**189**	0	**189**
Total Volume	6	732	738	1	1	2	655	0	655
% App. Total	0.8	99.2		50	50		100	0	
PHF	.500	.958	.956	.250	.250	.500	.866	.000	.866

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City of Perris
N/S: Evans Road
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Weather: Clear

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Groups Printed- Passenger Vehicles

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	174	175	1	0	1	138	0	138	314
04:15 PM	3	183	186	0	0	0	180	0	180	366
04:30 PM	0	174	174	0	0	0	161	0	161	335
04:45 PM	2	181	183	0	1	1	137	0	137	321
Total	6	712	718	1	1	2	616	0	616	1336
05:00 PM	0	173	173	0	0	0	156	0	156	329
05:15 PM	0	186	186	0	0	0	182	0	182	368
05:30 PM	1	164	165	0	0	0	140	1	141	306
05:45 PM	1	159	160	0	0	0	111	0	111	271
Total	2	682	684	0	0	0	589	1	590	1274
Grand Total	8	1394	1402	1	1	2	1205	1	1206	2610
Apprch %	0.6	99.4		50	50		99.9	0.1		
Total %	0.3	53.4	53.7	0	0	0.1	46.2	0	46.2	

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	174	174	0	0	0	161	0	161	335
04:45 PM	**2**	181	183	0	**1**	**1**	137	0	137	321
05:00 PM	0	173	173	0	0	0	156	0	156	329
05:15 PM	0	**186**	**186**	0	0	0	**182**	0	**182**	**368**
Total Volume	2	714	716	0	1	1	636	0	636	1353
% App. Total	0.3	99.7		0	100		100	0		
PHF	.250	.960	.962	.000	.250	.250	.874	.000	.874	.919

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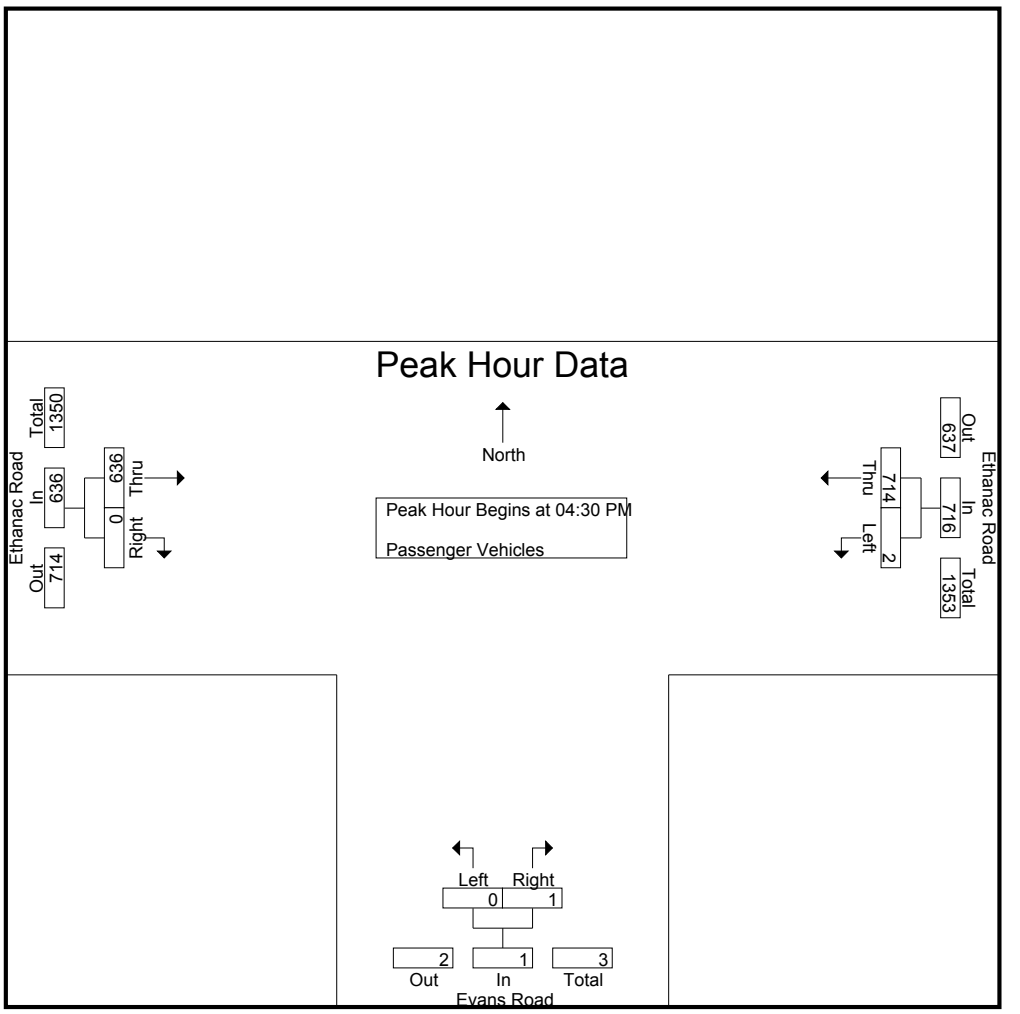

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	174	174	0	0	0	161	0	161
+15 mins.	**2**	181	183	0	**1**	**1**	137	0	137
+30 mins.	0	173	173	0	0	0	156	0	156
+45 mins.	0	**186**	**186**	0	0	0	**182**	0	**182**
Total Volume	2	714	716	0	1	1	636	0	636
% App. Total	0.3	99.7		0	100		100	0	
PHF	.250	.960	.962	.000	.250	.250	.874	.000	.874

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City of Perris
N/S: Evans Road
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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	5	5	0	0	0	2	0	2	7
04:30 PM	0	1	1	0	0	0	1	0	1	2
04:45 PM	0	5	5	0	0	0	4	0	4	9
Total	0	12	12	0	0	0	9	0	9	21
05:00 PM	0	2	2	0	0	0	4	0	4	6
05:15 PM	0	4	4	0	0	0	6	0	6	10
05:30 PM	0	5	5	0	0	0	2	0	2	7
05:45 PM	0	7	7	0	0	0	1	0	1	8
Total	0	18	18	0	0	0	13	0	13	31
Grand Total	0	30	30	0	0	0	22	0	22	52
Apprch %	0	100		0	0		100	0		
Total %	0	57.7	57.7	0	0	0	42.3	0	42.3	

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	1	1	0	0	0	1	0	1	2
04:45 PM	0	**5**	**5**	0	0	0	4	0	4	9
05:00 PM	0	2	2	0	0	0	4	0	4	6
05:15 PM	0	4	4	0	0	0	**6**	0	**6**	**10**
Total Volume	0	12	12	0	0	0	15	0	15	27
% App. Total	0	100		0	0		100	0		
PHF	.000	.600	.600	.000	.000	.000	.625	.000	.625	.675

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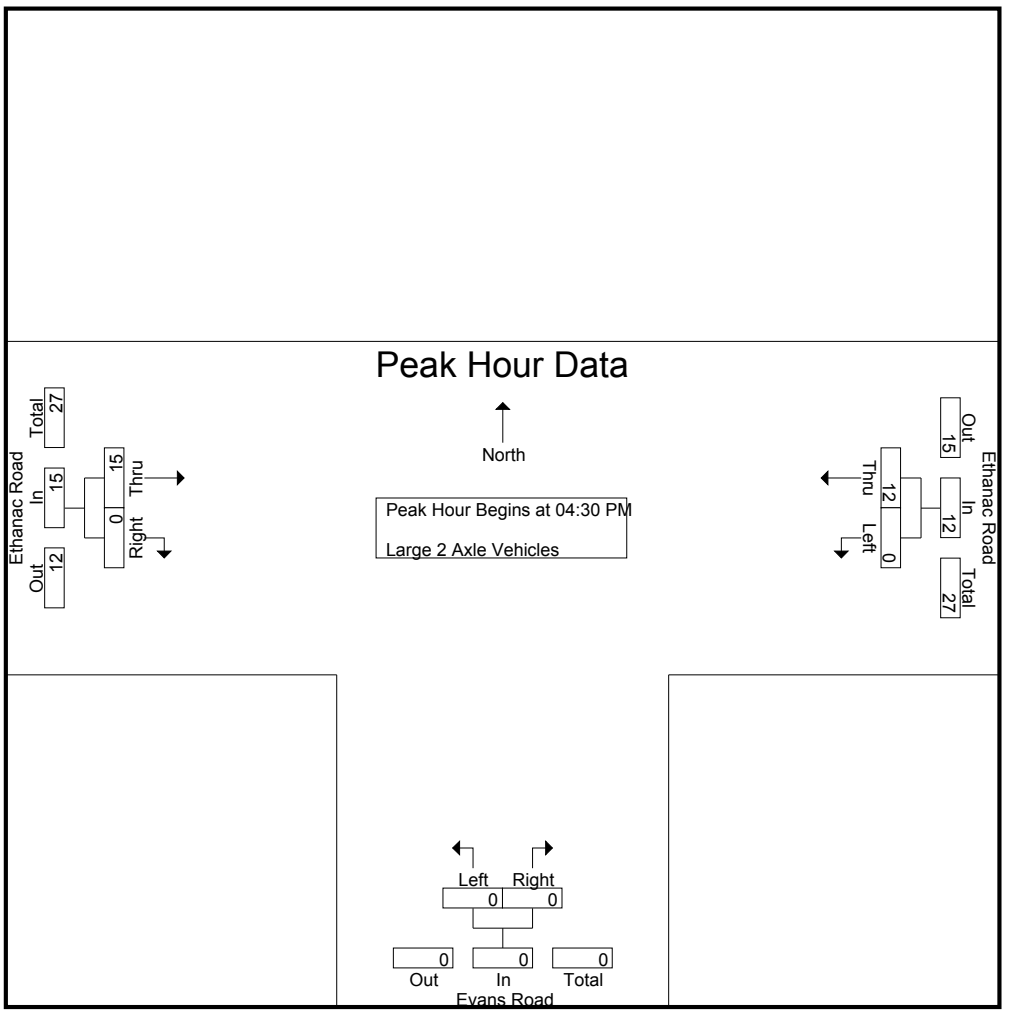

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	**5**	**5**	0	0	0	4	0	4
+30 mins.	0	2	2	0	0	0	4	0	4
+45 mins.	0	4	4	0	0	0	**6**	0	**6**
Total Volume	0	12	12	0	0	0	15	0	15
% App. Total	0	100		0	0		100	0	
PHF	.000	.600	.600	.000	.000	.000	.625	.000	.625

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City of Perris
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Groups Printed- 3 Axle Vehicles

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	5	5	0	0	0	0	0	0	5
Total	0	7	7	0	0	0	1	0	1	8
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	0	0	2	0	2	4
Grand Total	0	9	9	0	0	0	3	0	3	12
Apprch %	0	100		0	0		100	0		
Total %	0	75	75	0	0	0	25	0	25	

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	0	**5**	**5**	0	0	0	0	0	0	**5**
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	7	7	0	0	0	2	0	2	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.350	.350	.000	.000	.000	.500	.000	.500	.450

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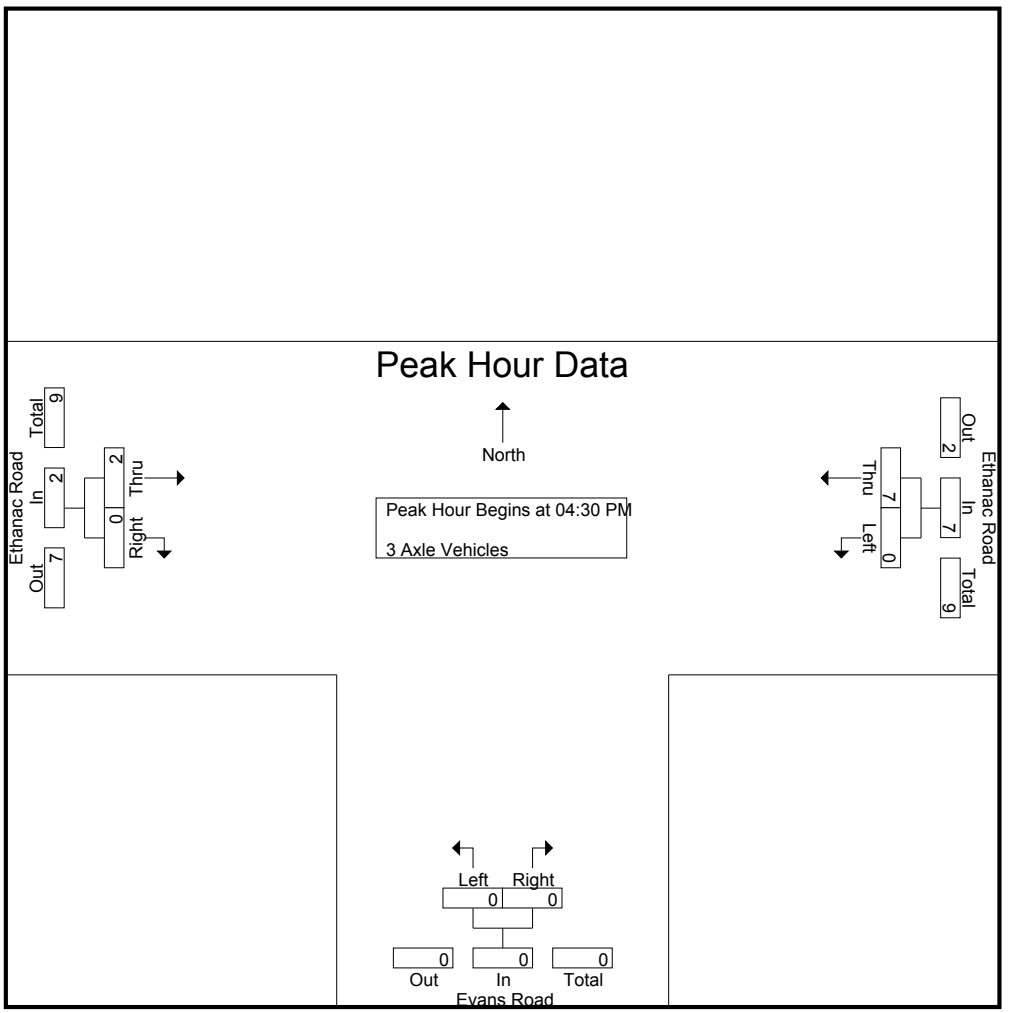

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	**5**	**5**	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	7	7	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.350	.350	.000	.000	.000	.500	.000	.500

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Groups Printed- 4+ Axle Trucks

	Ethanac Road Westbound			Evans Road Northbound			Ethanac Road 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	1	0	1	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	4	0	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	2	2	0	0	0	4	0	4	6
Apprch %	0	100		0	0		100	0		
Total %	0	33.3	33.3	0	0	0	66.7	0	66.7	

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

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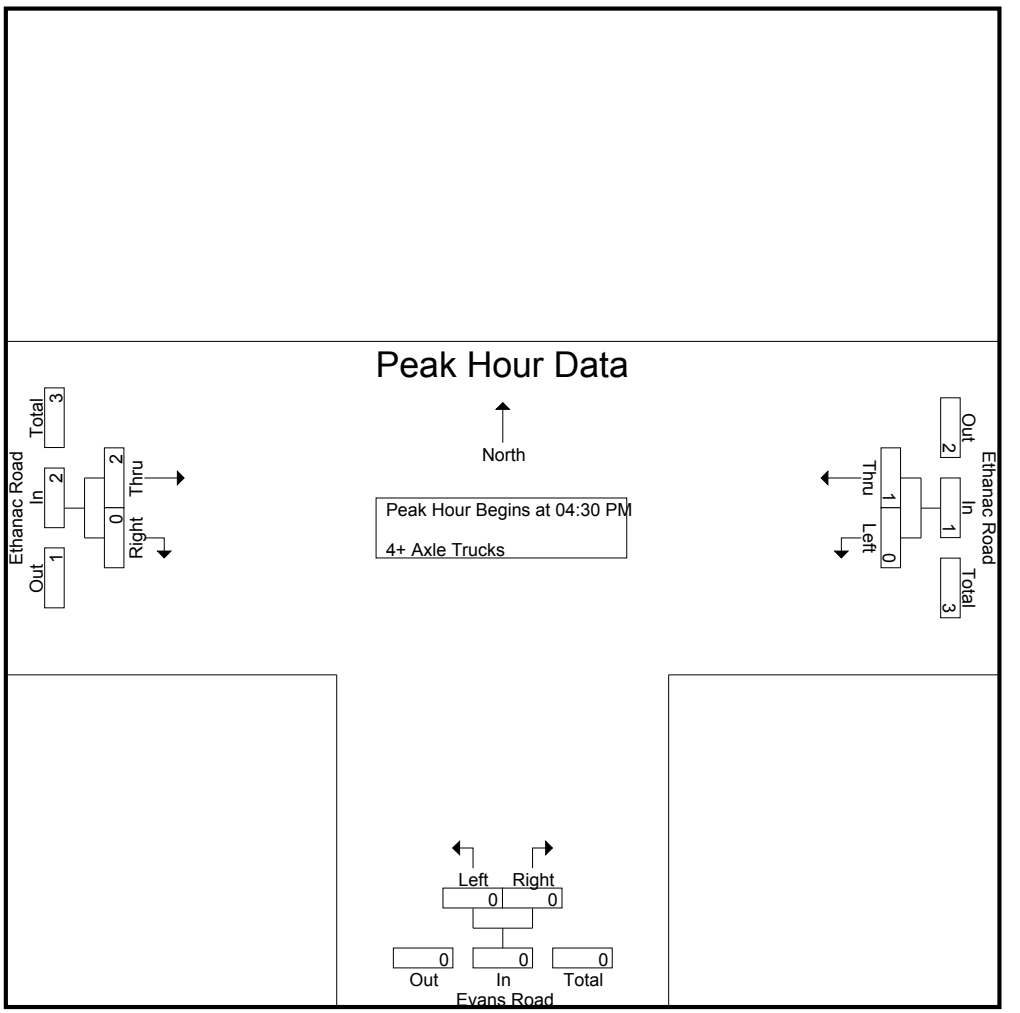

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Perris
N/S: Evans Road
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Evans Road Pedestrians	East Leg Ethanac Road Pedestrians	South Leg Evans Road Pedestrians	West Leg Ethanac Road 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 Evans Road Pedestrians	East Leg Ethanac Road Pedestrians	South Leg Evans Road Pedestrians	West Leg Ethanac Road 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: Ethanac Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Evans Road			Westbound Ethanac Road			Northbound Evans Road			Eastbound Ethanac Road			
	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	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	2	0	3

	Southbound Evans Road			Westbound Ethanac Road			Northbound Evans Road			Eastbound Ethanac Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	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	2	0	0	0	0	0	1	0	3

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	18	106	124	8	39	21	47	157	13	4	170	25	341	366
07:15 AM	15	112	127	7	42	24	49	212	13	5	225	29	401	430
07:30 AM	10	97	107	4	40	23	44	237	6	2	243	25	394	419
07:45 AM	29	128	157	1	37	15	38	231	11	4	242	19	437	456
Total	72	443	515	20	158	83	178	837	43	15	880	98	1573	1671
08:00 AM	29	138	167	2	38	23	40	161	6	4	167	27	374	401
08:15 AM	11	121	132	6	26	16	32	146	1	0	147	16	311	327
08:30 AM	18	99	117	1	24	13	25	123	5	2	128	15	270	285
08:45 AM	21	95	116	1	28	18	29	109	2	2	111	20	256	276
Total	79	453	532	10	116	70	126	539	14	8	553	78	1211	1289
Grand Total	151	896	1047	30	274	153	304	1376	57	23	1433	176	2784	2960
Apprch %	14.4	85.6		9.9	90.1			96	4					
Total %	5.4	32.2	37.6	1.1	9.8		10.9	49.4	2		51.5	5.9	94.1	
Passenger Vehicles	134	828	962	25	230		383	1308	36		1361	0	0	2706
% Passenger Vehicles	88.7	92.4	91.9	83.3	83.9	83.7	83.8	95.1	63.2	73.9	93.5	0	0	91.4
Large 2 Axle Vehicles	7	45	52	3	32		53	47	18		71	0	0	176
% Large 2 Axle Vehicles	4.6	5	5	10	11.7	11.8	11.6	3.4	31.6	26.1	4.9	0	0	5.9
3 Axle Vehicles	2	10	12	2	1		4	9	0		9	0	0	25
% 3 Axle Vehicles	1.3	1.1	1.1	6.7	0.4	0.7	0.9	0.7	0	0	0.6	0	0	0.8
4+ Axle Trucks	8	13	21	0	11		17	12	3		15	0	0	53
% 4+ Axle Trucks	5.3	1.5	2	0	4	3.9	3.7	0.9	5.3	0	1	0	0	1.8

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road 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	15	112	127	**7**	**42**	**49**	212	**13**	225	401
07:30 AM	10	97	107	4	40	44	**237**	6	**243**	394
07:45 AM	**29**	128	157	1	37	38	231	11	242	**437**
08:00 AM	29	**138**	**167**	2	38	40	161	6	167	374
Total Volume	83	475	558	14	157	171	841	36	877	1606
% App. Total	14.9	85.1		8.2	91.8		95.9	4.1		
PHF	.716	.861	.835	.500	.935	.872	.887	.692	.902	.919

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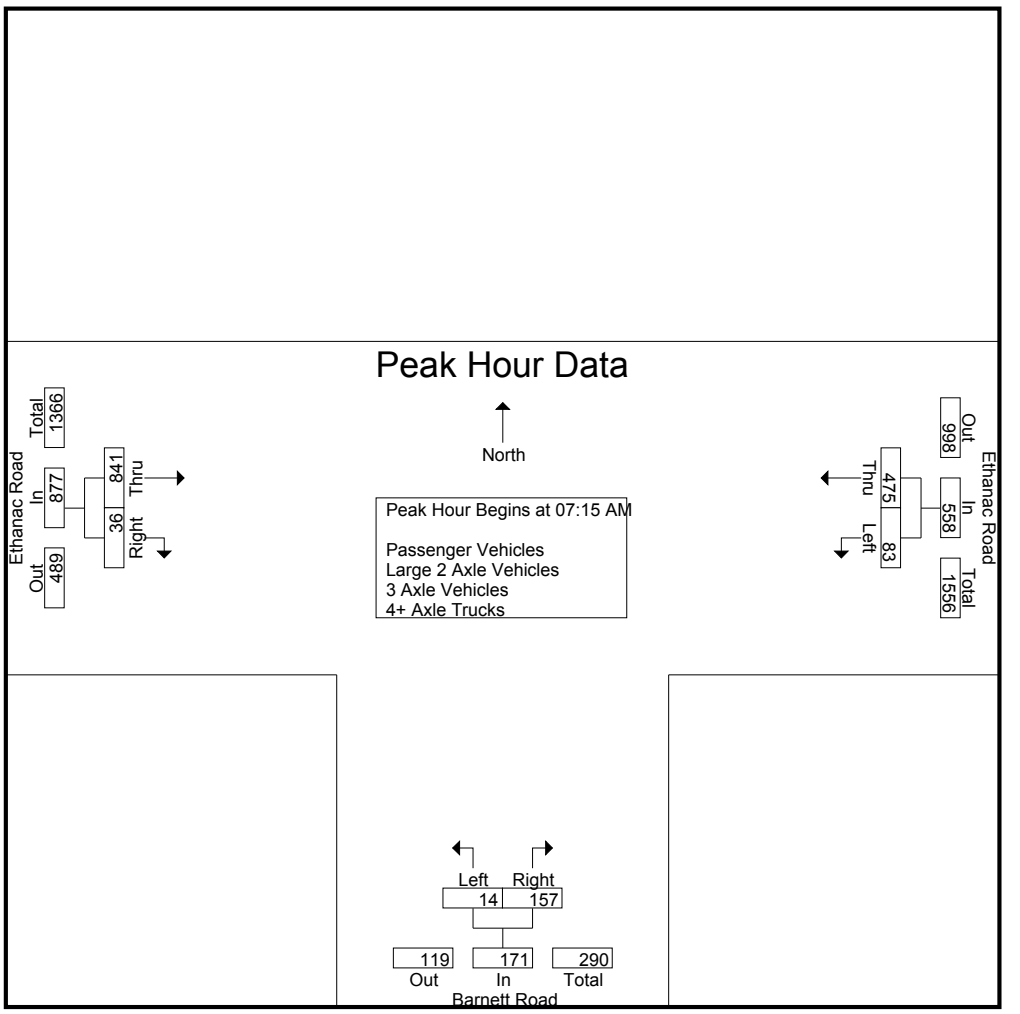
City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

	07:45 AM			07:00 AM			07:00 AM		
+0 mins.	**29**	128	157	**8**	39	47	157	**13**	170
+15 mins.	29	**138**	**167**	7	**42**	**49**	212	13	225
+30 mins.	11	121	132	4	40	44	**237**	6	**243**
+45 mins.	18	99	117	1	37	38	231	11	242
Total Volume	87	486	573	20	158	178	837	43	880
% App. Total	15.2	84.8		11.2	88.8		95.1	4.9	
PHF	.750	.880	.858	.625	.940	.908	.883	.827	.905

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	15	94	109	4	32	16	36	142	6	3	148	19	293	312
07:15 AM	14	103	117	6	29	18	35	201	6	2	207	20	359	379
07:30 AM	9	90	99	4	34	20	38	228	4	1	232	21	369	390
07:45 AM	24	120	144	1	32	12	33	213	7	3	220	15	397	412
Total	62	407	469	15	127	66	142	784	23	9	807	75	1418	1493
08:00 AM	27	130	157	2	30	17	32	160	6	4	166	21	355	376
08:15 AM	9	112	121	6	25	15	31	141	1	0	142	15	294	309
08:30 AM	15	92	107	1	22	13	23	117	4	2	121	15	251	266
08:45 AM	21	87	108	1	26	17	27	106	2	2	108	19	243	262
Total	72	421	493	10	103	62	113	524	13	8	537	70	1143	1213
Grand Total	134	828	962	25	230	128	255	1308	36	17	1344	145	2561	2706
Apprch %	13.9	86.1		9.8	90.2			97.3	2.7					
Total %	5.2	32.3	37.6	1	9		10	51.1	1.4		52.5	5.4	94.6	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road 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	14	103	117	**6**	29	35	201	6	207	359
07:30 AM	9	90	99	4	**34**	**38**	**228**	4	**232**	369
07:45 AM	24	120	144	1	32	33	213	**7**	220	**397**
08:00 AM	**27**	**130**	**157**	2	30	32	160	6	166	355
Total Volume	74	443	517	13	125	138	802	23	825	1480
% App. Total	14.3	85.7		9.4	90.6		97.2	2.8		
PHF	.685	.852	.823	.542	.919	.908	.879	.821	.889	.932

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
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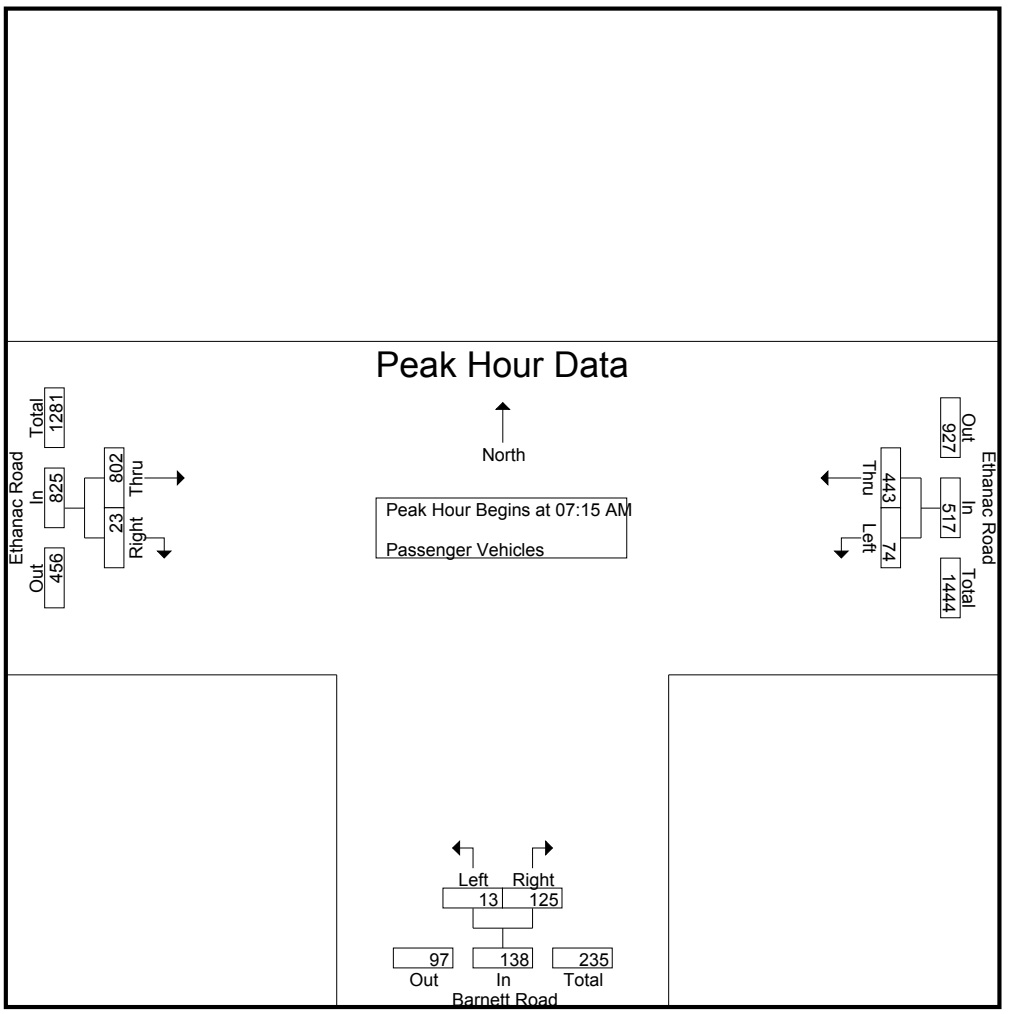

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	14	103	117	**6**	29	35	201	6	207
+15 mins.	9	90	99	4	**34**	**38**	**228**	4	**232**
+30 mins.	24	120	144	1	32	33	213	**7**	220
+45 mins.	**27**	**130**	**157**	2	30	32	160	6	166
Total Volume	74	443	517	13	125	138	802	23	825
% App. Total	14.3	85.7		9.4	90.6		97.2	2.8	
PHF	.685	.852	.823	.542	.919	.908	.879	.821	.889

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	2	7	9	3	7	5	10	12	7	1	19	6	38	44
07:15 AM	1	8	9	0	13	6	13	8	6	3	14	9	36	45
07:30 AM	1	5	6	0	6	3	6	7	1	1	8	4	20	24
07:45 AM	2	6	8	0	1	1	1	9	4	1	13	2	22	24
Total	6	26	32	3	27	15	30	36	18	6	54	21	116	137
08:00 AM	0	5	5	0	5	3	5	0	0	0	0	3	10	13
08:15 AM	0	6	6	0	0	0	0	5	0	0	5	0	11	11
08:30 AM	1	3	4	0	0	0	0	4	0	0	4	0	8	8
08:45 AM	0	5	5	0	0	0	0	2	0	0	2	0	7	7
Total	1	19	20	0	5	3	5	11	0	0	11	3	36	39
Grand Total	7	45	52	3	32	18	35	47	18	6	65	24	152	176
Apprch %	13.5	86.5		8.6	91.4			72.3	27.7					
Total %	4.6	29.6	34.2	2	21.1		23	30.9	11.8		42.8	13.6	86.4	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road 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	1	**8**	**9**	0	**13**	**13**	8	**6**	**14**	**36**
07:30 AM	1	5	6	0	6	6	7	1	8	20
07:45 AM	**2**	6	8	0	1	1	**9**	4	13	22
08:00 AM	0	5	5	0	5	5	0	0	0	10
Total Volume	4	24	28	0	25	25	24	11	35	88
% App. Total	14.3	85.7		0	100		68.6	31.4		
PHF	.500	.750	.778	.000	.481	.481	.667	.458	.625	.611

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
Start Date : 12/12/2023
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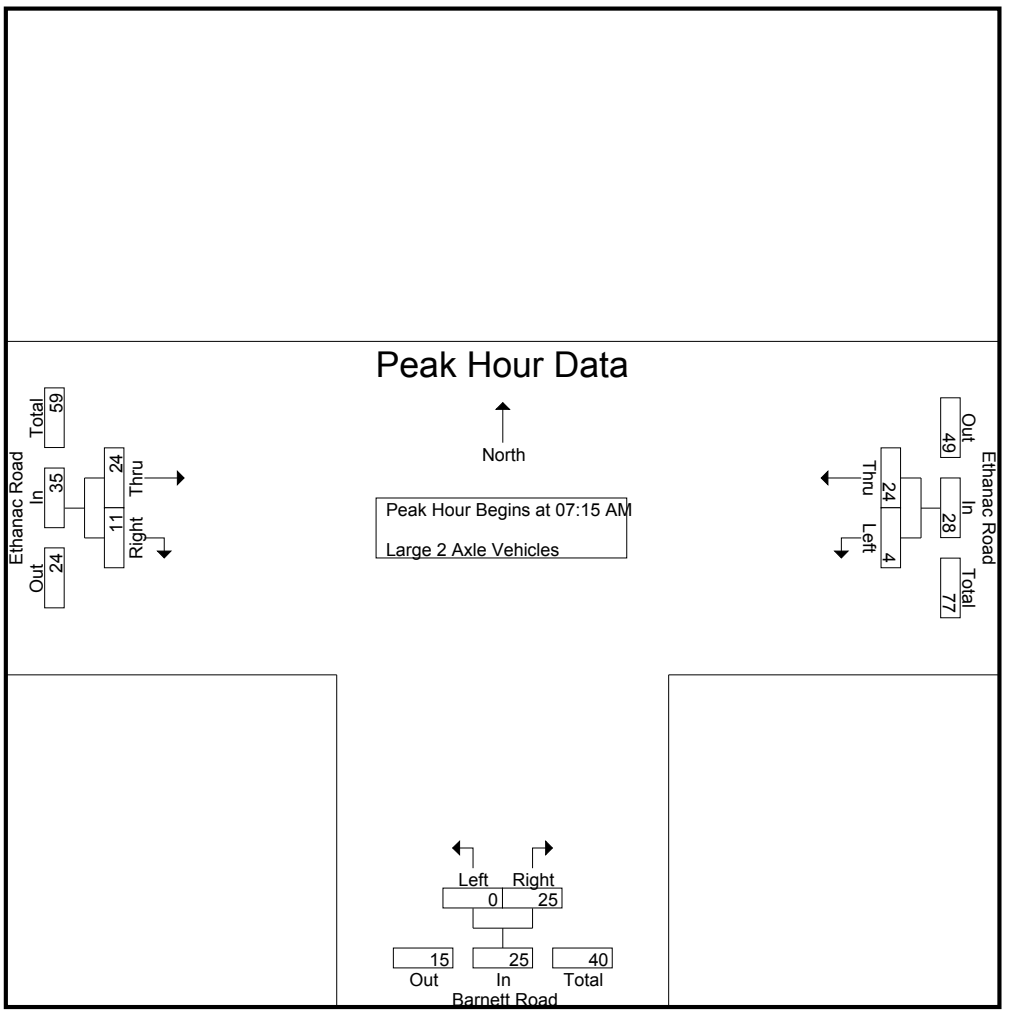

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	**8**	**9**	0	**13**	**13**	8	**6**	**14**
+15 mins.	1	5	6	0	6	6	7	1	8
+30 mins.	**2**	6	8	0	1	1	**9**	4	13
+45 mins.	0	5	5	0	5	5	0	0	0
Total Volume	4	24	28	0	25	25	24	11	35
% App. Total	14.3	85.7		0	100		68.6	31.4	
PHF	.500	.750	.778	.000	.481	.481	.667	.458	.625

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
Start Date : 12/12/2023
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Groups Printed- 3 Axle Vehicles

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	3	3	1	0	0	1	0	0	0	0	0	4	4
07:15 AM	0	0	0	1	0	0	1	1	0	0	1	0	2	2
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	5	0	0	5	0	5	5
Total	0	5	5	2	0	0	2	7	0	0	7	0	14	14
08:00 AM	1	1	2	0	1	1	1	1	0	0	1	1	4	5
08:15 AM	1	1	2	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	2	2	0	0	0	0	1	0	0	1	0	3	3
08:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
Total	2	5	7	0	1	1	1	2	0	0	2	1	10	11
Grand Total	2	10	12	2	1	1	3	9	0	0	9	1	24	25
Apprch %	16.7	83.3		66.7	33.3			100	0					
Total %	8.3	41.7	50	8.3	4.2		12.5	37.5	0		37.5	4	96	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road 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	**1**	0	**1**	1	0	1	2
07:30 AM	0	**2**	**2**	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	**5**	0	**5**	**5**
08:00 AM	**1**	1	2	0	**1**	1	1	0	1	4
Total Volume	1	3	4	1	1	2	8	0	8	14
% App. Total	25	75		50	50		100	0		
PHF	.250	.375	.500	.250	.250	.500	.400	.000	.400	.700

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
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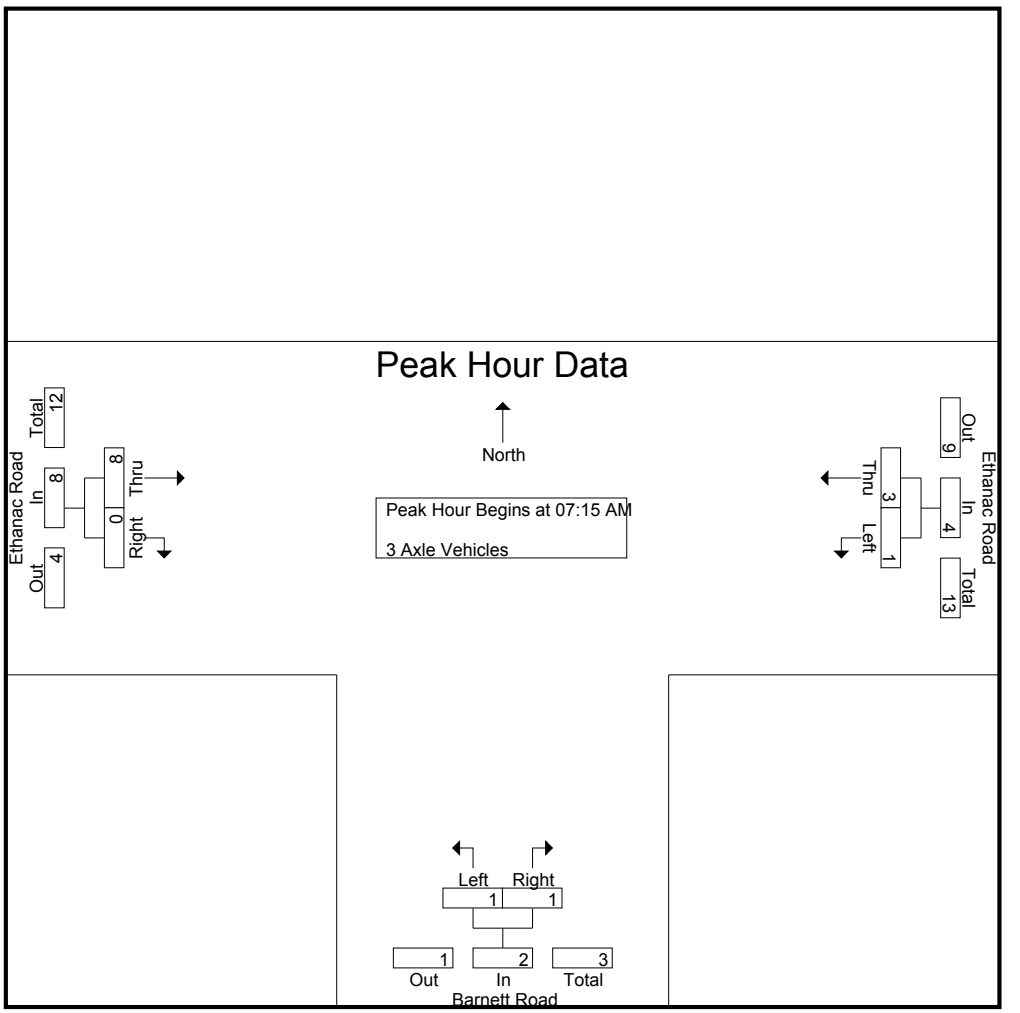

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	**1**	0	**1**	1	0	1
+15 mins.	0	**2**	**2**	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	**5**	0	**5**
+45 mins.	**1**	1	2	0	**1**	1	1	0	1
Total Volume	1	3	4	1	1	2	8	0	8
% App. Total	25	75		50	50		100	0	
PHF	.250	.375	.500	.250	.250	.500	.400	.000	.400

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	2	3	0	0	0	0	3	0	0	3	0	6	6
07:15 AM	0	1	1	0	0	0	0	2	1	0	3	0	4	4
07:30 AM	0	0	0	0	0	0	0	1	1	0	2	0	2	2
07:45 AM	3	2	5	0	4	2	4	4	0	0	4	2	13	15
Total	4	5	9	0	4	2	4	10	2	0	12	2	25	27
08:00 AM	1	2	3	0	2	2	2	0	0	0	0	2	5	7
08:15 AM	1	2	3	0	1	1	1	0	0	0	0	1	4	5
08:30 AM	2	2	4	0	2	0	2	1	1	0	2	0	8	8
08:45 AM	0	2	2	0	2	1	2	1	0	0	1	1	5	6
Total	4	8	12	0	7	4	7	2	1	0	3	4	22	26
Grand Total	8	13	21	0	11	6	11	12	3	0	15	6	47	53
Apprch %	38.1	61.9		0	100			80	20					
Total %	17	27.7	44.7	0	23.4		23.4	25.5	6.4		31.9	11.3	88.7	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road 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	2	**1**	3	4
07:30 AM	0	0	0	0	0	0	1	1	2	2
07:45 AM	**3**	**2**	**5**	0	**4**	**4**	**4**	0	**4**	**13**
08:00 AM	1	2	3	0	2	2	0	0	0	5
Total Volume	4	5	9	0	6	6	7	2	9	24
% App. Total	44.4	55.6		0	100		77.8	22.2		
PHF	.333	.625	.450	.000	.375	.375	.438	.500	.563	.462

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City of Perris
N/S: Barnett Road
E/W: Ethanac Road
Weather: Clear

File Name : 08_PER_Barn_Eth AM
Site Code : 231186
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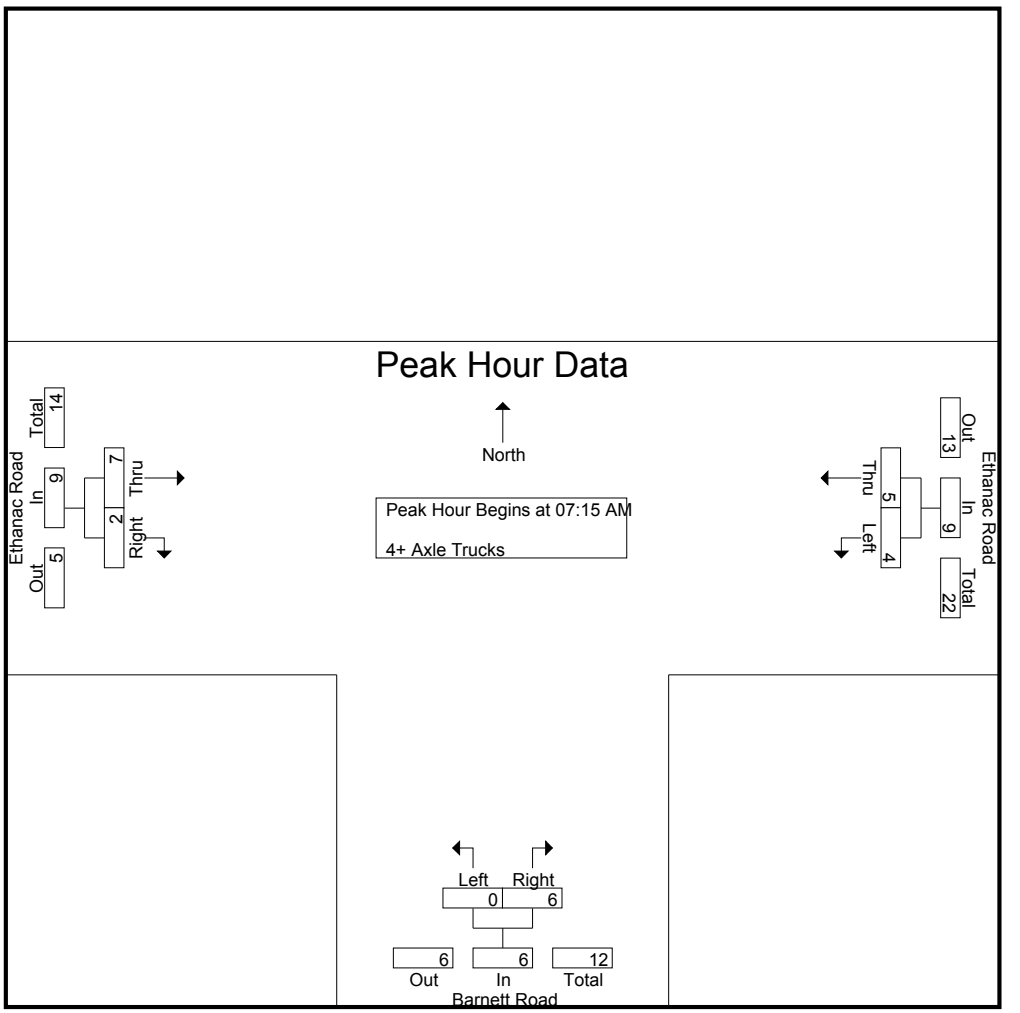

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	2	**1**	3
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	**3**	**2**	**5**	0	**4**	**4**	**4**	0	**4**
+45 mins.	1	2	3	0	2	2	0	0	0
Total Volume	4	5	9	0	6	6	7	2	9
% App. Total	44.4	55.6		0	100		77.8	22.2	
PHF	.333	.625	.450	.000	.375	.375	.438	.500	.563

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N/S: Barnett Road
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File Name : 08_PER_Barn_Eth PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	42	155	197	8	26	16	34	135	3	2	138	18	369	387
04:15 PM	40	192	232	8	27	20	35	185	8	2	193	22	460	482
04:30 PM	35	169	204	4	31	17	35	138	7	2	145	19	384	403
04:45 PM	37	174	211	5	27	14	32	149	6	2	155	16	398	414
Total	154	690	844	25	111	67	136	607	24	8	631	75	1611	1686
05:00 PM	30	165	195	4	33	22	37	145	9	3	154	25	386	411
05:15 PM	31	162	193	6	20	8	26	182	2	0	184	8	403	411
05:30 PM	35	161	196	6	22	10	28	132	6	3	138	13	362	375
05:45 PM	34	157	191	0	20	16	20	108	5	4	113	20	324	344
Total	130	645	775	16	95	56	111	567	22	10	589	66	1475	1541
Grand Total	284	1335	1619	41	206	123	247	1174	46	18	1220	141	3086	3227
Apprch %	17.5	82.5		16.6	83.4			96.2	3.8					
Total %	9.2	43.3	52.5	1.3	6.7		8	38	1.5		39.5	4.4	95.6	
Passenger Vehicles	269	1294	1563	38	186		334	1149	44		1211	0	0	3108
% Passenger Vehicles	94.7	96.9	96.5	92.7	90.3	89.4	90.3	97.9	95.7	100	97.8	0	0	96.3
Large 2 Axle Vehicles	3	25	28	1	6		11	20	1		21	0	0	60
% Large 2 Axle Vehicles	1.1	1.9	1.7	2.4	2.9	3.3	3	1.7	2.2	0	1.7	0	0	1.9
3 Axle Vehicles	2	13	15	1	4		7	2	0		2	0	0	24
% 3 Axle Vehicles	0.7	1	0.9	2.4	1.9	1.6	1.9	0.2	0	0	0.2	0	0	0.7
4+ Axle Trucks	10	3	13	1	10		18	3	1		4	0	0	35
% 4+ Axle Trucks	3.5	0.2	0.8	2.4	4.9	5.7	4.9	0.3	2.2	0	0.3	0	0	1.1

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**40**	**192**	**232**	**8**	27	35	**185**	8	**193**	**460**
04:30 PM	35	169	204	4	31	35	138	7	145	384
04:45 PM	37	174	211	5	27	32	149	6	155	398
05:00 PM	30	165	195	4	**33**	**37**	145	**9**	154	386
Total Volume	142	700	842	21	118	139	617	30	647	1628
% App. Total	16.9	83.1		15.1	84.9		95.4	4.6		
PHF	.888	.911	.907	.656	.894	.939	.834	.833	.838	.885

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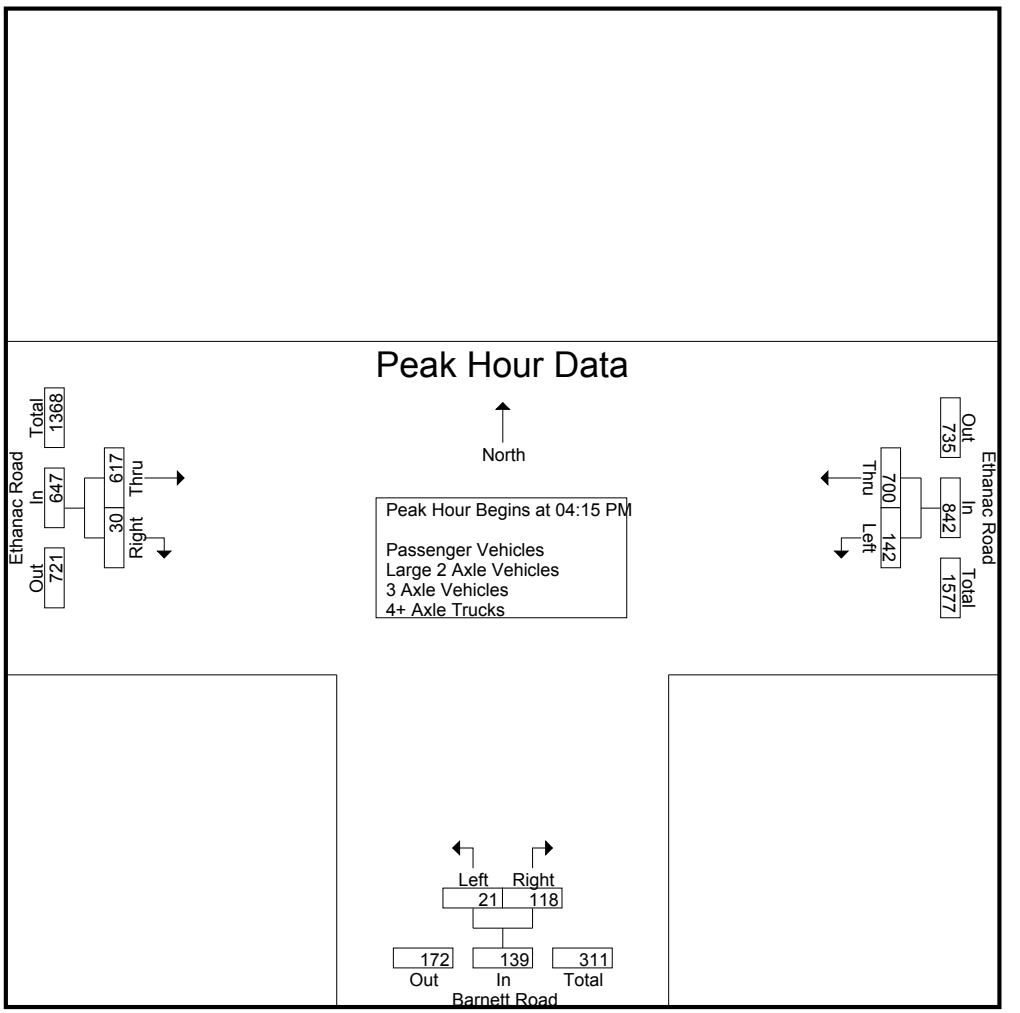
Weather: Clear

File Name : 08_PER_Barn_Eth PM
Site Code : 231186
Start Date : 12/12/2023



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		
+0 mins.	**42**	155	197	**8**	27	35	**185**	8	**193**
+15 mins.	40	**192**	**232**	4	31	35	138	7	145
+30 mins.	35	169	204	5	27	32	149	6	155
+45 mins.	37	174	211	4	**33**	**37**	145	**9**	154
Total Volume	154	690	844	21	118	139	617	30	647
% App. Total	18.2	81.8		15.1	84.9		95.4	4.6	
PHF	.917	.898	.909	.656	.894	.939	.834	.833	.838

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City of Perris
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Weather: Clear

File Name : 08_PER_Barn_Eth PM
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Groups Printed- Passenger Vehicles

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	41	153	194	8	20	12	28	131	3	2	134	14	356	370
04:15 PM	37	183	220	8	25	19	33	182	8	2	190	21	443	464
04:30 PM	32	167	199	4	30	16	34	135	7	2	142	18	375	393
04:45 PM	35	166	201	3	23	12	26	145	5	2	150	14	377	391
Total	145	669	814	23	98	59	121	593	23	8	616	67	1551	1618
05:00 PM	29	161	190	4	30	19	34	143	8	3	151	22	375	397
05:15 PM	31	157	188	5	19	8	24	175	2	0	177	8	389	397
05:30 PM	33	155	188	6	21	9	27	132	6	3	138	12	353	365
05:45 PM	31	152	183	0	18	15	18	106	5	4	111	19	312	331
Total	124	625	749	15	88	51	103	556	21	10	577	61	1429	1490
Grand Total	269	1294	1563	38	186	110	224	1149	44	18	1193	128	2980	3108
Apprch %	17.2	82.8		17	83			96.3	3.7					
Total %	9	43.4	52.4	1.3	6.2		7.5	38.6	1.5		40	4.1	95.9	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**37**	**183**	**220**	**8**	25	33	**182**	**8**	**190**	**443**
04:30 PM	32	167	199	4	**30**	**34**	135	7	142	375
04:45 PM	35	166	201	3	23	26	145	5	150	377
05:00 PM	29	161	190	4	30	34	143	8	151	375
Total Volume	133	677	810	19	108	127	605	28	633	1570
% App. Total	16.4	83.6		15	85		95.6	4.4		
PHF	.899	.925	.920	.594	.900	.934	.831	.875	.833	.886

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File Name : 08_PER_Barn_Eth PM
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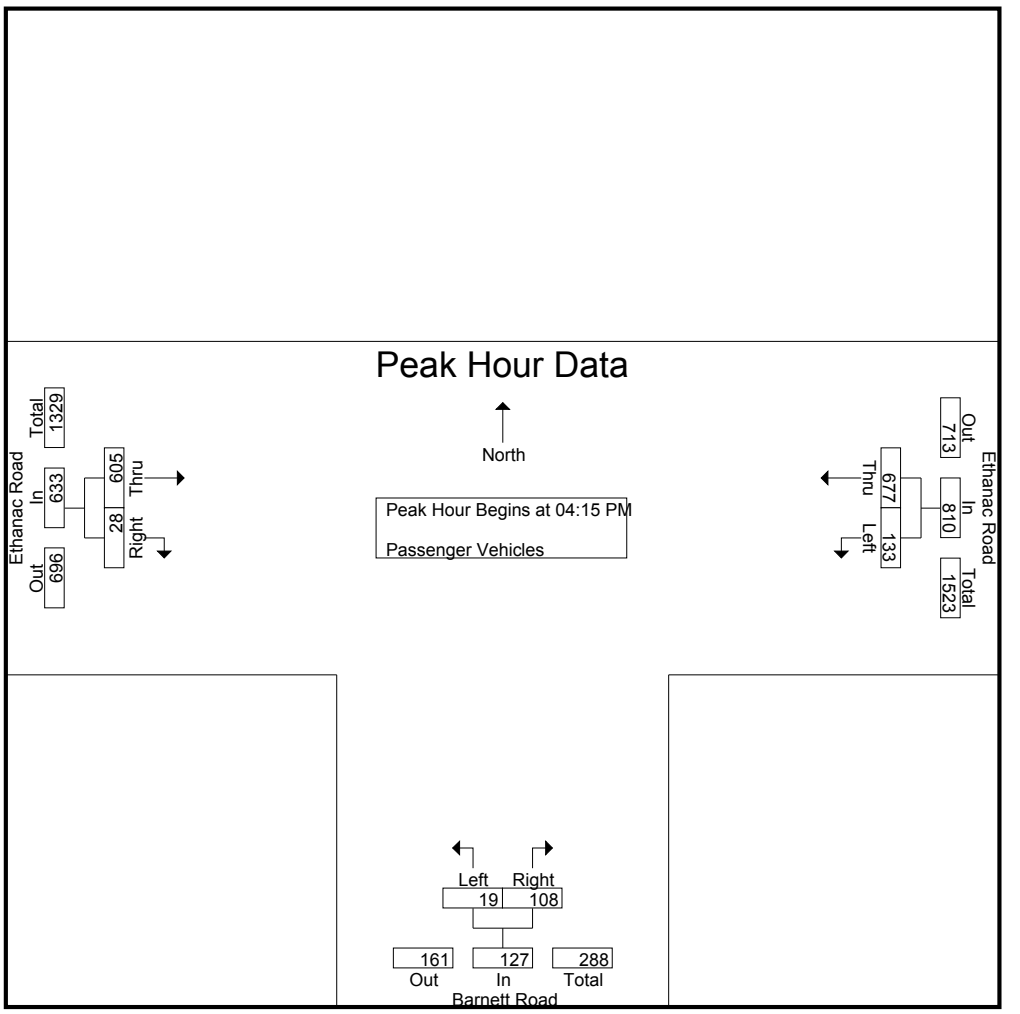

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**37**	**183**	**220**	**8**	25	33	**182**	**8**	**190**
+15 mins.	32	167	199	4	**30**	**34**	135	7	142
+30 mins.	35	166	201	3	23	26	145	5	150
+45 mins.	29	161	190	4	30	34	143	8	151
Total Volume	133	677	810	19	108	127	605	28	633
% App. Total	16.4	83.6		15	85		95.6	4.4	
PHF	.899	.925	.920	.594	.900	.934	.831	.875	.833

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Groups Printed- Large 2 Axle Vehicles

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	2	2	0	1	1	1	3	0	0	3	1	6	7
04:15 PM	1	6	7	0	0	0	0	2	0	0	2	0	9	9
04:30 PM	1	2	3	0	1	1	1	2	0	0	2	1	6	7
04:45 PM	0	4	4	1	1	0	2	4	0	0	4	0	10	10
Total	2	14	16	1	3	2	4	11	0	0	11	2	31	33
05:00 PM	0	3	3	0	1	1	1	2	1	0	3	1	7	8
05:15 PM	0	4	4	0	0	0	0	6	0	0	6	0	10	10
05:30 PM	1	2	3	0	0	0	0	0	0	0	0	0	3	3
05:45 PM	0	2	2	0	2	1	2	1	0	0	1	1	5	6
Total	1	11	12	0	3	2	3	9	1	0	10	2	25	27
Grand Total	3	25	28	1	6	4	7	20	1	0	21	4	56	60
Apprch %	10.7	89.3		14.3	85.7			95.2	4.8					
Total %	5.4	44.6	50	1.8	10.7		12.5	35.7	1.8		37.5	6.7	93.3	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**1**	**6**	**7**	0	0	0	2	0	2	9
04:30 PM	1	2	3	0	**1**	1	2	0	2	6
04:45 PM	0	4	4	**1**	1	**2**	**4**	0	**4**	**10**
05:00 PM	0	3	3	0	1	1	2	**1**	3	7
Total Volume	2	15	17	1	3	4	10	1	11	32
% App. Total	11.8	88.2		25	75		90.9	9.1		
PHF	.500	.625	.607	.250	.750	.500	.625	.250	.688	.800

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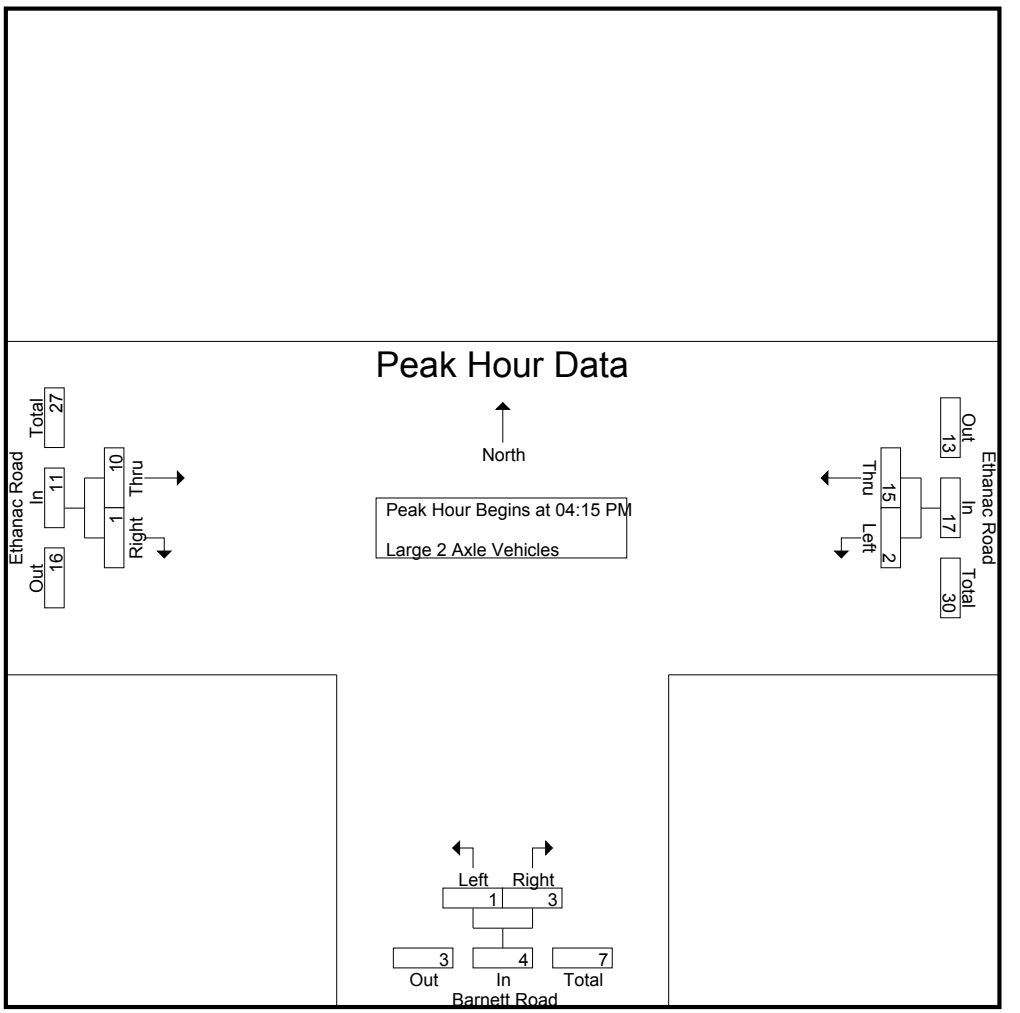

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**1**	**6**	**7**	0	0	0	2	0	2
+15 mins.	1	2	3	0	**1**	1	2	0	2
+30 mins.	0	4	4	**1**	1	**2**	**4**	0	**4**
+45 mins.	0	3	3	0	1	1	2	**1**	3
Total Volume	2	15	17	1	3	4	10	1	11
% App. Total	11.8	88.2		25	75		90.9	9.1	
PHF	.500	.625	.607	.250	.750	.500	.625	.250	.688

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City of Perris
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Groups Printed- 3 Axle Vehicles

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	3	2	3	0	0	0	0	2	3	5
04:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	3	3	1	1	0	2	0	0	0	0	0	5	5
Total	1	4	5	1	4	2	5	0	0	0	0	2	10	12
05:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
05:30 PM	0	4	4	0	0	0	0	0	0	0	0	0	4	4
05:45 PM	1	3	4	0	0	0	0	1	0	0	1	0	5	5
Total	1	9	10	0	0	0	0	2	0	0	2	0	12	12
Grand Total	2	13	15	1	4	2	5	2	0	0	2	2	22	24
Apprch %	13.3	86.7		20	80			100	0					
Total %	9.1	59.1	68.2	4.5	18.2		22.7	9.1	0		9.1	8.3	91.7	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	**1**	0	1	0	0	0	0	0	0	1
04:45 PM	0	**3**	**3**	**1**	**1**	**2**	0	0	0	**5**
05:00 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	1	5	6	1	1	2	0	0	0	8
% App. Total	16.7	83.3		50	50		0	0		
PHF	.250	.417	.500	.250	.250	.250	.000	.000	.000	.400

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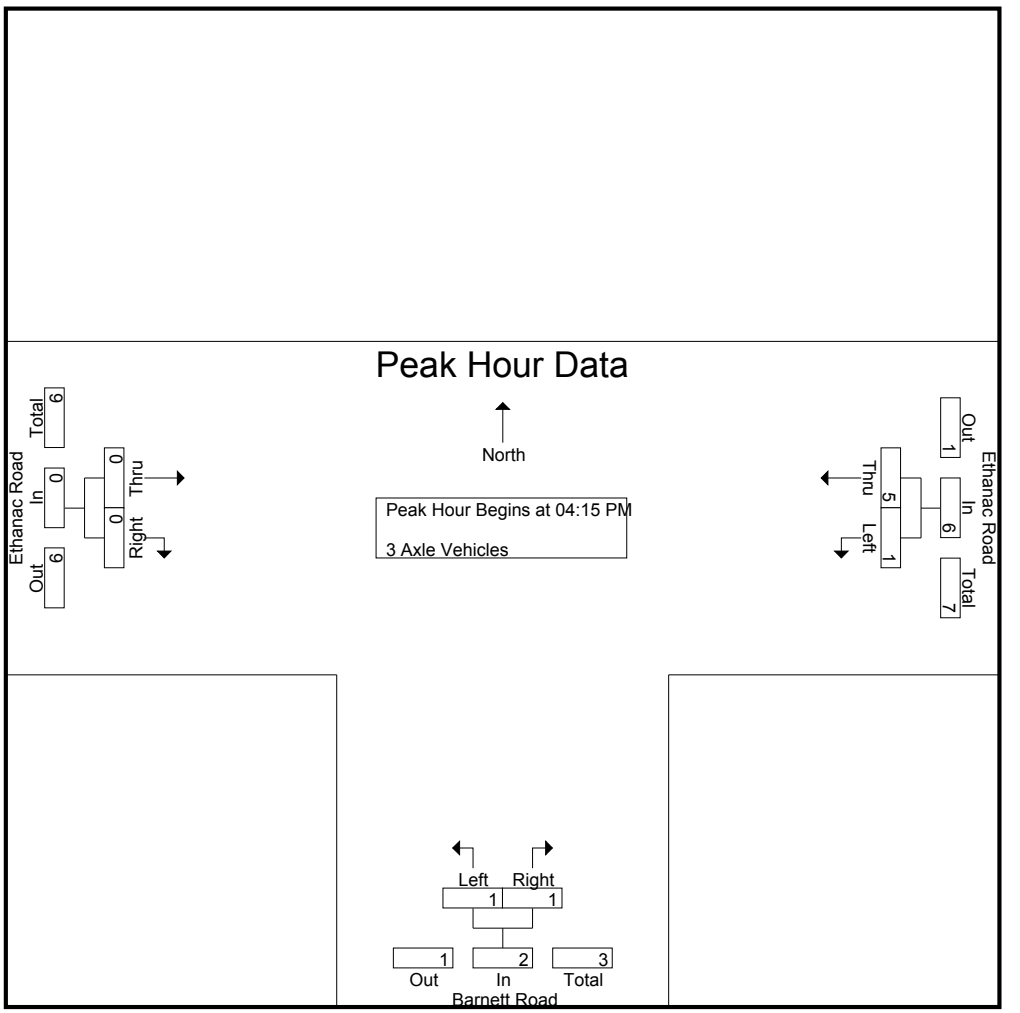

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	**1**	0	1	0	0	0	0	0	0
+30 mins.	0	**3**	**3**	**1**	**1**	**2**	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	1	5	6	1	1	2	0	0	0
% App. Total	16.7	83.3		50	50		0	0	
PHF	.250	.417	.500	.250	.250	.250	.000	.000	.000

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City of Perris
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Weather: Clear

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

	Ethanac Road Westbound			Barnett Road Northbound				Ethanac Road 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	0	1	0	2	1	2	1	0	0	1	1	4	5
04:15 PM	2	2	4	0	2	1	2	1	0	0	1	1	7	8
04:30 PM	1	0	1	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	2	1	3	0	2	2	2	0	1	0	1	2	6	8
Total	6	3	9	0	6	4	6	3	1	0	4	4	19	23
05:00 PM	1	0	1	0	2	2	2	0	0	0	0	2	3	5
05:15 PM	0	0	0	1	1	0	2	0	0	0	0	0	2	2
05:30 PM	1	0	1	0	1	1	1	0	0	0	0	1	2	3
05:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	2
Total	4	0	4	1	4	3	5	0	0	0	0	3	9	12
Grand Total	10	3	13	1	10	7	11	3	1	0	4	7	28	35
Apprch %	76.9	23.1		9.1	90.9			75	25					
Total %	35.7	10.7	46.4	3.6	35.7		39.3	10.7	3.6		14.3	20	80	

	Ethanac Road Westbound			Barnett Road Northbound			Ethanac Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**2**	**2**	**4**	0	**2**	**2**	**1**	0	**1**	**7**
04:30 PM	1	0	1	0	0	0	1	0	1	2
04:45 PM	2	1	3	0	2	2	0	**1**	1	6
05:00 PM	1	0	1	0	2	2	0	0	0	3
Total Volume	6	3	9	0	6	6	2	1	3	18
% App. Total	66.7	33.3		0	100		66.7	33.3		
PHF	.750	.375	.563	.000	.750	.750	.500	.250	.750	.643

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Start Date : 12/12/2023
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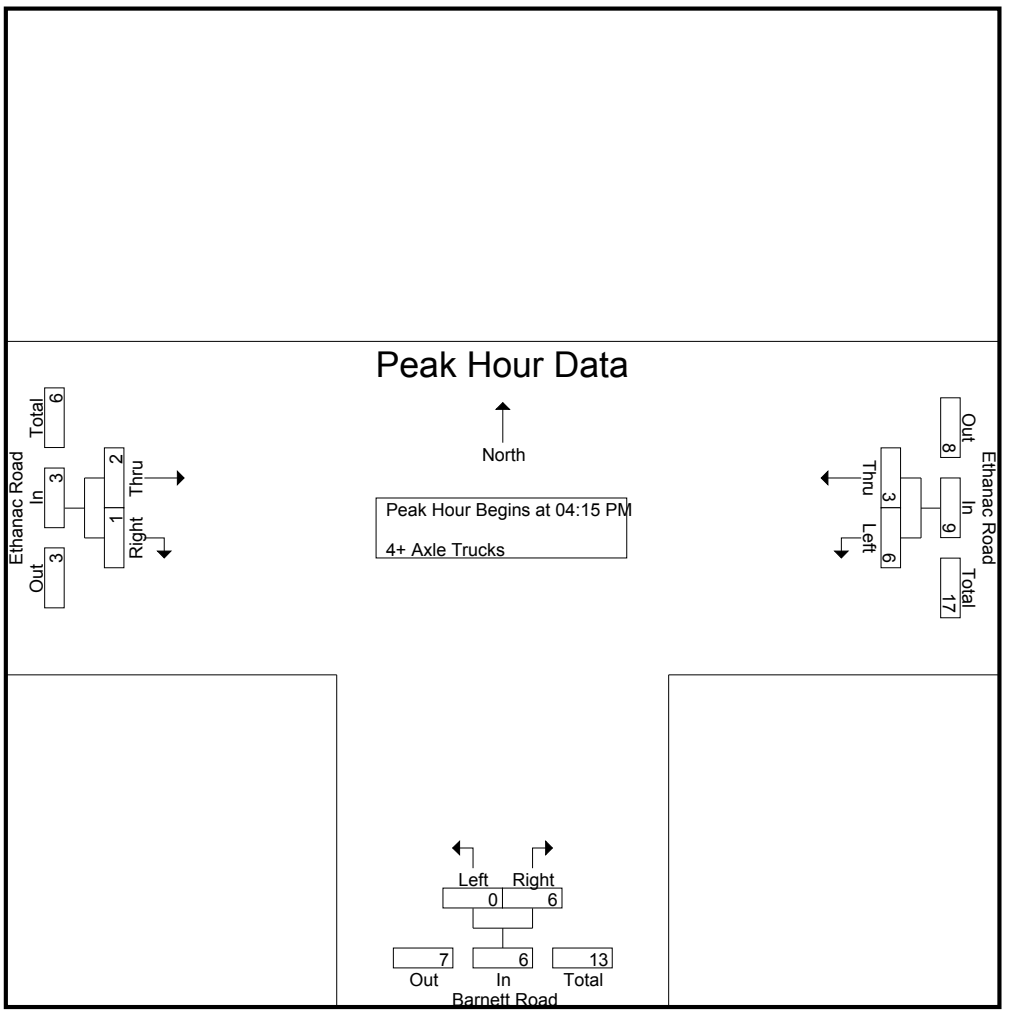


Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**2**	**2**	**4**	0	**2**	**2**	**1**	0	**1**
+15 mins.	1	0	1	0	0	0	1	0	1
+30 mins.	2	1	3	0	2	2	0	**1**	1
+45 mins.	1	0	1	0	2	2	0	0	0
Total Volume	6	3	9	0	6	6	2	1	3
% App. Total	66.7	33.3		0	100		66.7	33.3	
PHF	.750	.375	.563	.000	.750	.750	.500	.250	.750

Location: Perris
N/S: Barnett Road
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Ethanac Road	South Leg Barnett Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	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	0	0	0	1	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	7	7

	North Leg Dead End	East Leg Ethanac Road	South Leg Barnett Road	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

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

Location: Perris
N/S: Barnett Road
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound Ethanac Road			Northbound Barnett Road			Eastbound Ethanac Road			
	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	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
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	2	0	0	0	0	0	0	0	1	3

	Southbound Dead End			Westbound Ethanac Road			Northbound Barnett Road			Eastbound Ethanac Road			
	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	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	0	0	1

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

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 24, 22

LOCATION: Perris
NORTH & SOUTH: Case
EAST & WEST: Ellis

PROJECT #: SC3431
LOCATION #: 7
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND (Case)			SOUTHBOUND (Case)			EASTBOUND (Ellis)			WESTBOUND (Ellis)			
	LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	47	20	21	33	0	0	0	0	4	2	14	141
AM	7:15 AM	0	50	26	26	30	0	0	0	0	5	2	21	160
AM	7:30 AM	0	64	24	35	38	0	0	2	1	7	5	19	195
AM	7:45 AM	0	62	19	36	41	0	0	0	0	11	4	42	215
AM	8:00 AM	0	42	16	46	54	0	0	4	0	8	2	26	198
AM	8:15 AM	0	52	13	22	54	0	0	0	1	8	1	18	169
AM	8:30 AM	0	54	15	20	30	0	0	0	0	13	0	17	149
AM	8:45 AM	1	44	11	12	38	0	0	0	1	14	0	19	140
AM	VOLUMES	1	415	144	218	318	0	0	6	3	70	16	176	1,367
AM	APPROACH %	0%	74%	26%	41%	59%	0%	0%	67%	33%	27%	6%	67%	
AM	APP/DEPART	560	/	591	536	/	391	9	/	368	262	/	17	0
AM	BEGIN PEAK HR		7:30 AM											
AM	VOLUMES	0	220	72	139	187	0	0	6	2	34	12	105	777
AM	APPROACH %	0%	75%	25%	43%	57%	0%	0%	75%	25%	23%	8%	70%	
AM	PEAK HR FACTOR		0.830			0.815			0.500			0.662		0.903
AM	APP/DEPART	292	/	325	326	/	223	8	/	217	151	/	12	0
PM	4:00 PM	0	65	10	25	75	0	0	0	0	19	0	27	221
PM	4:15 PM	0	76	20	19	51	0	0	0	0	22	0	16	204
PM	4:30 PM	0	59	11	21	68	0	0	0	0	23	0	21	203
PM	4:45 PM	0	53	17	28	81	0	0	0	1	15	0	30	225
PM	5:00 PM	0	56	23	13	71	0	0	1	0	23	0	29	216
PM	5:15 PM	0	58	13	16	67	0	0	0	0	26	0	32	212
PM	5:30 PM	0	65	15	18	50	0	0	1	0	17	0	19	185
PM	5:45 PM	0	61	9	11	65	0	0	1	0	29	1	25	202
PM	VOLUMES	0	493	118	151	528	0	0	3	1	174	1	199	1,668
PM	APPROACH %	0%	81%	19%	22%	78%	0%	0%	75%	25%	47%	0%	53%	
PM	APP/DEPART	611	/	692	679	/	703	4	/	272	374	/	1	0
PM	BEGIN PEAK HR		4:30 PM											
PM	VOLUMES	0	226	64	78	287	0	0	1	1	87	0	112	856
PM	APPROACH %	0%	78%	22%	21%	79%	0%	0%	50%	50%	44%	0%	56%	
PM	PEAK HR FACTOR		0.918			0.837			0.500			0.858		0.951
PM	APP/DEPART	290	/	338	365	/	375	2	/	143	199	/	0	0

U-TURNS					RTOR			
NB 0	SB 0	EB 0	WB 0	TTL	NRR 0	SRR X	ERR 0	WRR 0
0	0	0	0	0	7	0	0	0
0	0	0	0	0	5	0	0	0
0	0	0	0	0	5	0	0	0
0	0	0	0	0	7	0	0	0
0	0	0	0	0	5	0	0	0
0	0	0	0	0	3	0	1	0
0	0	0	0	0	2	0	0	0
0	0	0	0	0	1	0	0	0
0	0	0	0	0	35	0	1	0
					20	0	1	0
0	0	0	0	0	4	0	0	0
0	0	0	0	0	6	0	0	0
0	0	0	0	0	4	0	0	1
0	0	0	0	0	2	0	1	0
0	0	0	0	0	7	0	0	0
0	0	0	0	0	4	0	0	0
0	0	0	0	0	8	0	0	0
0	0	0	0	0	3	0	0	0
0	0	0	0	0	38	0	1	1
					17	0	1	1

Case

NORTH SIDE

Ellis WEST SIDE EAST SIDE **Ellis**

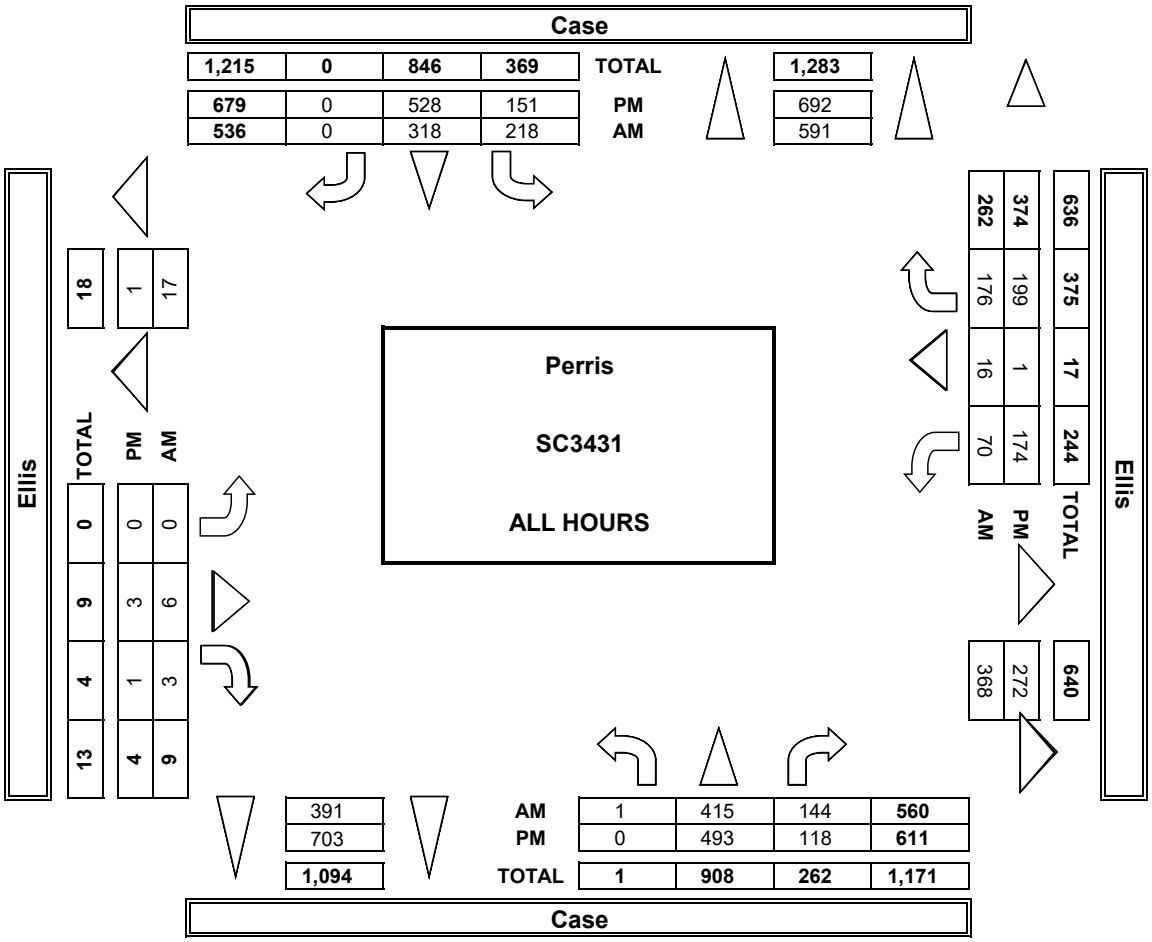
SOUTH SIDE

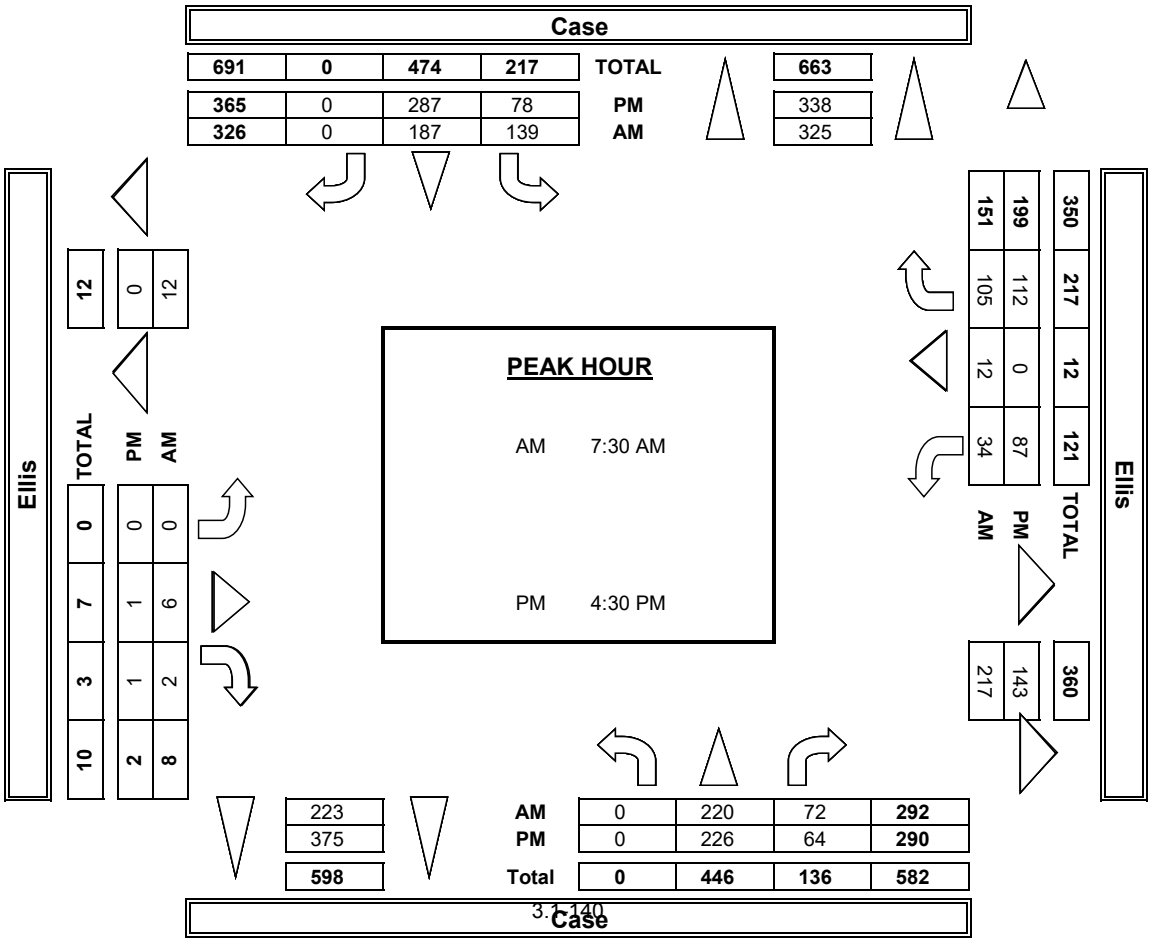
Case

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:45 PM	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	1	0	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Case	LOCATION #:	7
TUESDAY	EAST & WEST:	Ellis	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

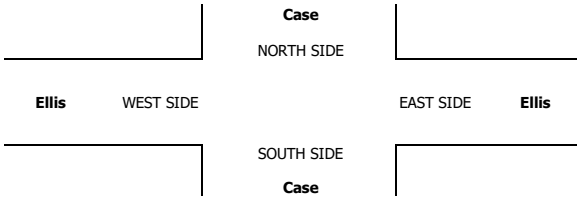
		NORTHBOUND (Case)			SOUTHBOUND (Case)			EASTBOUND (Ellis)			WESTBOUND (Ellis)			
	LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	40	19	18	25	0	0	0	0	1	2	13	118
	7:15 AM	0	46	24	21	27	0	0	0	0	3	0	18	139
	7:30 AM	0	58	22	33	35	0	0	2	0	7	4	15	176
	7:45 AM	0	55	18	32	33	0	0	0	0	8	4	34	184
	8:00 AM	0	37	14	39	42	0	0	3	0	8	2	25	170
	8:15 AM	0	45	8	21	47	0	0	0	1	7	1	16	146
	8:30 AM	0	42	13	15	23	0	0	0	0	11	0	12	116
	8:45 AM	1	36	11	11	32	0	0	0	0	11	0	14	116
	VOLUMES	1	359	129	190	264	0	0	5	1	56	13	147	1,165
	APPROACH %	0%	73%	26%	42%	58%	0%	0%	83%	17%	26%	6%	68%	
	APP/DEPART	489	/	506	454	/	321	6	/	324	216	/	14	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	195	62	125	157	0	0	5	1	30	11	90	676
	APPROACH %	0%	76%	24%	44%	56%	0%	0%	83%	17%	23%	8%	69%	
	PEAK HR FACTOR		0.803			0.870			0.500			0.712		0.918
	APP/DEPART	257	/	285	282	/	188	6	/	192	131	/	11	0
PM	4:00 PM	0	57	9	19	66	0	0	0	0	19	0	19	189
	4:15 PM	0	60	19	17	47	0	0	0	0	21	0	14	178
	4:30 PM	0	50	10	16	66	0	0	0	0	19	0	17	178
	4:45 PM	0	42	16	27	72	0	0	0	1	13	0	27	198
	5:00 PM	0	46	21	12	68	0	0	0	0	21	0	28	196
	5:15 PM	0	55	12	13	62	0	0	0	0	25	0	30	197
	5:30 PM	0	56	15	17	47	0	0	1	0	16	0	16	168
	5:45 PM	0	51	8	11	59	0	0	1	0	29	0	21	180
	VOLUMES	0	417	110	132	487	0	0	2	1	163	0	172	1,484
	APPROACH %	0%	79%	21%	21%	79%	0%	0%	67%	33%	49%	0%	51%	
	APP/DEPART	527	/	589	619	/	651	3	/	244	335	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	193	59	68	268	0	0	0	1	78	0	102	769
	APPROACH %	0%	77%	23%	20%	80%	0%	0%	0%	100%	43%	0%	57%	
	PEAK HR FACTOR		0.940			0.848			0.250			0.818		0.971
	APP/DEPART	252	/	295	336	/	347	1	/	127	180	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR X	ERR 0	WRR 0
7	0	0	0
5	0	0	0
4	0	0	0
7	0	0	0
4	0	0	0
3	0	1	0
0	0	0	0
1	0	0	0
31	0	1	0
18	0	1	0
3	0	0	0
6	0	0	0
3	0	0	1
2	0	1	0
7	0	0	0
3	0	0	0
8	0	0	0
3	0	0	0
35	0	1	1
15	0	1	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Case	LOCATION #:	7
TUESDAY	EAST & WEST:	Ellis	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

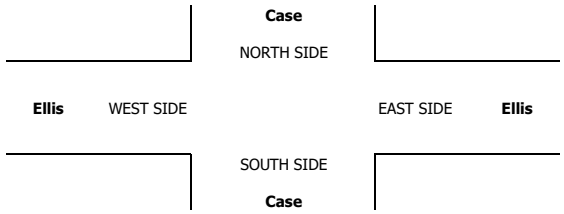
		NORTHBOUND (Case)			SOUTHBOUND (Case)			EASTBOUND (Ellis)			WESTBOUND (Ellis)			
	LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	6	0	0	4	0	0	0	0	1	0	1	12
	7:15 AM	0	0	1	2	1	0	0	0	0	2	2	0	8
	7:30 AM	0	2	2	2	2	0	0	0	0	0	1	0	9
	7:45 AM	0	6	1	0	2	0	0	0	0	3	0	2	14
	8:00 AM	0	3	1	1	5	0	0	0	0	0	0	0	10
	8:15 AM	0	3	3	0	2	0	0	0	0	1	0	1	10
	8:30 AM	0	8	0	3	2	0	0	0	0	1	0	2	16
	8:45 AM	0	4	0	1	1	0	0	0	1	3	0	2	12
	VOLUMES	0	32	8	9	19	0	0	0	1	11	3	8	91
	APPROACH %	0%	80%	20%	32%	68%	0%	0%	0%	100%	50%	14%	36%	
	APP/DEPART	40	/	40	28	/	31	1	/	17	22	/	3	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	14	7	3	11	0	0	0	0	4	1	3	43
	APPROACH %	0%	67%	33%	21%	79%	0%	0%	0%	0%	50%	13%	38%	
	PEAK HR FACTOR		0.750			0.583			0.000			0.400		0.768
	APP/DEPART	21	/	17	14	/	15	0	/	10	8	/	1	0
PM	4:00 PM	0	6	1	5	6	0	0	0	0	0	0	2	20
	4:15 PM	0	8	1	0	2	0	0	0	0	1	0	1	13
	4:30 PM	0	3	0	3	2	0	0	0	0	1	0	1	10
	4:45 PM	0	1	0	0	9	0	0	0	0	2	0	0	12
	5:00 PM	0	3	1	0	3	0	0	1	0	0	0	1	9
	5:15 PM	0	2	1	1	1	0	0	0	0	1	0	1	7
	5:30 PM	0	5	0	1	3	0	0	0	0	1	0	2	12
	5:45 PM	0	3	0	0	3	0	0	0	0	0	1	3	10
	VOLUMES	0	31	4	10	29	0	0	1	0	6	1	11	93
	APPROACH %	0%	89%	11%	26%	74%	0%	0%	100%	0%	33%	6%	61%	
	APP/DEPART	35	/	42	39	/	35	1	/	15	18	/	1	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	9	2	4	15	0	0	1	0	4	0	3	38
	APPROACH %	0%	82%	18%	21%	79%	0%	0%	100%	0%	57%	0%	43%	
	PEAK HR FACTOR		0.688			0.528			0.250			0.875		0.792
	APP/DEPART	11	/	12	19	/	19	1	/	7	7	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR X	ERR 0	WRR 0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
2	0	0	0
2	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
2	0	0	0
1	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Case	LOCATION #:	7
TUESDAY	EAST & WEST:	Ellis	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Case)			SOUTHBOUND (Case)			EASTBOUND (Ellis)			WESTBOUND (Ellis)			
	LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	1	1	3	0	0	0	0	2	0	0	7
	7:15 AM	0	1	1	1	1	0	0	0	0	0	0	1	5
	7:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	7:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
	8:00 AM	0	0	0	1	4	0	0	0	0	0	0	0	5
	8:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	3
	8:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	3
	8:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
	VOLUMES	0	9	4	3	15	0	0	0	0	3	0	1	35
	APPROACH %	0%	69%	31%	17%	83%	0%	0%	0%	0%	75%	0%	25%	
	APP/DEPART	13	/	10	18	/	18	0	/	7	4	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	4	2	1	8	0	0	0	0	0	0	0	15
	APPROACH %	0%	67%	33%	11%	89%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.450			0.000			0.000		0.750
	APP/DEPART	6	/	4	9	/	8	0	/	3	0	/	0	0
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	2	3
	4:15 PM	0	4	0	2	1	0	0	0	0	0	0	1	8
	4:30 PM	0	2	0	0	0	0	0	0	0	1	0	1	4
	4:45 PM	0	3	0	0	0	0	0	0	0	0	0	3	6
	5:00 PM	0	2	1	0	0	0	0	0	0	1	0	0	4
	5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
	5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	7	1	0	1	0	0	0	0	0	0	0	9
	VOLUMES	0	20	2	3	4	0	0	0	0	2	0	7	38
	APPROACH %	0%	91%	9%	43%	57%	0%	0%	0%	0%	22%	0%	78%	
	APP/DEPART	22	/	27	7	/	6	0	/	5	9	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	7	1	1	1	0	0	0	0	2	0	4	16
	APPROACH %	0%	88%	13%	50%	50%	0%	0%	0%	0%	33%	0%	67%	
	PEAK HR FACTOR		0.667			0.250			0.000			0.500		0.667
	APP/DEPART	8	/	11	2	/	3	0	/	2	6	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR X	ERR 0	WRR 0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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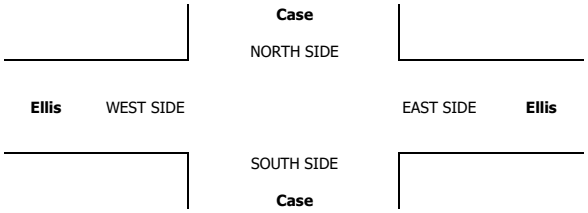
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Case	LOCATION #:	7
TUESDAY	EAST & WEST:	Ellis	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Case)			SOUTHBOUND (Case)			EASTBOUND (Ellis)			WESTBOUND (Ellis)			
	LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	3
	7:15 AM	0	1	0	2	1	0	0	0	0	0	0	2	6
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	2	3
	7:45 AM	0	0	0	3	2	0	0	0	0	0	0	5	10
	8:00 AM	0	2	1	4	1	0	0	1	0	0	0	1	10
	8:15 AM	0	2	0	1	2	0	0	0	0	0	0	1	6
	8:30 AM	0	1	0	2	3	0	0	0	0	0	0	2	8
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	5
	VOLUMES	0	9	1	14	10	0	0	1	0	0	0	16	51
	APPROACH %	0%	90%	10%	58%	42%	0%	0%	100%	0%	0%	0%	100%	
	APP/DEPART	10	/	25	24	/	10	1	/	16	16	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	5	1	8	5	0	0	1	0	0	0	9	29
	APPROACH %	0%	83%	17%	62%	38%	0%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.500			0.650			0.250			0.450		0.725
	APP/DEPART	6	/	14	13	/	5	1	/	10	9	/	0	0
PM	4:00 PM	0	1	0	1	0	0	0	0	0	0	0	4	6
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	1	2	0	0	0	0	0	2	0	2	7
	4:45 PM	0	3	0	1	0	0	0	0	0	0	0	0	4
	5:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	3
	5:15 PM	0	1	0	1	1	0	0	0	0	0	0	1	4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
	VOLUMES	0	8	1	6	2	0	0	0	0	2	0	9	28
	APPROACH %	0%	89%	11%	75%	25%	0%	0%	0%	0%	18%	0%	82%	
	APP/DEPART	9	/	17	8	/	4	0	/	7	11	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	6	1	5	1	0	0	0	0	2	0	3	18
	APPROACH %	0%	86%	14%	83%	17%	0%	0%	0%	0%	40%	0%	60%	
	PEAK HR FACTOR		0.583			0.750			0.000			0.313		0.643
	APP/DEPART	7	/	9	6	/	3	0	/	6	5	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Case	LOCATION #:	7
TUESDAY	EAST & WEST:	Ellis	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

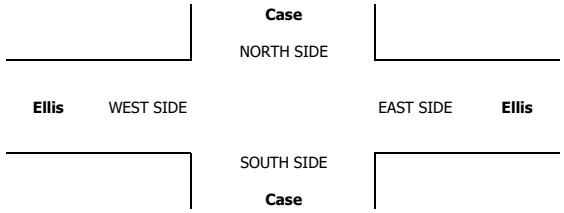
		NORTHBOUND (Case)			SOUTHBOUND (Case)			EASTBOUND (Ellis)			WESTBOUND (Ellis)			
	LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR X	ERR 0	WRR 0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Case	LOCATION #:	7
TUESDAY	EAST & WEST:	Ellis	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Case)			SOUTHBOUND (Case)			EASTBOUND (Ellis)			WESTBOUND (Ellis)			
	LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	2	3
	7:45 AM	0	1	0	1	1	0	0	0	0	0	0	1	4
	8:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	3
	8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:30 AM	0	2	2	0	1	0	0	0	0	0	0	1	6
	8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	VOLUMES	0	6	2	2	10	0	0	0	1	0	0	4	25
	APPROACH %	0%	75%	25%	17%	83%	0%	0%	0%	100%	0%	0%	100%	
	APP/DEPART	8	/	10	12	/	11	1	/	4	4	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	2	0	2	6	0	0	0	1	0	0	3	14
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR		0.500			0.667			0.250			0.375		0.875
	APP/DEPART	2	/	5	8	/	7	1	/	2	3	/	0	0
PM	4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	4:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
	4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
	4:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	5
	5:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	4
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	17	1	0	6	0	0	0	0	1	0	0	25
	APPROACH %	0%	94%	6%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	18	/	17	6	/	7	0	/	1	1	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	11	1	0	2	0	0	0	0	1	0	0	15
	APPROACH %	0%	92%	8%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.600			0.250			0.000			0.250		0.750
	APP/DEPART	12	/	11	2	/	3	0	/	1	1	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR X	ERR 0	WRR 0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
2	0	0	0
0	0	0	0
2	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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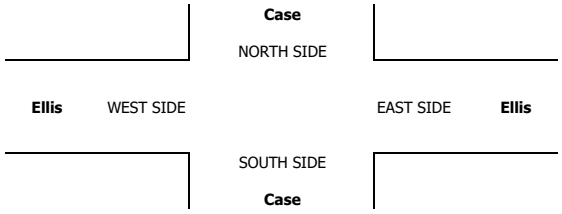
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 24, 22

LOCATION: Perris
NORTH & SOUTH: Murrieta
EAST & WEST: Case

PROJECT #: SC3431
LOCATION #: 8
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☐ Add U-Turns to Left Turns

		NORTHBOUND (Murrieta)			SOUTHBOUND (Murrieta)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	32	0	4	0	0	0	0	32	2	2	36	0	108
	7:15 AM	42	0	7	0	0	0	0	35	7	2	31	0	124
	7:30 AM	36	0	2	0	0	0	0	42	4	6	49	0	139
	7:45 AM	24	0	2	0	0	0	0	31	12	5	56	0	130
	8:00 AM	25	0	2	0	0	0	0	58	10	6	42	0	143
	8:15 AM	17	0	2	0	0	0	0	43	17	4	40	0	123
	8:30 AM	18	0	4	0	0	0	0	29	17	2	48	0	118
	8:45 AM	15	0	1	0	0	0	0	42	12	2	39	0	111
	VOLUMES	209	0	24	0	0	0	0	312	81	29	341	0	997
	APPROACH %	90%	0%	10%	0%	0%	0%	0%	79%	21%	8%	92%	0%	
	APP/DEPART	233	/	0	0	/	110	394	/	336	370	/	551	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	102	0	8	0	0	0	0	174	43	21	187	0	536
	APPROACH %	93%	0%	7%	0%	0%	0%	0%	80%	20%	10%	90%	0%	
	PEAK HR FACTOR		0.561			0.000			0.801			0.852		0.937
	APP/DEPART	110	/	0	0	/	64	218	/	182	208	/	290	0
PM	4:00 PM	18	0	3	0	0	0	0	48	22	4	62	0	157
	4:15 PM	23	0	4	0	0	0	0	60	29	4	65	0	185
	4:30 PM	22	0	3	0	0	0	0	56	28	3	47	0	159
	4:45 PM	16	0	0	0	0	0	0	63	24	2	51	0	156
	5:00 PM	26	0	2	0	0	0	0	82	24	7	53	0	194
	5:15 PM	19	0	2	0	0	0	0	56	38	3	47	0	165
	5:30 PM	18	0	5	0	0	0	0	52	18	4	66	0	163
	5:45 PM	16	0	5	0	0	0	0	76	25	8	53	0	183
	VOLUMES	158	0	24	0	0	0	0	493	208	35	444	0	1,362
	APPROACH %	87%	0%	13%	0%	0%	0%	0%	70%	30%	7%	93%	0%	
	APP/DEPART	182	/	0	0	/	243	701	/	517	479	/	602	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	79	0	14	0	0	0	0	266	105	22	219	0	705
	APPROACH %	85%	0%	15%	0%	0%	0%	0%	72%	28%	9%	91%	0%	
	PEAK HR FACTOR		0.830			0.000			0.875			0.861		0.909
	APP/DEPART	93	/	0	0	/	127	371	/	280	241	/	298	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

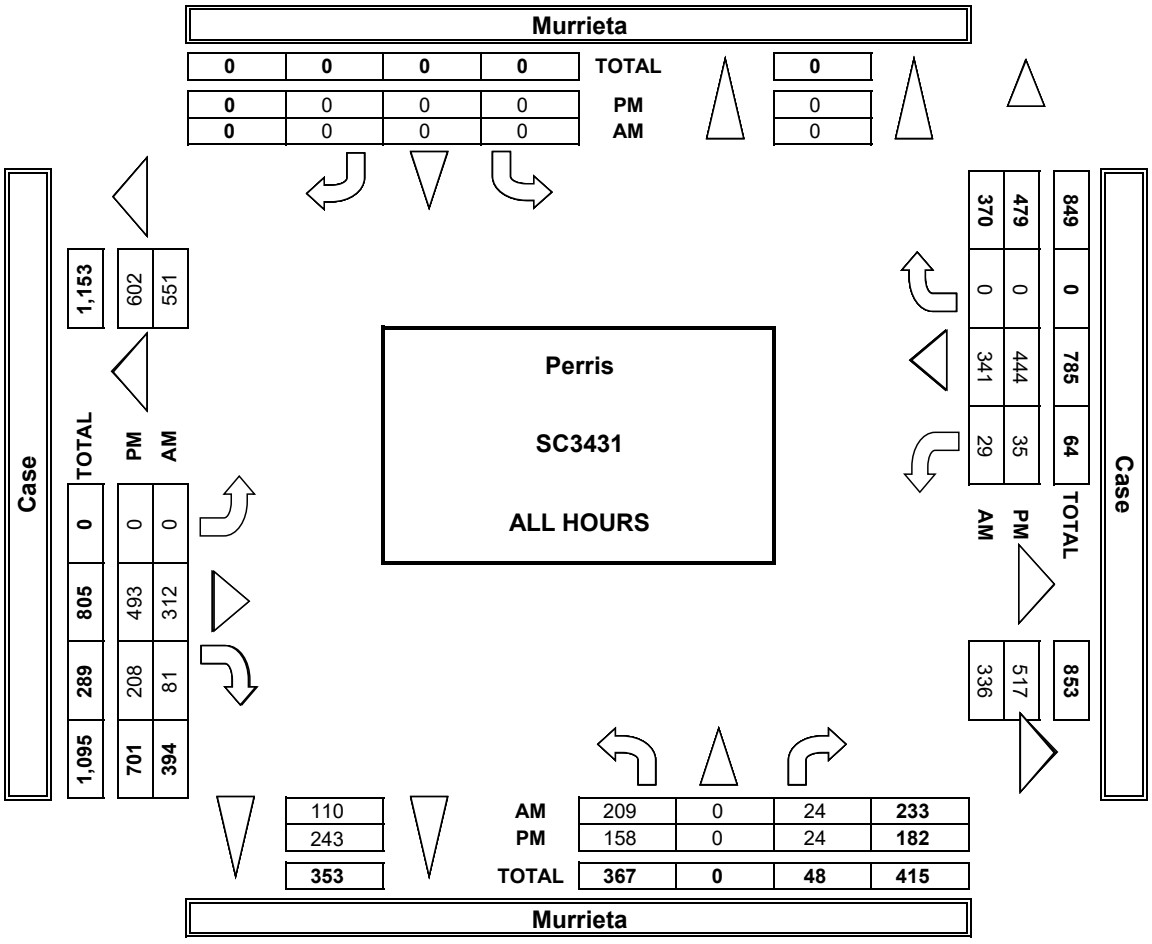
	ALL PED AND BIKE				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	1	0	1

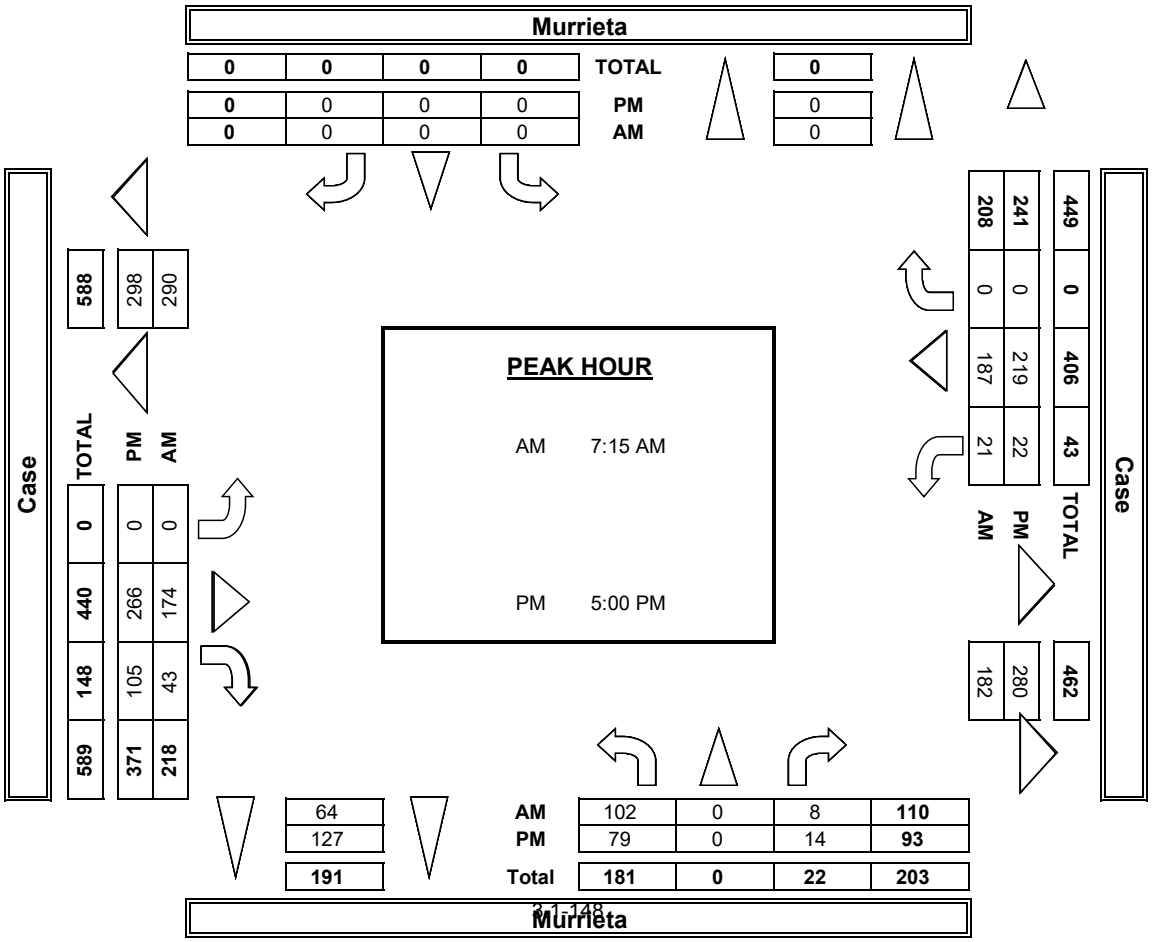
	PEDESTRIAN CROSSINGS				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	1	0	1

	BICYCLE CROSSINGS				
	ES	WS	SS	NS	TOTAL
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	0	0	0	0	0
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	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Murrieta	LOCATION #:	8
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Murrieta)			SOUTHBOUND (Murrieta)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	29	0	1	0	0	0	0	24	0	1	30	0	85
	7:15 AM	39	0	6	0	0	0	0	28	6	1	27	0	107
	7:30 AM	35	0	2	0	0	0	0	35	3	4	44	0	123
	7:45 AM	21	0	2	0	0	0	0	25	11	5	51	0	115
	8:00 AM	21	0	2	0	0	0	0	47	10	3	38	0	121
	8:15 AM	13	0	2	0	0	0	0	35	15	4	32	0	101
	8:30 AM	15	0	4	0	0	0	0	25	12	2	37	0	95
	8:45 AM	14	0	1	0	0	0	0	36	11	2	33	0	97
	VOLUMES	187	0	20	0	0	0	0	255	68	22	292	0	845
	APPROACH %	90%	0%	10%	0%	0%	0%	0%	79%	21%	7%	93%	0%	
	APP/DEPART	207	/	0	0	/	90	324	/	275	314	/	480	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	116	0	12	0	0	0	0	135	30	13	160	0	466
	APPROACH %	91%	0%	9%	0%	0%	0%	0%	82%	18%	8%	92%	0%	
	PEAK HR FACTOR		0.711			0.000			0.724			0.772		0.947
	APP/DEPART	128	/	0	0	/	43	165	/	147	173	/	276	0
PM	4:00 PM	15	0	3	0	0	0	0	44	21	4	58	0	145
	4:15 PM	22	0	3	0	0	0	0	56	28	3	50	0	162
	4:30 PM	18	0	2	0	0	0	0	54	23	3	41	0	141
	4:45 PM	14	0	0	0	0	0	0	59	22	2	40	0	137
	5:00 PM	23	0	2	0	0	0	0	74	23	7	46	0	175
	5:15 PM	16	0	2	0	0	0	0	54	34	3	42	0	151
	5:30 PM	17	0	5	0	0	0	0	47	16	4	56	0	145
	5:45 PM	16	0	5	0	0	0	0	69	25	7	44	0	166
	VOLUMES	141	0	22	0	0	0	0	457	192	33	377	0	1,222
	APPROACH %	87%	0%	13%	0%	0%	0%	0%	70%	30%	8%	92%	0%	
	APP/DEPART	163	/	0	0	/	225	649	/	479	410	/	518	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	72	0	14	0	0	0	0	244	98	21	188	0	637
	APPROACH %	84%	0%	16%	0%	0%	0%	0%	71%	29%	10%	90%	0%	
	PEAK HR FACTOR		0.860			0.000			0.881			0.871		0.910
	APP/DEPART	86	/	0	0	/	119	342	/	258	209	/	260	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
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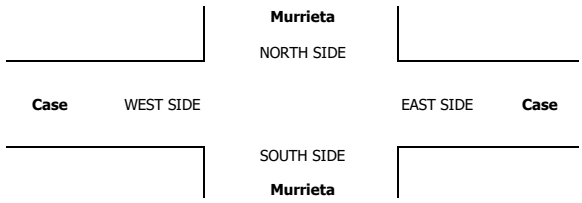
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Murrieta	LOCATION #:	8
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Murrieta)			SOUTHBOUND (Murrieta)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	2	0	3	0	0	0	0	4	2	0	4	0	15
	7:15 AM	1	0	1	0	0	0	0	4	1	1	2	0	10
	7:30 AM	1	0	0	0	0	0	0	3	0	2	2	0	8
	7:45 AM	3	0	0	0	0	0	0	2	1	0	3	0	9
	8:00 AM	3	0	0	0	0	0	0	3	0	3	2	0	11
	8:15 AM	2	0	0	0	0	0	0	2	1	0	4	0	9
	8:30 AM	2	0	0	0	0	0	0	1	3	0	6	0	12
	8:45 AM	0	0	0	0	0	0	0	3	1	0	3	0	7
	VOLUMES	14	0	4	0	0	0	0	22	9	6	26	0	81
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	71%	29%	19%	81%	0%	
	APP/DEPART	18	/	0	0	/	15	31	/	26	32	/	40	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	8	0	1	0	0	0	0	12	2	6	9	0	38
	APPROACH %	89%	0%	11%	0%	0%	0%	0%	86%	14%	40%	60%	0%	
	PEAK HR FACTOR		0.750			0.000			0.700			0.750		0.864
	APP/DEPART	9	/	0	0	/	8	14	/	13	15	/	17	0
PM	4:00 PM	2	0	0	0	0	0	0	2	0	0	4	0	8
	4:15 PM	1	0	1	0	0	0	0	2	0	1	6	0	11
	4:30 PM	2	0	0	0	0	0	0	2	4	0	1	0	9
	4:45 PM	1	0	0	0	0	0	0	4	2	0	2	0	9
	5:00 PM	1	0	0	0	0	0	0	6	1	0	2	0	10
	5:15 PM	2	0	0	0	0	0	0	1	3	0	3	0	9
	5:30 PM	1	0	0	0	0	0	0	2	1	0	4	0	8
	5:45 PM	0	0	0	0	0	0	0	5	0	1	3	0	9
	VOLUMES	10	0	1	0	0	0	0	24	11	2	25	0	73
	APPROACH %	91%	0%	9%	0%	0%	0%	0%	69%	31%	7%	93%	0%	
	APP/DEPART	11	/	0	0	/	13	35	/	25	27	/	35	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	4	0	0	0	0	0	0	14	5	1	12	0	36
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	74%	26%	8%	92%	0%	
	PEAK HR FACTOR		0.500			0.000			0.679			0.813		0.900
	APP/DEPART	4	/	0	0	/	6	19	/	14	13	/	16	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0
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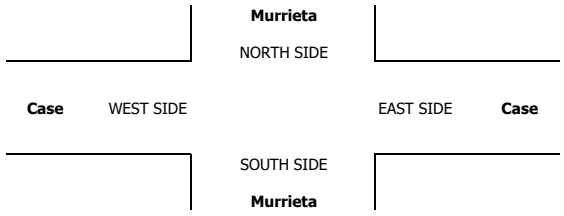
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Murrieta	LOCATION #:	8
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (Murrieta)			SOUTHBOUND (Murrieta)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
	7:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	7:30 AM	0	0	0	0	0	0	0	3	1	0	3	0	7
	7:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	8:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
	8:15 AM	1	0	0	0	0	0	0	3	0	0	2	0	6
	8:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
	8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	VOLUMES	1	0	0	0	0	0	0	16	2	0	12	0	31
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	89%	11%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	2	18	/	16	12	/	13	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	10	1	0	5	0	16
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	91%	9%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.688			0.417		0.571
	APP/DEPART	0	/	0	0	/	1	11	/	10	5	/	5	0
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
	4:30 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
	5:00 PM	1	0	0	0	0	0	0	1	0	0	2	0	4
	5:15 PM	1	0	0	0	0	0	0	1	0	0	2	0	4
	5:30 PM	0	0	0	0	0	0	0	0	1	0	3	0	4
	5:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
	VOLUMES	2	0	0	0	0	0	0	4	2	0	20	0	28
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%	
	APP/DEPART	2	/	0	0	/	2	6	/	4	20	/	22	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	2	0	0	0	0	0	0	3	1	0	12	0	18
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	75%	25%	0%	100%	0%	
	PEAK HR FACTOR		0.500			0.000			1.000			0.600		0.750
	APP/DEPART	2	/	0	0	/	1	4	/	3	12	/	14	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Murrieta

NORTH SIDE

Case WEST SIDE EAST SIDE **Case**

SOUTH SIDE

Murrieta

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Murrieta	LOCATION #:	8
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Murrieta)			SOUTHBOUND (Murrieta)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	1	0	0	0	0	0	0	2	0	1	0	0	4
	7:15 AM	1	0	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	1	0	0	0	0	1
	8:00 AM	1	0	0	0	0	0	0	3	0	0	2	0	6
	8:15 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
	8:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
	8:45 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
	VOLUMES	5	0	0	0	0	0	0	9	1	1	5	0	21
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	90%	10%	17%	83%	0%	
	APP/DEPART	5	/	0	0	/	2	10	/	9	6	/	10	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	2	0	0	0	0	0	0	4	0	0	2	0	8
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.500			0.000			0.333			0.250		0.333
	APP/DEPART	2	/	0	0	/	0	4	/	4	2	/	4	0
PM	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	1	0	3	0	4
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	1	0	0	0	0	0	0	2	2	0	8	0	13
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	50%	50%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	2	4	/	2	8	/	9	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	2	1	0	3	0	6
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.375			0.750		0.500
	APP/DEPART	0	/	0	0	/	1	3	/	2	3	/	3	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Murrieta

NORTH SIDE

Case WEST SIDE EAST SIDE **Case**

SOUTH SIDE

Murrieta

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Murrieta	LOCATION #:	8
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

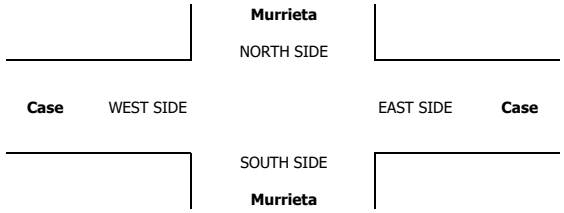
		NORTHBOUND (Murrieta)			SOUTHBOUND (Murrieta)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Murrieta	LOCATION #:	8
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Murrieta)			SOUTHBOUND (Murrieta)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
	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	1	0	0	1	0	2
	8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	2	1	0	1	0	4
	8:30 AM	1	0	0	0	0	0	0	1	0	0	3	0	5
	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	2	0	0	0	0	0	0	10	1	0	6	0	19
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	91%	9%	0%	100%	0%	
	APP/DEPART	2	/	0	0	/	1	11	/	10	6	/	8	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	1	0	0	0	0	0	0	5	0	0	2	0	8
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.250			0.000			0.625			0.500			0.667
	APP/DEPART	1	/	0	0	/	0	5	/	5	2	/	3	0
PM	4:00 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
	4:30 PM	1	0	1	0	0	0	0	0	0	0	3	0	5
	4:45 PM	1	0	0	0	0	0	0	0	0	0	4	0	5
	5:00 PM	1	0	0	0	0	0	0	1	0	0	2	0	4
	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	1	0	0	2	0	3
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	4	0	1	0	0	0	0	6	1	0	14	0	26
	APPROACH %	80%	0%	20%	0%	0%	0%	0%	86%	14%	0%	100%	0%	
	APP/DEPART	5	/	0	0	/	1	7	/	7	14	/	18	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	1	0	0	0	0	0	0	3	0	0	4	0	8
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.250			0.000			0.750			0.500			0.500
	APP/DEPART	1	/	0	0	/	0	3	/	3	4	/	5	0

U-TURNS					
	NB	SB	EB	WB	TTL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Murrieta

NORTH SIDE

Case WEST SIDE EAST SIDE **Case**

SOUTH SIDE

Murrieta

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 24, 22

LOCATION: Perris
NORTH & SOUTH: Mapes
EAST & WEST: Case

PROJECT #: SC3431
LOCATION #: 9
CONTROL: STOP ALL

NOTES: No peds and bikes

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND (Mapes)			SOUTHBOUND (Mapes)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	10	0	36	29	12	0	1	5	5	99
	7:15 AM	0	0	0	9	1	33	30	6	0	0	9	4	92
	7:30 AM	0	0	0	7	2	45	29	12	0	0	7	5	107
	7:45 AM	0	0	0	19	0	40	26	14	0	0	21	5	125
	8:00 AM	0	0	0	17	0	36	32	23	0	0	12	8	128
	8:15 AM	0	1	0	13	0	28	24	19	0	0	12	15	112
	8:30 AM	0	0	0	11	1	33	19	16	0	0	18	11	109
	8:45 AM	0	0	0	15	0	28	22	15	0	0	14	12	106
	VOLUMES	0	2	0	101	4	279	211	117	0	1	98	65	878
	APPROACH %	0%	100%	0%	26%	1%	73%	64%	36%	0%	1%	60%	40%	
	APP/DEPART	2	/	278	384	/	5	328	/	218	164	/	377	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	1	0	60	1	137	101	72	0	0	63	39	474
	APPROACH %	0%	100%	0%	30%	1%	69%	58%	42%	0%	0%	62%	38%	
	PEAK HR FACTOR		0.250			0.839			0.786			0.879		0.926
	APP/DEPART	1	/	141	198	/	1	173	/	132	102	/	200	0
PM	4:00 PM	0	0	0	13	0	42	41	16	0	0	27	20	159
	4:15 PM	1	0	0	14	0	40	36	20	0	0	18	13	142
	4:30 PM	0	3	0	10	0	30	43	16	0	0	19	18	139
	4:45 PM	0	0	0	17	0	35	46	18	0	0	17	18	151
	5:00 PM	1	0	0	15	0	43	57	20	0	0	16	17	169
	5:15 PM	0	0	0	13	0	33	45	21	0	0	21	16	149
	5:30 PM	0	0	0	14	0	42	40	19	0	0	22	16	153
	5:45 PM	0	1	0	23	0	42	56	22	0	0	21	16	181
	VOLUMES	2	4	0	119	0	307	364	152	0	0	161	134	1,243
	APPROACH %	33%	67%	0%	28%	0%	72%	71%	29%	0%	0%	55%	45%	
	APP/DEPART	6	/	501	426	/	0	516	/	271	295	/	471	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	1	1	0	65	0	160	198	82	0	0	80	65	652
	APPROACH %	50%	50%	0%	29%	0%	71%	71%	29%	0%	0%	55%	45%	
	PEAK HR FACTOR		0.500			0.865			0.897			0.954		0.901
	APP/DEPART	2	/	264	225	/	0	280	/	147	145	/	241	0

U-TURNS					
NB 0	SB 0	EB 0	WB 0	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Mapes

NORTH SIDE

Case WEST SIDE EAST SIDE **Case**

SOUTH SIDE

Mapes

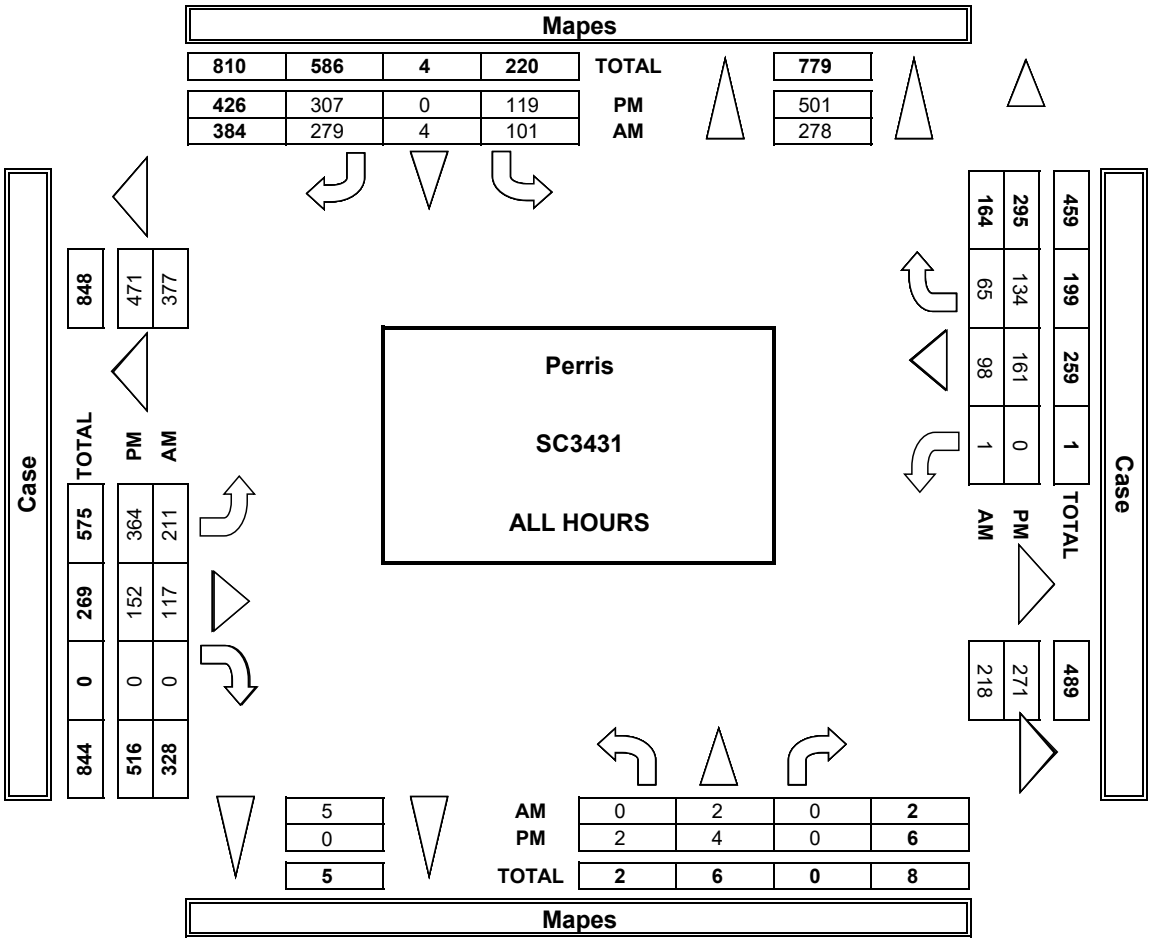
		ALL PED AND BIKE				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	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	0	0	0	0	0

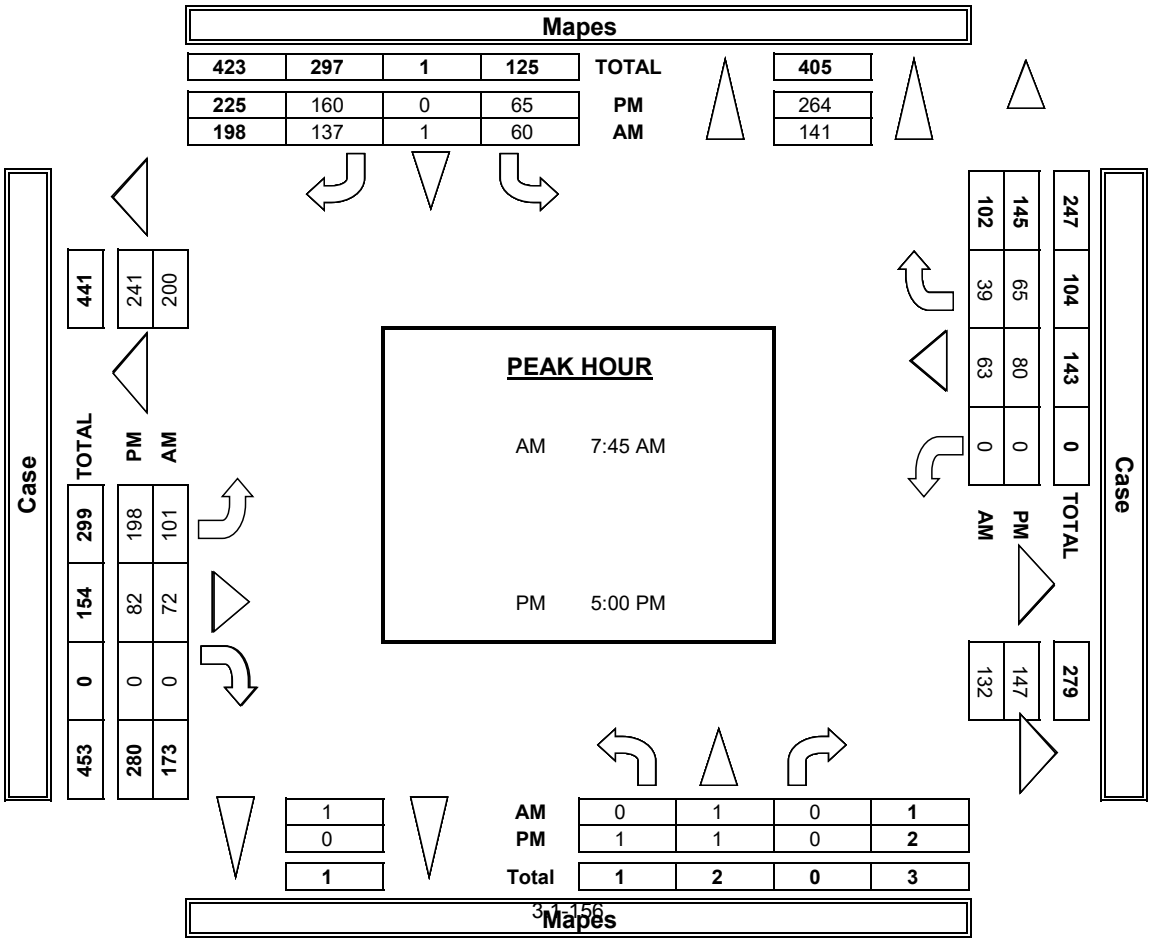
PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Mapes	LOCATION #:	9
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

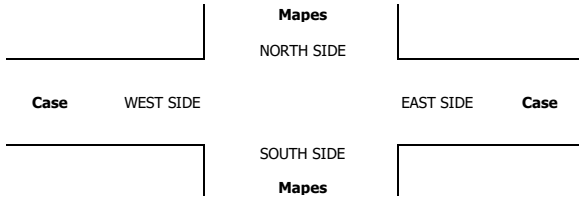
		NORTHBOUND (Mapes)			SOUTHBOUND (Mapes)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	9	0	31	22	8	0	1	5	4	80
	7:15 AM	0	0	0	8	0	30	26	2	0	0	6	4	76
	7:30 AM	0	0	0	4	0	39	25	11	0	0	6	4	89
	7:45 AM	0	0	0	17	0	37	22	11	0	0	17	3	107
	8:00 AM	0	0	0	14	0	31	27	16	0	0	9	8	105
	8:15 AM	0	0	0	9	0	23	21	16	0	0	11	12	92
	8:30 AM	0	0	0	9	0	27	18	12	0	0	13	9	88
	8:45 AM	0	0	0	11	0	24	16	14	0	0	12	9	86
	VOLUMES	0	0	0	81	0	242	177	90	0	1	79	53	723
	APPROACH %	0%	0%	0%	25%	0%	75%	66%	34%	0%	1%	59%	40%	
	APP/DEPART	0	/	230	323	/	1	267	/	171	133	/	321	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	49	0	118	88	55	0	0	50	32	392
	APPROACH %	0%	0%	0%	29%	0%	71%	62%	38%	0%	0%	61%	39%	
	PEAK HR FACTOR		0.000			0.773			0.831			0.891		0.916
	APP/DEPART	0	/	120	167	/	0	143	/	104	82	/	168	0
PM	4:00 PM	0	0	0	13	0	35	38	15	0	0	25	18	144
	4:15 PM	1	0	0	14	0	31	34	18	0	0	17	13	128
	4:30 PM	0	3	0	10	0	25	40	13	0	0	17	16	124
	4:45 PM	0	0	0	16	0	28	44	16	0	0	13	17	134
	5:00 PM	1	0	0	15	0	39	55	19	0	0	14	14	157
	5:15 PM	0	0	0	12	0	30	43	19	0	0	20	14	138
	5:30 PM	0	0	0	14	0	33	37	15	0	0	18	15	132
	5:45 PM	0	1	0	23	0	36	51	21	0	0	18	16	166
	VOLUMES	2	4	0	117	0	257	342	136	0	0	142	123	1,123
	APPROACH %	33%	67%	0%	31%	0%	69%	72%	28%	0%	0%	54%	46%	
	APP/DEPART	6	/	468	374	/	0	478	/	253	265	/	402	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	1	1	0	64	0	138	186	74	0	0	70	59	593
	APPROACH %	50%	50%	0%	32%	0%	68%	72%	28%	0%	0%	54%	46%	
	PEAK HR FACTOR		0.500			0.856			0.878			0.949		0.893
	APP/DEPART	2	/	246	202	/	0	260	/	138	129	/	209	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Mapes	LOCATION #:	9
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Mapes)			SOUTHBOUND (Mapes)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	1	0	3	4	3	0	0	0	1	13
	7:15 AM	0	0	0	1	1	2	1	4	0	0	2	0	11
	7:30 AM	0	0	0	3	1	3	1	0	0	0	1	0	9
	7:45 AM	0	0	0	1	0	2	1	3	0	0	2	2	11
	8:00 AM	0	0	0	1	0	2	0	4	0	0	2	0	9
	8:15 AM	0	0	0	1	0	2	1	1	0	0	1	1	7
	8:30 AM	0	0	0	1	1	3	0	1	0	0	4	1	11
	8:45 AM	0	0	0	2	0	2	1	1	0	0	1	2	9
	VOLUMES	0	1	0	11	3	19	9	17	0	0	13	7	80
	APPROACH %	0%	100%	0%	33%	9%	58%	35%	65%	0%	0%	65%	35%	
	APP/DEPART	1	/	17	33	/	3	26	/	28	20	/	32	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	4	1	9	2	9	0	0	9	4	38
	APPROACH %	0%	0%	0%	29%	7%	64%	18%	82%	0%	0%	69%	31%	
	PEAK HR FACTOR		0.000			0.700			0.688			0.650		0.864
	APP/DEPART	0	/	6	14	/	1	11	/	13	13	/	18	0
PM	4:00 PM	0	0	0	0	0	4	2	0	0	0	2	2	10
	4:15 PM	0	0	0	0	0	3	1	1	0	0	1	0	6
	4:30 PM	0	0	0	0	0	1	1	2	0	0	1	2	7
	4:45 PM	0	0	0	0	0	1	2	2	0	0	1	1	7
	5:00 PM	0	0	0	0	0	1	2	0	0	0	1	1	5
	5:15 PM	0	0	0	0	0	1	1	2	0	0	1	1	6
	5:30 PM	0	0	0	0	0	0	3	2	0	0	4	0	9
	5:45 PM	0	0	0	0	0	4	4	0	0	0	1	0	9
	VOLUMES	0	0	0	0	0	15	16	9	0	0	12	7	59
	APPROACH %	0%	0%	0%	0%	0%	100%	64%	36%	0%	0%	63%	37%	
	APP/DEPART	0	/	23	15	/	0	25	/	9	19	/	27	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	6	10	4	0	0	7	2	29
	APPROACH %	0%	0%	0%	0%	0%	100%	71%	29%	0%	0%	78%	22%	
	PEAK HR FACTOR		0.000			0.375			0.700			0.563		0.806
	APP/DEPART	0	/	12	6	/	0	14	/	4	9	/	13	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Mapes

NORTH SIDE

Case WEST SIDE — EAST SIDE **Case**

SOUTH SIDE

Mapes

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Mapes	LOCATION #:	9
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Mapes)			SOUTHBOUND (Mapes)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	2	2	1	0	0	0	0	5
	7:15 AM	0	0	0	0	0	1	2	0	0	0	0	0	3
	7:30 AM	0	0	0	0	1	1	1	0	0	0	0	1	4
	7:45 AM	0	0	0	1	0	0	2	0	0	0	1	0	4
	8:00 AM	0	0	0	2	0	2	2	1	0	0	0	0	7
	8:15 AM	0	1	0	3	0	1	0	1	0	0	0	2	8
	8:30 AM	0	0	0	1	0	1	1	1	0	0	0	1	5
	8:45 AM	0	0	0	1	0	2	2	0	0	0	1	1	7
	VOLUMES	0	1	0	8	1	10	12	4	0	0	2	5	43
	APPROACH %	0%	100%	0%	42%	5%	53%	75%	25%	0%	0%	29%	71%	
	APP/DEPART	1	/	18	19	/	1	16	/	12	7	/	12	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	1	0	7	0	4	5	3	0	0	1	3	24
	APPROACH %	0%	100%	0%	64%	0%	36%	63%	38%	0%	0%	25%	75%	
	PEAK HR FACTOR		0.250			0.688			0.667			0.500		0.750
	APP/DEPART	1	/	9	11	/	0	8	/	10	4	/	5	0
PM	4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
	4:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
	4:30 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
	4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
	5:00 PM	0	0	0	0	0	2	0	0	0	0	1	2	5
	5:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
	5:30 PM	0	0	0	0	0	6	0	0	0	0	0	1	7
	5:45 PM	0	0	0	0	0	2	0	1	0	0	1	0	4
	VOLUMES	0	0	0	1	0	17	1	3	0	0	3	4	29
	APPROACH %	0%	0%	0%	6%	0%	94%	25%	75%	0%	0%	43%	57%	
	APP/DEPART	0	/	5	18	/	0	4	/	4	7	/	20	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	1	0	10	0	1	0	0	2	4	18
	APPROACH %	0%	0%	0%	9%	0%	91%	0%	100%	0%	0%	33%	67%	
	PEAK HR FACTOR		0.000			0.458			0.250			0.500		0.643
	APP/DEPART	0	/	4	11	/	0	1	/	2	6	/	12	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Mapes

NORTH SIDE

Case WEST SIDE — EAST SIDE **Case**

SOUTH SIDE

Mapes

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Mapes	LOCATION #:	9
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Mapes)			SOUTHBOUND (Mapes)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	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	1	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	1	1	1	0	0	0	0	3
	7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
	8:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	4
	8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
	8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
	8:45 AM	0	0	0	1	0	0	1	0	0	0	0	0	2
	VOLUMES	0	0	0	1	0	5	5	4	0	0	1	0	16
	APPROACH %	0%	0%	0%	17%	0%	83%	56%	44%	0%	0%	100%	0%	
	APP/DEPART	0	/	5	6	/	0	9	/	5	1	/	6	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	0	0	4	2	3	0	0	1	0	10
	APPROACH %	0%	0%	0%	0%	0%	100%	40%	60%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			1.000			0.417			0.250		0.625
	APP/DEPART	0	/	2	4	/	0	5	/	3	1	/	5	0
PM	4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:15 PM	0	0	0	0	0	2	1	0	0	0	0	0	3
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	6	1	1	0	0	2	0	11
	APPROACH %	0%	0%	0%	14%	0%	86%	50%	50%	0%	0%	100%	0%	
	APP/DEPART	0	/	1	7	/	0	2	/	2	2	/	8	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	3	1	1	0	0	0	0	5
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.375			0.500			0.000		0.417
	APP/DEPART	0	/	1	3	/	0	2	/	1	0	/	3	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Mapes

NORTH SIDE

Case WEST SIDE — EAST SIDE **Case**

SOUTH SIDE

Mapes

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Mapes	LOCATION #:	9
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Mapes)			SOUTHBOUND (Mapes)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Mapes

NORTH SIDE

Case WEST SIDE EAST SIDE **Case**

SOUTH SIDE

Mapes

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	Mapes	LOCATION #:	9
TUESDAY	EAST & WEST:	Case	CONTROL:	STOP ALL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Mapes)			SOUTHBOUND (Mapes)			EASTBOUND (Case)			WESTBOUND (Case)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
	8:15 AM	0	0	0	0	0	1	2	0	0	0	0	0	3
	8:30 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
	8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
	VOLUMES	0	0	0	0	0	3	8	2	0	0	3	0	16
	APPROACH %	0%	0%	0%	0%	0%	100%	80%	20%	0%	0%	100%	0%	
	APP/DEPART	0	/	8	3	/	0	10	/	2	3	/	6	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	0	0	2	4	2	0	0	2	0	10
	APPROACH %	0%	0%	0%	0%	0%	100%	67%	33%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.500			0.750			0.500		0.833
	APP/DEPART	0	/	4	2	/	0	6	/	2	2	/	4	0
PM	4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	2	1	1	0	0	0	0	4
	4:30 PM	0	0	0	0	0	3	1	0	0	0	0	0	4
	4:45 PM	0	0	0	0	0	3	0	0	0	0	1	0	4
	5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	4
	5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
	VOLUMES	0	0	0	0	0	12	4	3	0	0	2	0	21
	APPROACH %	0%	0%	0%	0%	0%	100%	57%	43%	0%	0%	100%	0%	
	APP/DEPART	0	/	4	12	/	0	7	/	3	2	/	14	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	3	1	2	0	0	1	0	7
	APPROACH %	0%	0%	0%	0%	0%	100%	33%	67%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.375			0.375			0.250		0.438
	APP/DEPART	0	/	1	3	/	0	3	/	2	1	/	4	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Mapes

NORTH SIDE

Case WEST SIDE — EAST SIDE **Case**

SOUTH SIDE

Mapes

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

City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	27	0	27	0	14	14	0	0	0	41
07:15 AM	20	0	20	0	16	16	0	0	0	36
07:30 AM	29	0	29	0	13	13	0	0	0	42
07:45 AM	30	0	30	0	22	22	0	0	0	52
Total	106	0	106	0	65	65	0	0	0	171
08:00 AM	50	0	50	0	18	18	0	0	0	68
08:15 AM	36	1	37	0	29	29	1	0	1	67
08:30 AM	46	0	46	0	19	19	0	0	0	65
08:45 AM	38	0	38	0	26	26	0	0	0	64
Total	170	1	171	0	92	92	1	0	1	264
Grand Total	276	1	277	0	157	157	1	0	1	435
Apprch %	99.6	0.4		0	100		100	0		
Total %	63.4	0.2	63.7	0	36.1	36.1	0.2	0	0.2	
Passenger Vehicles	264	1	265	0	146	146	0	0	0	411
% Passenger Vehicles	95.7	100	95.7	0	93	93	0	0	0	94.5
Large 2 Axle Vehicles	9	0	9	0	9	9	1	0	1	19
% Large 2 Axle Vehicles	3.3	0	3.2	0	5.7	5.7	100	0	100	4.4
3 Axle Vehicles	3	0	3	0	1	1	0	0	0	4
% 3 Axle Vehicles	1.1	0	1.1	0	0.6	0.6	0	0	0	0.9
4+ Axle Trucks	0	0	0	0	1	1	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0.6	0.6	0	0	0	0.2

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**50**	0	**50**	0	18	18	0	0	0	**68**
08:15 AM	36	**1**	37	0	**29**	**29**	**1**	0	**1**	67
08:30 AM	46	0	46	0	19	19	0	0	0	65
08:45 AM	38	0	38	0	26	26	0	0	0	64
Total Volume	170	1	171	0	92	92	1	0	1	264
% App. Total	99.4	0.6		0	100		100	0		
PHF	.850	.250	.855	.000	.793	.793	.250	.000	.250	.971

Counts Unlimited, Inc.
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City of Perris
N/S: Case Road
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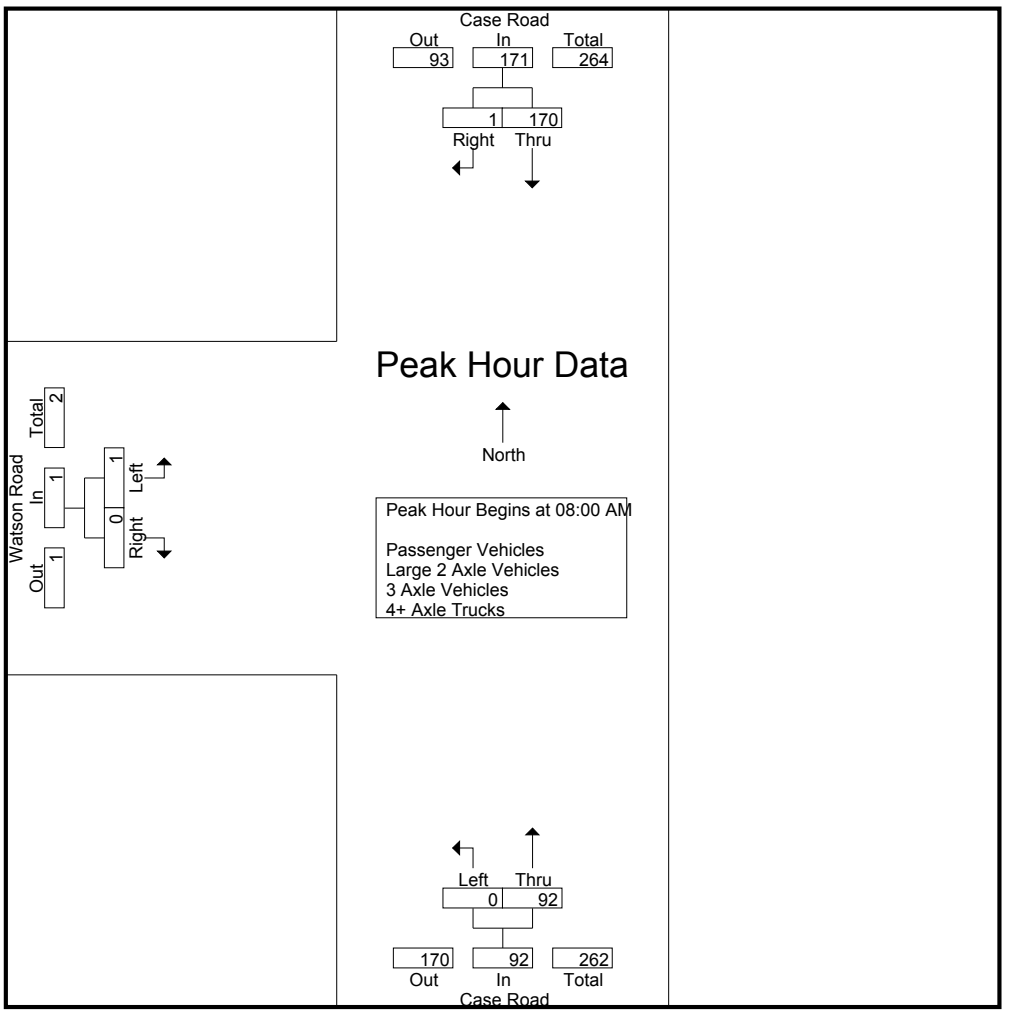
File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

	08:00 AM			08:00 AM			07:30 AM		
+0 mins.	**50**	0	**50**	0	18	18	0	0	0
+15 mins.	36	**1**	37	0	**29**	**29**	0	0	0
+30 mins.	46	0	46	0	19	19	0	0	0
+45 mins.	38	0	38	0	26	26	**1**	0	**1**
Total Volume	170	1	171	0	92	92	1	0	1
% App. Total	99.4	0.6		0	100		100	0	
PHF	.850	.250	.855	.000	.793	.793	.250	.000	.250

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	26	0	26	0	14	14	0	0	0	40
07:15 AM	19	0	19	0	16	16	0	0	0	35
07:30 AM	26	0	26	0	11	11	0	0	0	37
07:45 AM	29	0	29	0	21	21	0	0	0	50
Total	100	0	100	0	62	62	0	0	0	162
08:00 AM	48	0	48	0	16	16	0	0	0	64
08:15 AM	35	1	36	0	27	27	0	0	0	63
08:30 AM	46	0	46	0	18	18	0	0	0	64
08:45 AM	35	0	35	0	23	23	0	0	0	58
Total	164	1	165	0	84	84	0	0	0	249
Grand Total	264	1	265	0	146	146	0	0	0	411
Apprch %	99.6	0.4		0	100		0	0		
Total %	64.2	0.2	64.5	0	35.5	35.5	0	0	0	

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**48**	0	**48**	0	16	16	0	0	0	**64**
08:15 AM	35	**1**	36	0	**27**	**27**	0	0	0	63
08:30 AM	46	0	46	0	18	18	0	0	0	64
08:45 AM	35	0	35	0	23	23	0	0	0	58
Total Volume	164	1	165	0	84	84	0	0	0	249
% App. Total	99.4	0.6		0	100		0	0		
PHF	.854	.250	.859	.000	.778	.778	.000	.000	.000	.973

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City of Perris
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File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
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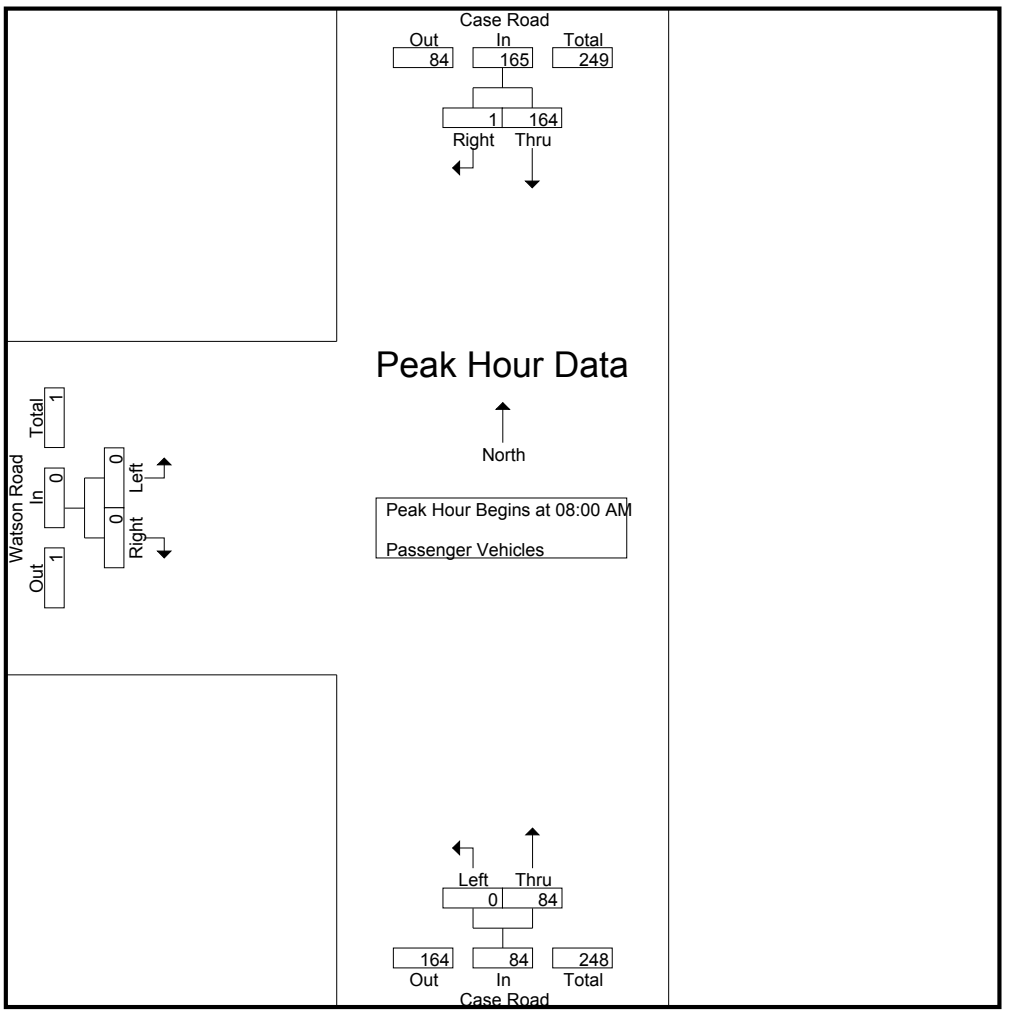

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**48**	0	**48**	0	16	16	0	0	0
+15 mins.	35	**1**	36	0	**27**	**27**	0	0	0
+30 mins.	46	0	46	0	18	18	0	0	0
+45 mins.	35	0	35	0	23	23	0	0	0
Total Volume	164	1	165	0	84	84	0	0	0
% App. Total	99.4	0.6		0	100		0	0	
PHF	.854	.250	.859	.000	.778	.778	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	2	0	2	0	2	2	0	0	0	4
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	4	0	4	0	3	3	0	0	0	7
08:00 AM	2	0	2	0	2	2	0	0	0	4
08:15 AM	1	0	1	0	1	1	1	0	1	3
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	2	0	2	0	2	2	0	0	0	4
Total	5	0	5	0	6	6	1	0	1	12
Grand Total	9	0	9	0	9	9	1	0	1	19
Apprch %	100	0		0	100		100	0		
Total %	47.4	0	47.4	0	47.4	47.4	5.3	0	5.3	

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**2**	0	**2**	0	**2**	**2**	0	0	0	**4**
08:15 AM	1	0	1	0	1	1	**1**	0	**1**	3
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	2	0	2	0	2	2	0	0	0	4
Total Volume	5	0	5	0	6	6	1	0	1	12
% App. Total	100	0		0	100		100	0		
PHF	.625	.000	.625	.000	.750	.750	.250	.000	.250	.750

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City of Perris
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File Name : 05_PER_Case_Wat AM
Site Code : 231186
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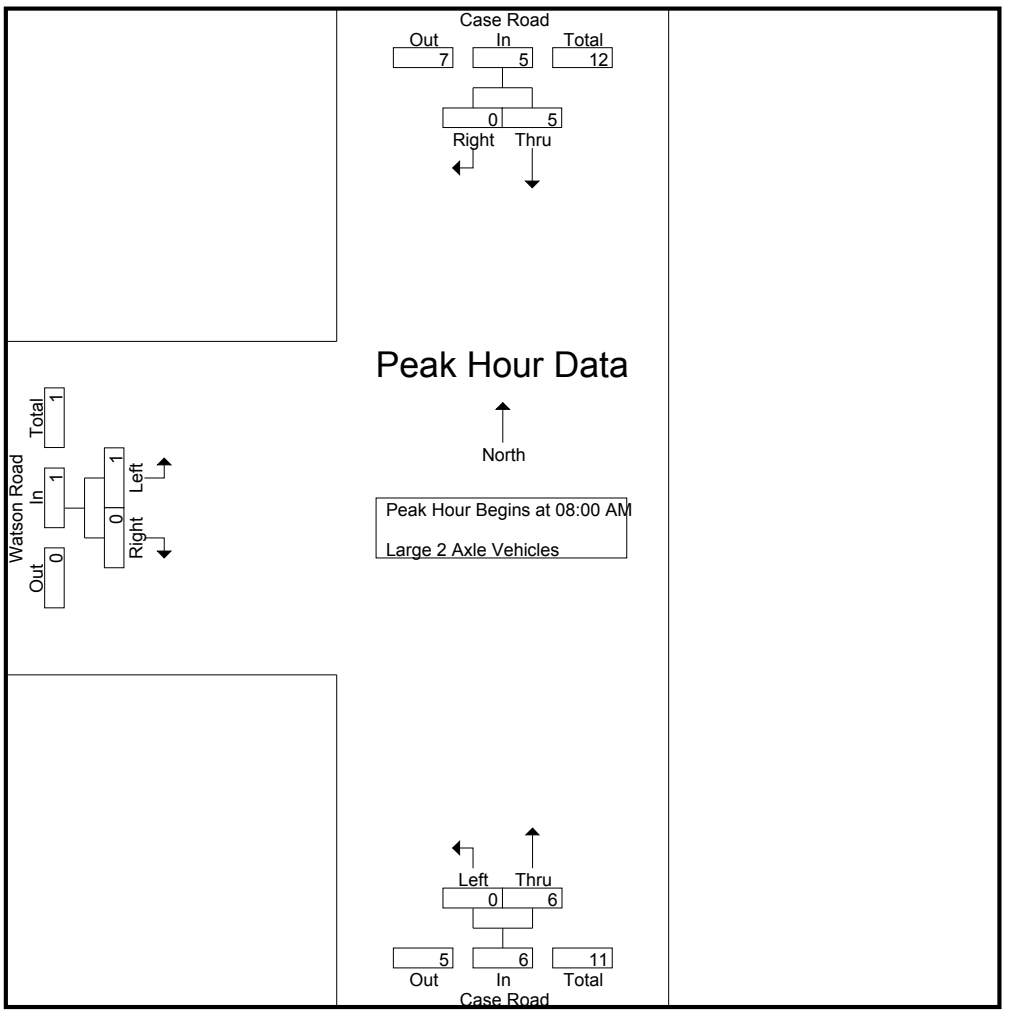

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**2**	0	**2**	0	**2**	**2**	0	0	0
+15 mins.	1	0	1	0	1	1	**1**	0	**1**
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	2	0	2	0	2	2	0	0	0
Total Volume	5	0	5	0	6	6	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.625	.000	.625	.000	.750	.750	.250	.000	.250

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	1	1	0	0	0	2
Grand Total	3	0	3	0	1	1	0	0	0	4
Apprch %	100	0		0	100		0	0		
Total %	75	0	75	0	25	25	0	0	0	

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	**1**	**1**	0	0	0	**1**
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	**1**	0	**1**	0	0	0	0	0	0	1
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.500

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
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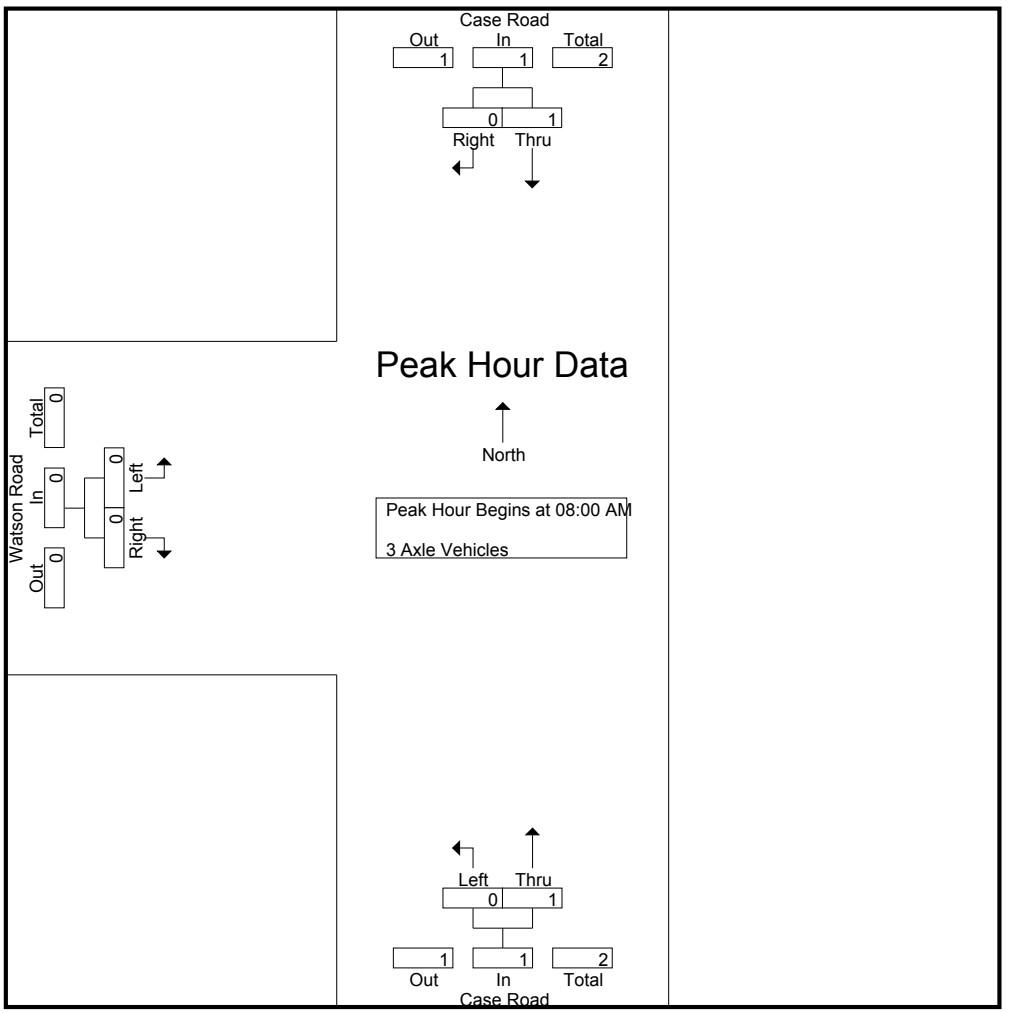

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	**1**	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	1	1	0	0	0	1
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

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

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat AM
Site Code : 231186
Start Date : 12/12/2023
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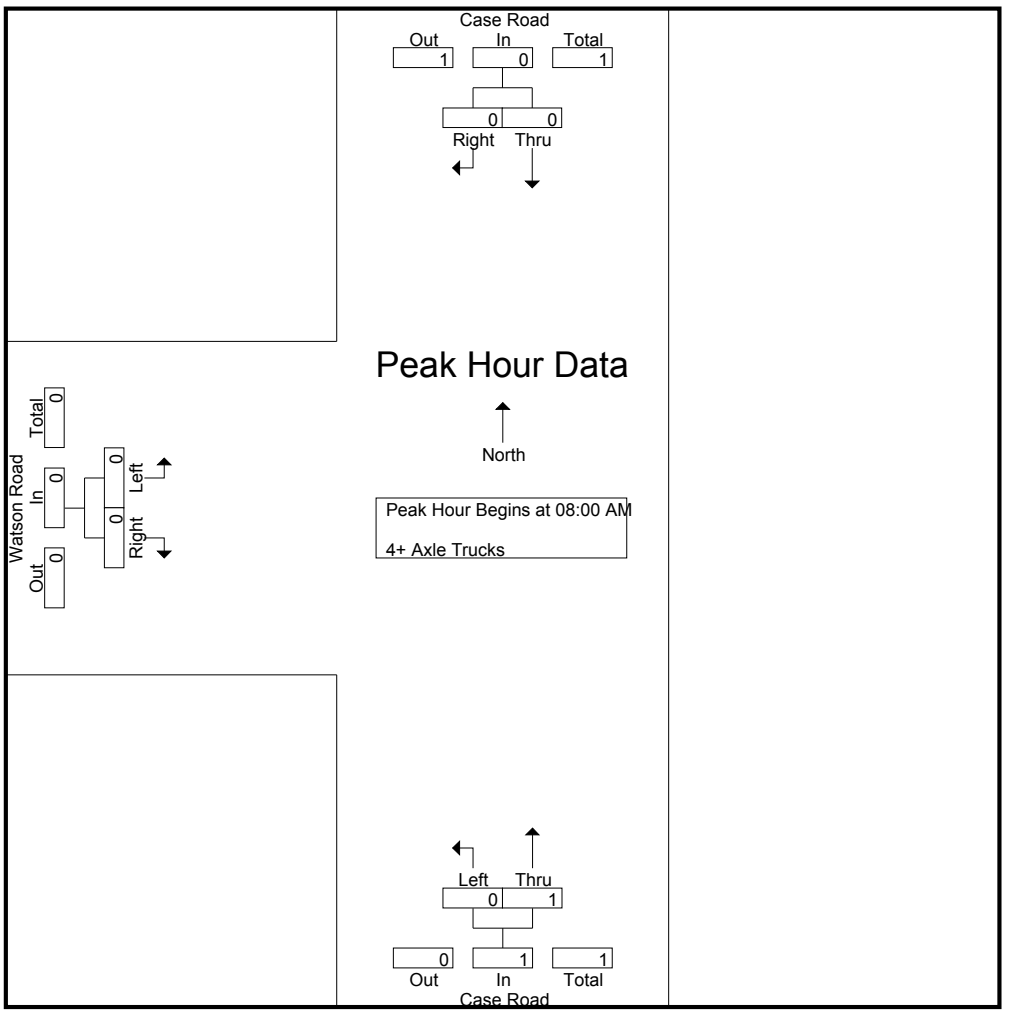

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	**1**	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	38	0	38	0	56	56	0	0	0	94
04:15 PM	30	0	30	0	51	51	0	0	0	81
04:30 PM	59	0	59	0	55	55	0	0	0	114
04:45 PM	34	0	34	0	39	39	0	0	0	73
Total	161	0	161	0	201	201	0	0	0	362
05:00 PM	31	0	31	0	41	41	0	1	1	73
05:15 PM	41	0	41	0	40	40	0	0	0	81
05:30 PM	24	0	24	0	30	30	0	0	0	54
05:45 PM	24	0	24	0	32	32	0	0	0	56
Total	120	0	120	0	143	143	0	1	1	264
Grand Total	281	0	281	0	344	344	0	1	1	626
Apprch %	100	0		0	100		0	100		
Total %	44.9	0	44.9	0	55	55	0	0.2	0.2	
Passenger Vehicles	270	0	270	0	338	338	0	1	1	609
% Passenger Vehicles	96.1	0	96.1	0	98.3	98.3	0	100	100	97.3
Large 2 Axle Vehicles	9	0	9	0	5	5	0	0	0	14
% Large 2 Axle Vehicles	3.2	0	3.2	0	1.5	1.5	0	0	0	2.2
3 Axle Vehicles	2	0	2	0	1	1	0	0	0	3
% 3 Axle Vehicles	0.7	0	0.7	0	0.3	0.3	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	38	0	38	0	**56**	**56**	0	0	0	94
04:15 PM	30	0	30	0	51	51	0	0	0	81
04:30 PM	**59**	0	**59**	0	55	55	0	0	0	**114**
04:45 PM	34	0	34	0	39	39	0	0	0	73
Total Volume	161	0	161	0	201	201	0	0	0	362
% App. Total	100	0		0	100		0	0		
PHF	.682	.000	.682	.000	.897	.897	.000	.000	.000	.794

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
Site Code : 231186
Start Date : 12/12/2023
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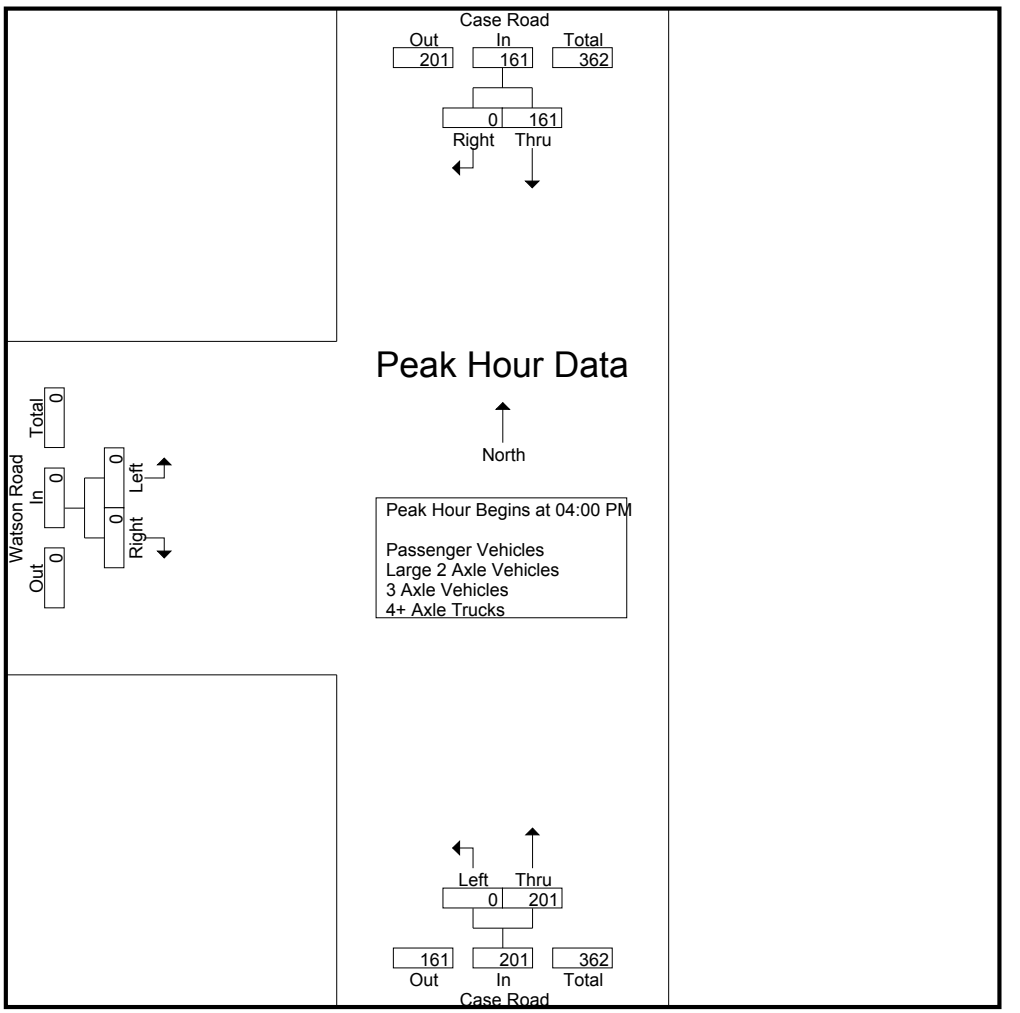

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:15 PM		
+0 mins.	**59**	0	**59**	0	**56**	**56**	0	0	0
+15 mins.	34	0	34	0	51	51	0	0	0
+30 mins.	31	0	31	0	55	55	0	0	0
+45 mins.	41	0	41	0	39	39	0	**1**	**1**
Total Volume	165	0	165	0	201	201	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.699	.000	.699	.000	.897	.897	.000	.250	.250

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	38	0	38	0	54	54	0	0	0	92
04:15 PM	28	0	28	0	51	51	0	0	0	79
04:30 PM	58	0	58	0	54	54	0	0	0	112
04:45 PM	31	0	31	0	38	38	0	0	0	69
Total	155	0	155	0	197	197	0	0	0	352
05:00 PM	30	0	30	0	41	41	0	1	1	72
05:15 PM	40	0	40	0	38	38	0	0	0	78
05:30 PM	22	0	22	0	30	30	0	0	0	52
05:45 PM	23	0	23	0	32	32	0	0	0	55
Total	115	0	115	0	141	141	0	1	1	257
Grand Total	270	0	270	0	338	338	0	1	1	609
Apprch %	100	0		0	100		0	100		
Total %	44.3	0	44.3	0	55.5	55.5	0	0.2	0.2	

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	38	0	38	0	**54**	**54**	0	0	0	92
04:15 PM	28	0	28	0	51	51	0	0	0	79
04:30 PM	**58**	0	**58**	0	54	54	0	0	0	**112**
04:45 PM	31	0	31	0	38	38	0	0	0	69
Total Volume	155	0	155	0	197	197	0	0	0	352
% App. Total	100	0		0	100		0	0		
PHF	.668	.000	.668	.000	.912	.912	.000	.000	.000	.786

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E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
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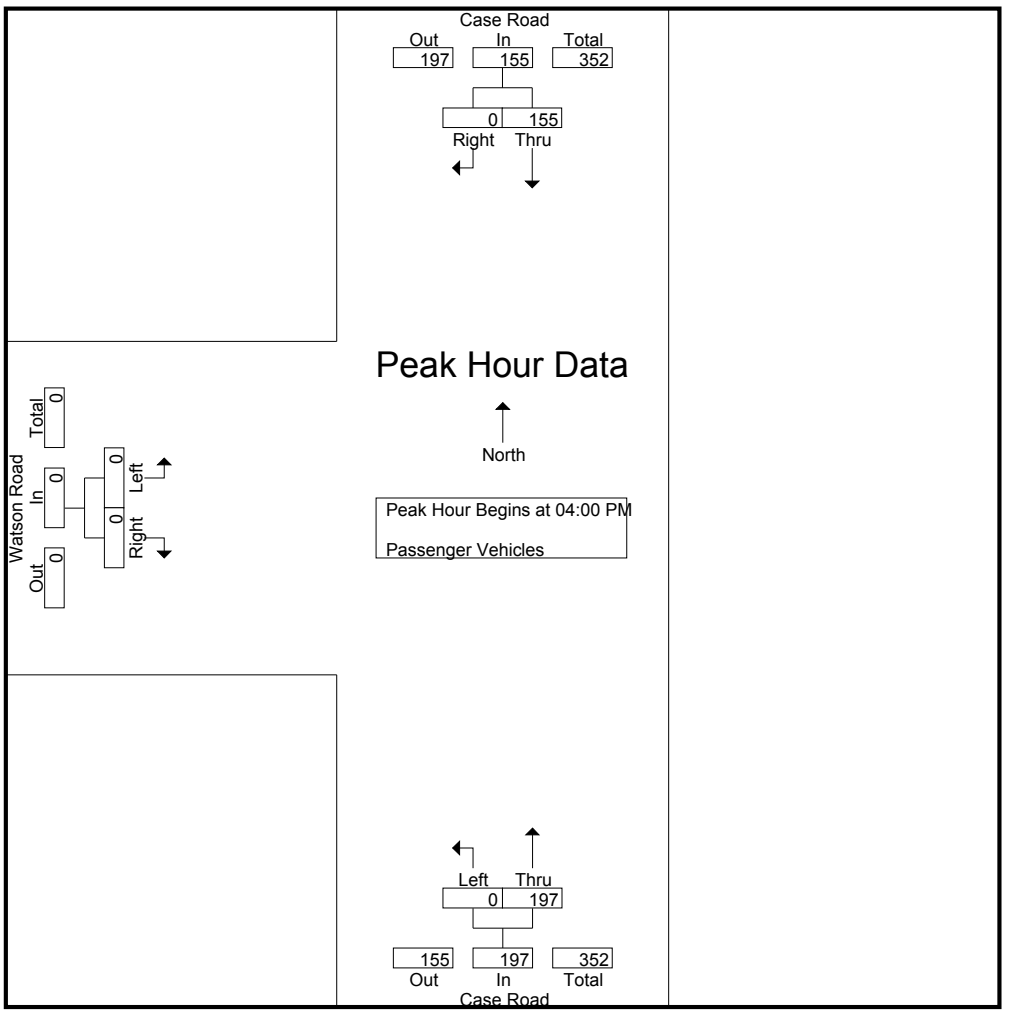

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	38	0	38	0	**54**	**54**	0	0	0
+15 mins.	28	0	28	0	51	51	0	0	0
+30 mins.	**58**	0	**58**	0	54	54	0	0	0
+45 mins.	31	0	31	0	38	38	0	0	0
Total Volume	155	0	155	0	197	197	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.668	.000	.668	.000	.912	.912	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	2	0	0	0	2
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	1	0	1	0	1	1	0	0	0	2
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total	4	0	4	0	4	4	0	0	0	8
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	2	0	2	0	0	0	0	0	0	2
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	5	0	5	0	1	1	0	0	0	6
Grand Total	9	0	9	0	5	5	0	0	0	14
Apprch %	100	0		0	100		0	0		
Total %	64.3	0	64.3	0	35.7	35.7	0	0	0	

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**2**	**2**	0	0	0	2
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	1	0	1	0	1	1	0	0	0	2
04:45 PM	**2**	0	**2**	0	1	1	0	0	0	**3**
Total Volume	4	0	4	0	4	4	0	0	0	8
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.500	.500	.000	.000	.000	.667

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
Site Code : 231186
Start Date : 12/12/2023
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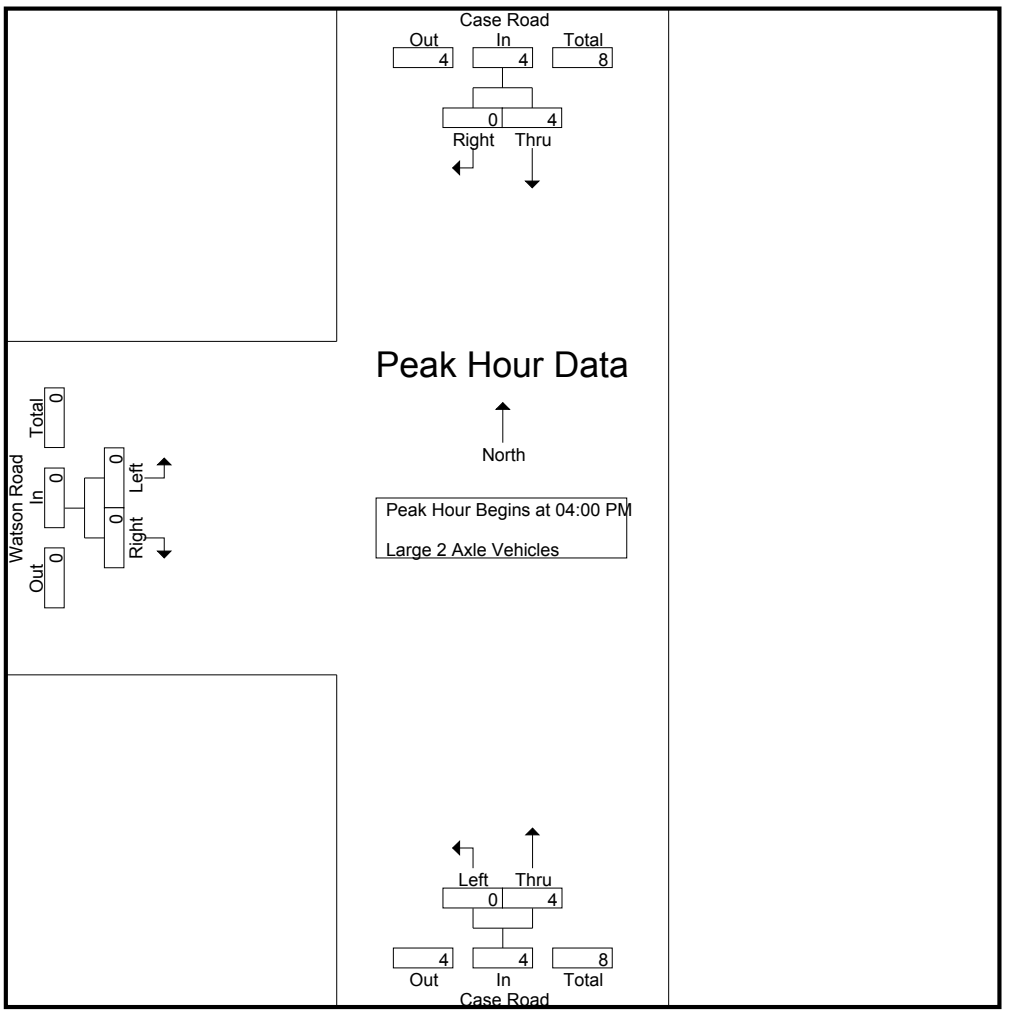

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	**2**	**2**	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	**2**	0	**2**	0	1	1	0	0	0
Total Volume	4	0	4	0	4	4	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.500	.500	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
Site Code : 231186
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Groups Printed- 3 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	2	0	2	0	1	1	0	0	0	3
Apprch %	100	0		0	100		0	0		
Total %	66.7	0	66.7	0	33.3	33.3	0	0	0	

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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
04:15 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	0	0	0	0	0	2
% App. Total	100	0		0	0		0	0		
PHF	.500	.000	.500	.000	.000	.000	.000	.000	.000	.500

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

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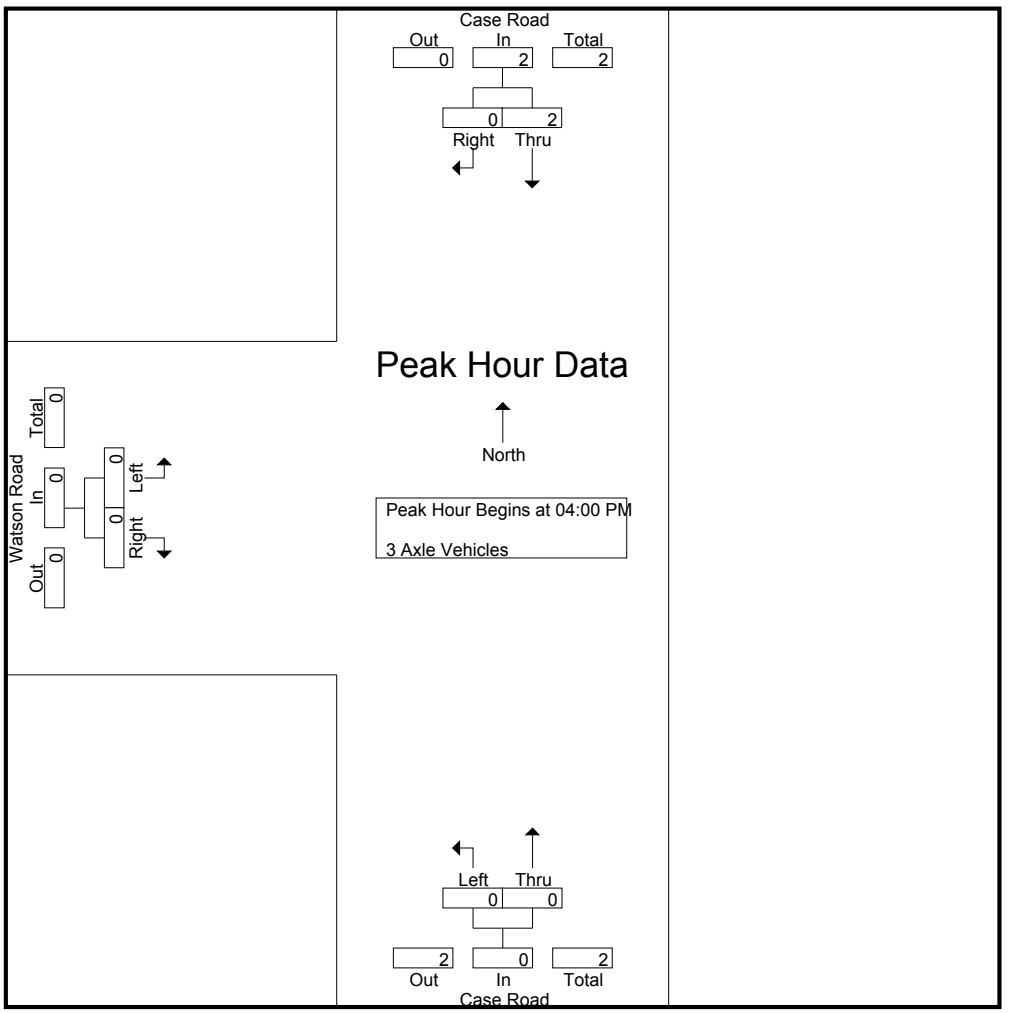

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
Site Code : 231186
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Groups Printed- 4+ Axle Trucks

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Case Road Southbound			Case Road Northbound			Watson Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Watson Road
Weather: Clear

File Name : 05_PER_Case_Wat PM
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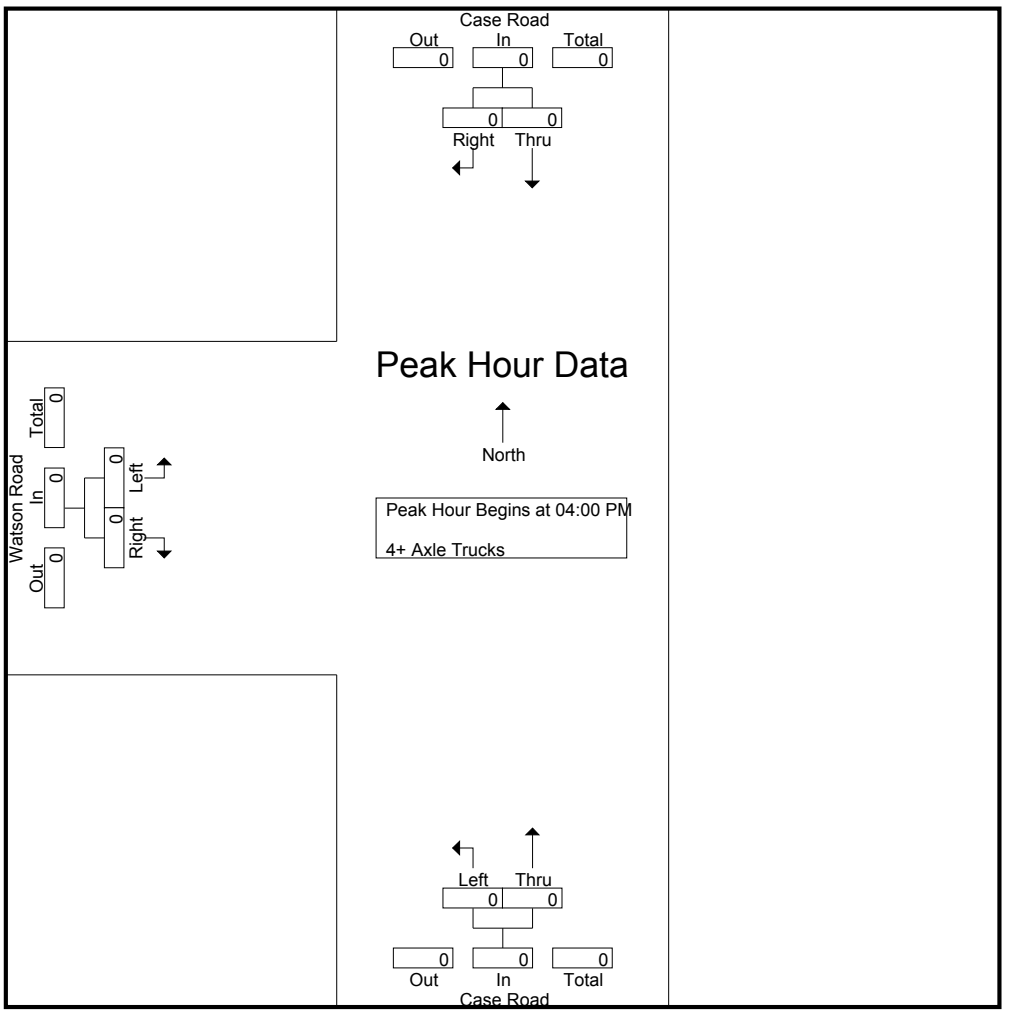

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Perris
N/S: Case Road
E/W: Watson Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Case Road	East Leg Dead End	South Leg Case Road	West Leg Watson Road	
	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	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Case Road	East Leg Dead End	South Leg Case Road	West Leg Watson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

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951-268-6268

Location: Perris
N/S: Case Road
E/W: Watson Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Case Road			Westbound Dead End			Northbound Case Road			Eastbound Watson Road			
	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 Case Road			Westbound Dead End			Northbound Case Road			Eastbound Watson Road			
	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: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW AM
Site Code : 231186
Start Date : 12/12/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	16	12	28	3	7	10	7	2	9	47
07:15 AM	10	10	20	4	12	16	5	1	6	42
07:30 AM	16	13	29	4	8	12	5	2	7	48
07:45 AM	21	9	30	1	10	11	11	1	12	53
Total	63	44	107	12	37	49	28	6	34	190
08:00 AM	29	18	47	1	12	13	8	2	10	70
08:15 AM	25	13	38	0	16	16	11	2	13	67
08:30 AM	25	21	46	7	12	19	7	4	11	76
08:45 AM	22	16	38	4	14	18	12	2	14	70
Total	101	68	169	12	54	66	38	10	48	283
Grand Total	164	112	276	24	91	115	66	16	82	473
Apprch %	59.4	40.6		20.9	79.1		80.5	19.5		
Total %	34.7	23.7	58.4	5.1	19.2	24.3	14	3.4	17.3	
Passenger Vehicles	157	106	263	20	85	105	58	13	71	439
% Passenger Vehicles	95.7	94.6	95.3	83.3	93.4	91.3	87.9	81.2	86.6	92.8
Large 2 Axle Vehicles	5	6	11	2	5	7	7	0	7	25
% Large 2 Axle Vehicles	3	5.4	4	8.3	5.5	6.1	10.6	0	8.5	5.3
3 Axle Vehicles	2	0	2	0	1	1	0	0	0	3
% 3 Axle Vehicles	1.2	0	0.7	0	1.1	0.9	0	0	0	0.6
4+ Axle Trucks	0	0	0	2	0	2	1	3	4	6
% 4+ Axle Trucks	0	0	0	8.3	0	1.7	1.5	18.8	4.9	1.3

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**29**	18	**47**	1	12	13	8	2	10	70
08:15 AM	25	13	38	0	**16**	16	11	2	13	67
08:30 AM	25	**21**	46	**7**	12	**19**	7	**4**	11	**76**
08:45 AM	22	16	38	4	14	18	**12**	2	**14**	70
Total Volume	101	68	169	12	54	66	38	10	48	283
% App. Total	59.8	40.2		18.2	81.8		79.2	20.8		
PHF	.871	.810	.899	.429	.844	.868	.792	.625	.857	.931

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW AM
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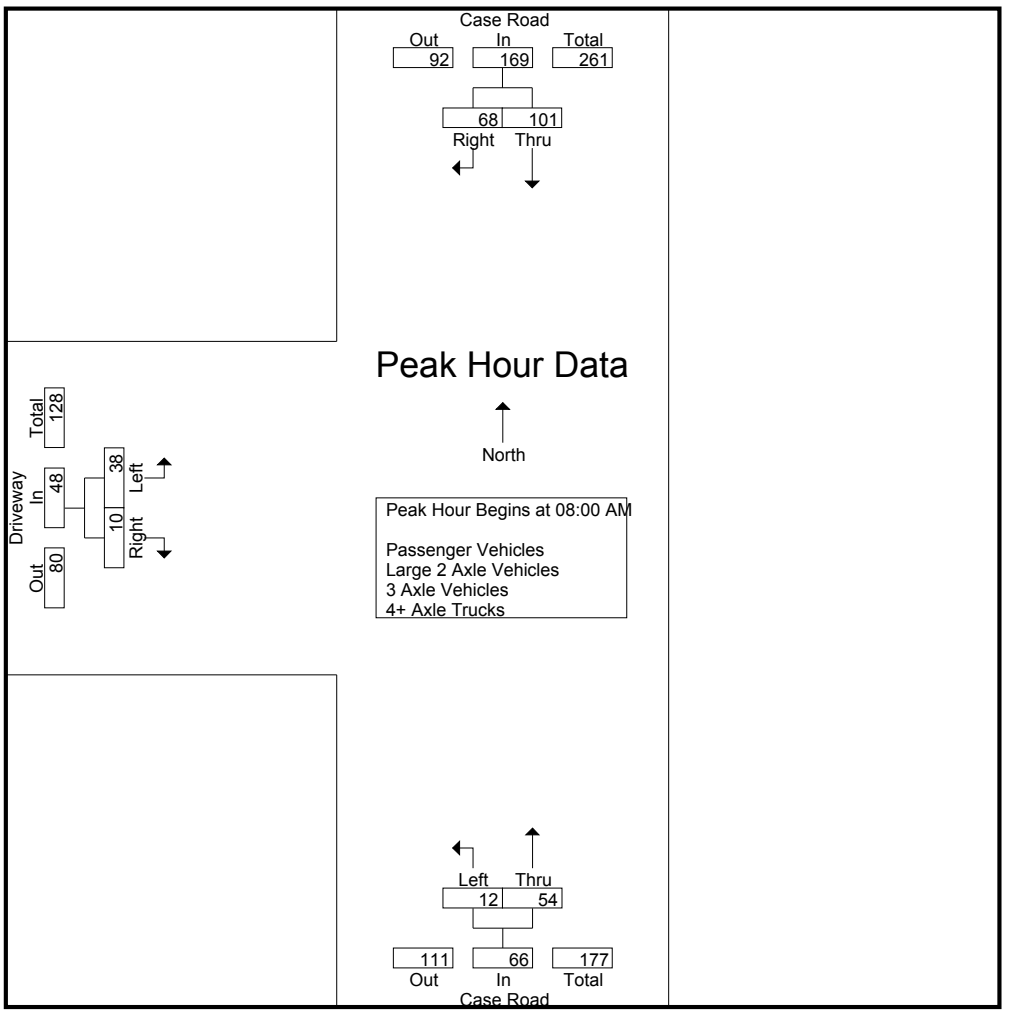

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**29**	18	**47**	1	12	13	8	2	10
+15 mins.	25	13	38	0	**16**	16	11	2	13
+30 mins.	25	**21**	46	**7**	12	**19**	7	**4**	11
+45 mins.	22	16	38	4	14	18	**12**	2	**14**
Total Volume	101	68	169	12	54	66	38	10	48
% App. Total	59.8	40.2		18.2	81.8		79.2	20.8	
PHF	.871	.810	.899	.429	.844	.868	.792	.625	.857

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City of Perris
N/S: Case Road
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Groups Printed- Passenger Vehicles

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	16	11	27	1	7	8	7	1	8	43
07:15 AM	10	9	19	3	12	15	4	0	4	38
07:30 AM	15	12	27	4	7	11	4	2	6	44
07:45 AM	20	8	28	1	9	10	11	1	12	50
Total	61	40	101	9	35	44	26	4	30	175
08:00 AM	28	17	45	1	11	12	6	1	7	64
08:15 AM	25	12	37	0	14	14	10	2	12	63
08:30 AM	24	21	45	7	12	19	6	4	10	74
08:45 AM	19	16	35	3	13	16	10	2	12	63
Total	96	66	162	11	50	61	32	9	41	264
Grand Total	157	106	263	20	85	105	58	13	71	439
Apprch %	59.7	40.3		19	81		81.7	18.3		
Total %	35.8	24.1	59.9	4.6	19.4	23.9	13.2	3	16.2	

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**28**	17	**45**	1	11	12	6	1	7	64
08:15 AM	25	12	37	0	**14**	14	**10**	2	**12**	63
08:30 AM	24	**21**	45	**7**	12	**19**	6	**4**	10	**74**
08:45 AM	19	16	35	3	13	16	10	2	12	63
Total Volume	96	66	162	11	50	61	32	9	41	264
% App. Total	59.3	40.7		18	82		78	22		
PHF	.857	.786	.900	.393	.893	.803	.800	.563	.854	.892

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City of Perris
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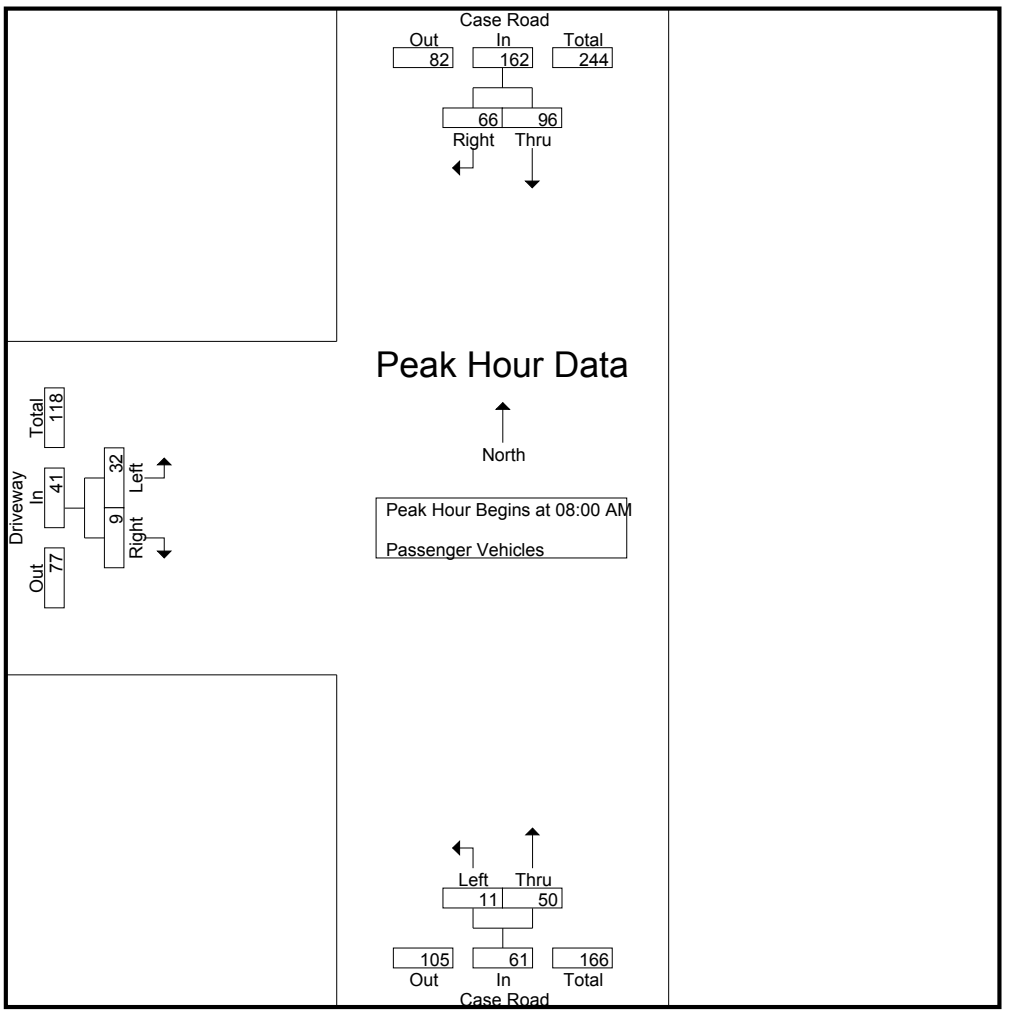

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**28**	17	**45**	1	11	12	6	1	7
+15 mins.	25	12	37	0	**14**	14	**10**	2	**12**
+30 mins.	24	**21**	45	**7**	12	**19**	6	**4**	10
+45 mins.	19	16	35	3	13	16	10	2	12
Total Volume	96	66	162	11	50	61	32	9	41
% App. Total	59.3	40.7		18	82		78	22	
PHF	.857	.786	.900	.393	.893	.803	.800	.563	.854

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	1	0	1	0	0	0	2
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	1	1	0	1	1	1	0	1	3
07:45 AM	0	1	1	0	1	1	0	0	0	2
Total	0	4	4	1	2	3	2	0	2	9
08:00 AM	1	1	2	0	1	1	2	0	2	5
08:15 AM	0	1	1	0	1	1	1	0	1	3
08:30 AM	1	0	1	0	0	0	1	0	1	2
08:45 AM	3	0	3	1	1	2	1	0	1	6
Total	5	2	7	1	3	4	5	0	5	16
Grand Total	5	6	11	2	5	7	7	0	7	25
Apprch %	45.5	54.5		28.6	71.4		100	0		
Total %	20	24	44	8	20	28	28	0	28	

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	1	**1**	2	0	**1**	1	**2**	0	**2**	5
08:15 AM	0	1	1	0	1	1	1	0	1	3
08:30 AM	1	0	1	0	0	0	1	0	1	2
08:45 AM	**3**	0	**3**	**1**	1	**2**	1	0	1	**6**
Total Volume	5	2	7	1	3	4	5	0	5	16
% App. Total	71.4	28.6		25	75		100	0		
PHF	.417	.500	.583	.250	.750	.500	.625	.000	.625	.667

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW AM
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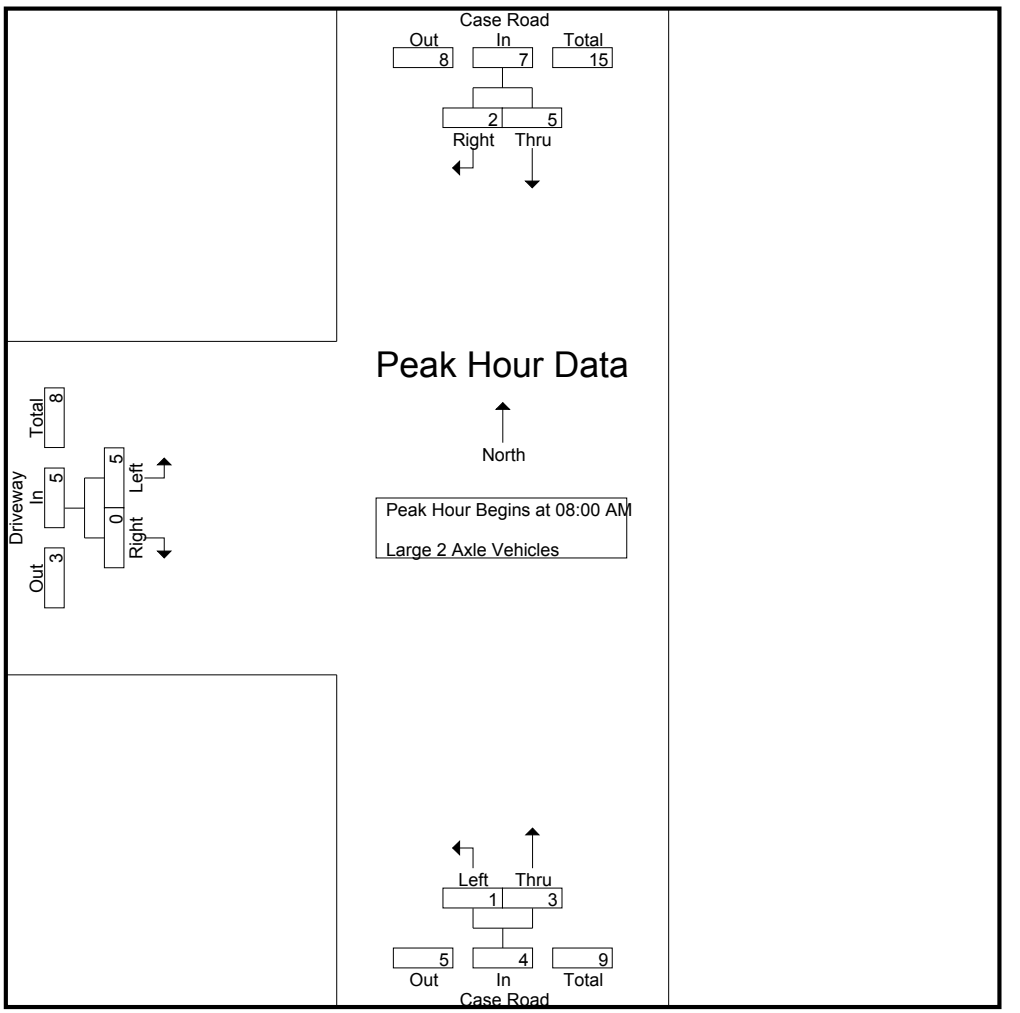

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	1	**1**	2	0	**1**	1	**2**	0	**2**
+15 mins.	0	1	1	0	1	1	1	0	1
+30 mins.	1	0	1	0	0	0	1	0	1
+45 mins.	**3**	0	**3**	**1**	1	**2**	1	0	1
Total Volume	5	2	7	1	3	4	5	0	5
% App. Total	71.4	28.6		25	75		100	0	
PHF	.417	.500	.583	.250	.750	.500	.625	.000	.625

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW AM
Site Code : 231186
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Groups Printed- 3 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	2	0	2	0	1	1	0	0	0	3
Apprch %	100	0		0	100		0	0		
Total %	66.7	0	66.7	0	33.3	33.3	0	0	0	

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

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

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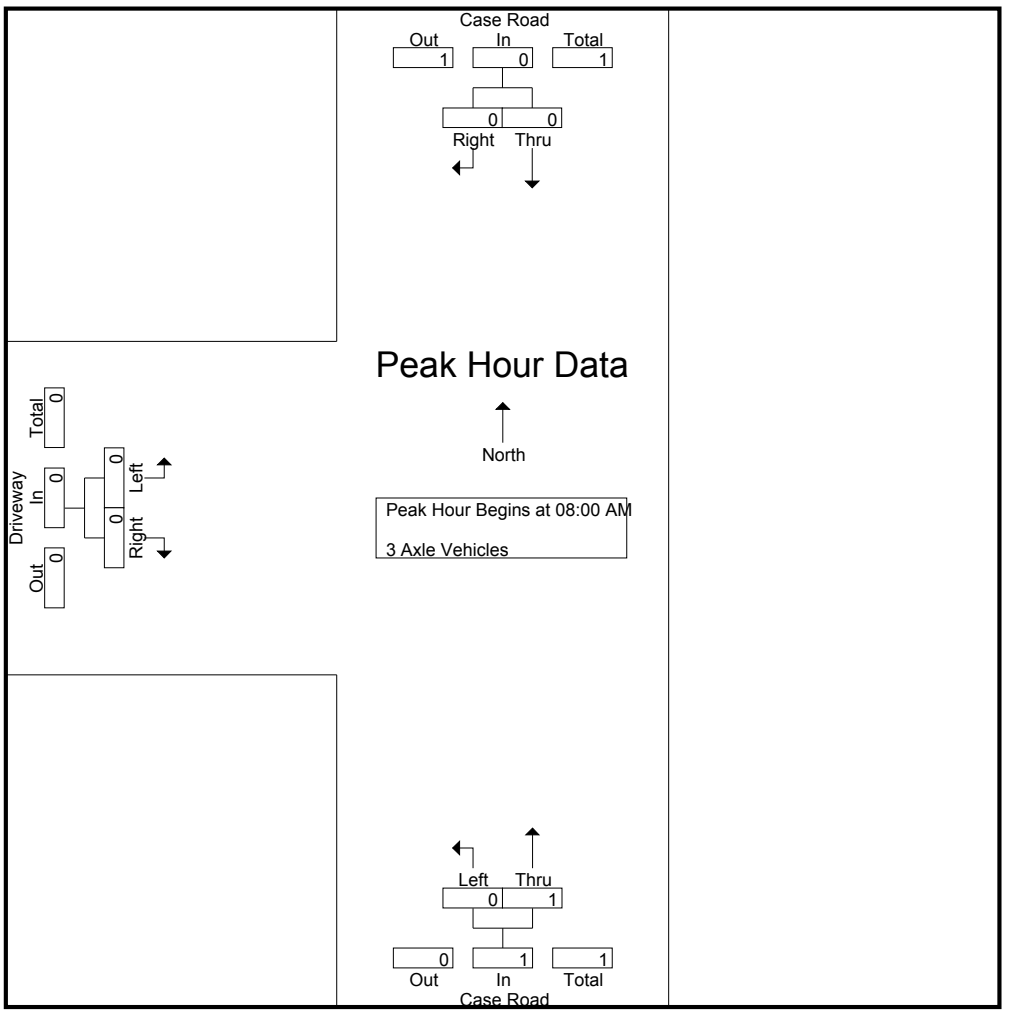

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	1	1	2
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	2	2	4
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	1	2	2
Grand Total	0	0	0	2	0	2	1	3	4	6
Apprch %	0	0		100	0		25	75		
Total %	0	0	0	33.3	0	33.3	16.7	50	66.7	

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	**1**	**1**	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	**1**	0	1	1
Total Volume	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0		0	0		50	50		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

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City of Perris
N/S: Case Road
E/W: Driveway
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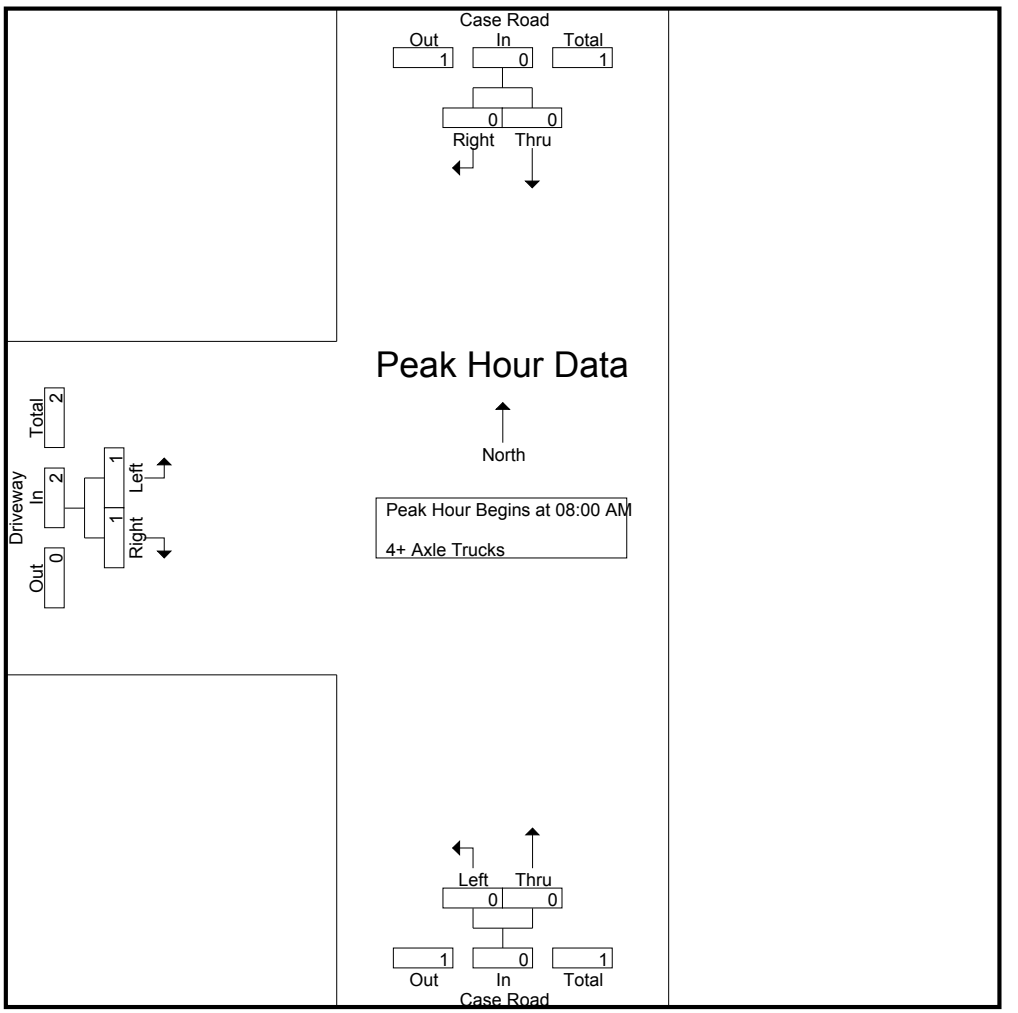

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	0	1
Total Volume	0	0	0	0	0	0	1	1	2
% App. Total	0	0		0	0		50	50	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

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

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	23	14	37	4	25	29	30	9	39	105
04:15 PM	21	11	32	1	24	25	28	8	36	93
04:30 PM	35	23	58	3	27	30	29	4	33	121
04:45 PM	18	16	34	7	24	31	17	3	20	85
Total	97	64	161	15	100	115	104	24	128	404
05:00 PM	21	9	30	4	25	29	13	5	18	77
05:15 PM	25	13	38	2	19	21	17	5	22	81
05:30 PM	15	10	25	4	17	21	13	4	17	63
05:45 PM	16	8	24	2	24	26	8	3	11	61
Total	77	40	117	12	85	97	51	17	68	282
Grand Total	174	104	278	27	185	212	155	41	196	686
Apprch %	62.6	37.4		12.7	87.3		79.1	20.9		
Total %	25.4	15.2	40.5	3.9	27	30.9	22.6	6	28.6	
Passenger Vehicles	170	97	267	27	181	208	154	40	194	669
% Passenger Vehicles	97.7	93.3	96	100	97.8	98.1	99.4	97.6	99	97.5
Large 2 Axle Vehicles	4	5	9	0	4	4	1	1	2	15
% Large 2 Axle Vehicles	2.3	4.8	3.2	0	2.2	1.9	0.6	2.4	1	2.2
3 Axle Vehicles	0	2	2	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	1.9	0.7	0	0	0	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	23	14	37	4	25	29	**30**	**9**	**39**	105
04:15 PM	21	11	32	1	24	25	28	8	36	93
04:30 PM	**35**	**23**	**58**	3	**27**	30	29	4	33	**121**
04:45 PM	18	16	34	**7**	24	**31**	17	3	20	85
Total Volume	97	64	161	15	100	115	104	24	128	404
% App. Total	60.2	39.8		13	87		81.2	18.8		
PHF	.693	.696	.694	.536	.926	.927	.867	.667	.821	.835

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
Site Code : 231186
Start Date : 12/12/2023
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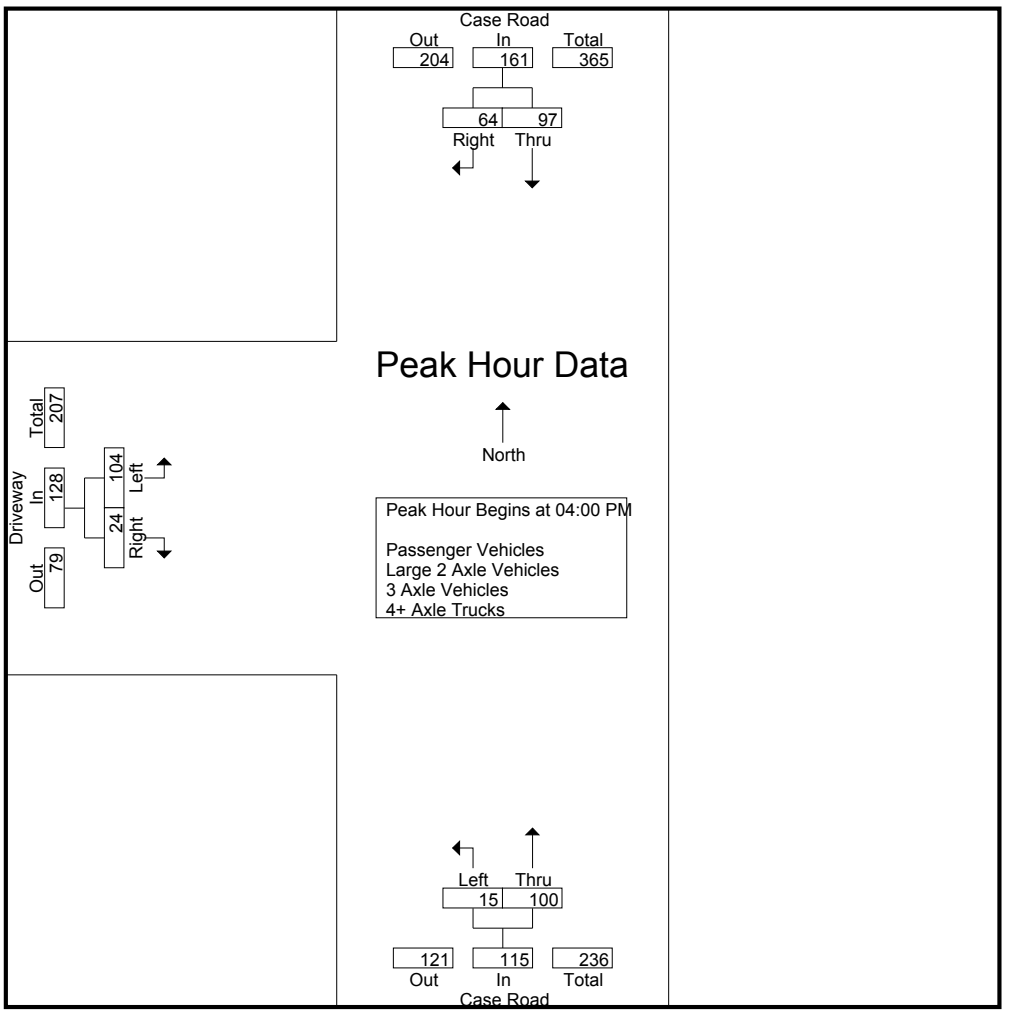

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	23	14	37	4	25	29	**30**	**9**	**39**
+15 mins.	21	11	32	1	24	25	28	8	36
+30 mins.	**35**	**23**	**58**	3	**27**	30	29	4	33
+45 mins.	18	16	34	**7**	24	**31**	17	3	20
Total Volume	97	64	161	15	100	115	104	24	128
% App. Total	60.2	39.8		13	87		81.2	18.8	
PHF	.693	.696	.694	.536	.926	.927	.867	.667	.821

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
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Groups Printed- Passenger Vehicles

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	23	14	37	4	24	28	30	8	38	103
04:15 PM	21	9	30	1	24	25	27	8	35	90
04:30 PM	34	23	57	3	26	29	29	4	33	119
04:45 PM	18	13	31	7	23	30	17	3	20	81
Total	96	59	155	15	97	112	103	23	126	393
05:00 PM	20	9	29	4	25	29	13	5	18	76
05:15 PM	25	13	38	2	18	20	17	5	22	80
05:30 PM	14	8	22	4	17	21	13	4	17	60
05:45 PM	15	8	23	2	24	26	8	3	11	60
Total	74	38	112	12	84	96	51	17	68	276
Grand Total	170	97	267	27	181	208	154	40	194	669
Apprch %	63.7	36.3		13	87		79.4	20.6		
Total %	25.4	14.5	39.9	4	27.1	31.1	23	6	29	

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	23	14	37	4	24	28	**30**	**8**	**38**	103
04:15 PM	21	9	30	1	24	25	27	8	35	90
04:30 PM	**34**	**23**	**57**	3	**26**	29	29	4	33	**119**
04:45 PM	18	13	31	**7**	23	**30**	17	3	20	81
Total Volume	96	59	155	15	97	112	103	23	126	393
% App. Total	61.9	38.1		13.4	86.6		81.7	18.3		
PHF	.706	.641	.680	.536	.933	.933	.858	.719	.829	.826

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
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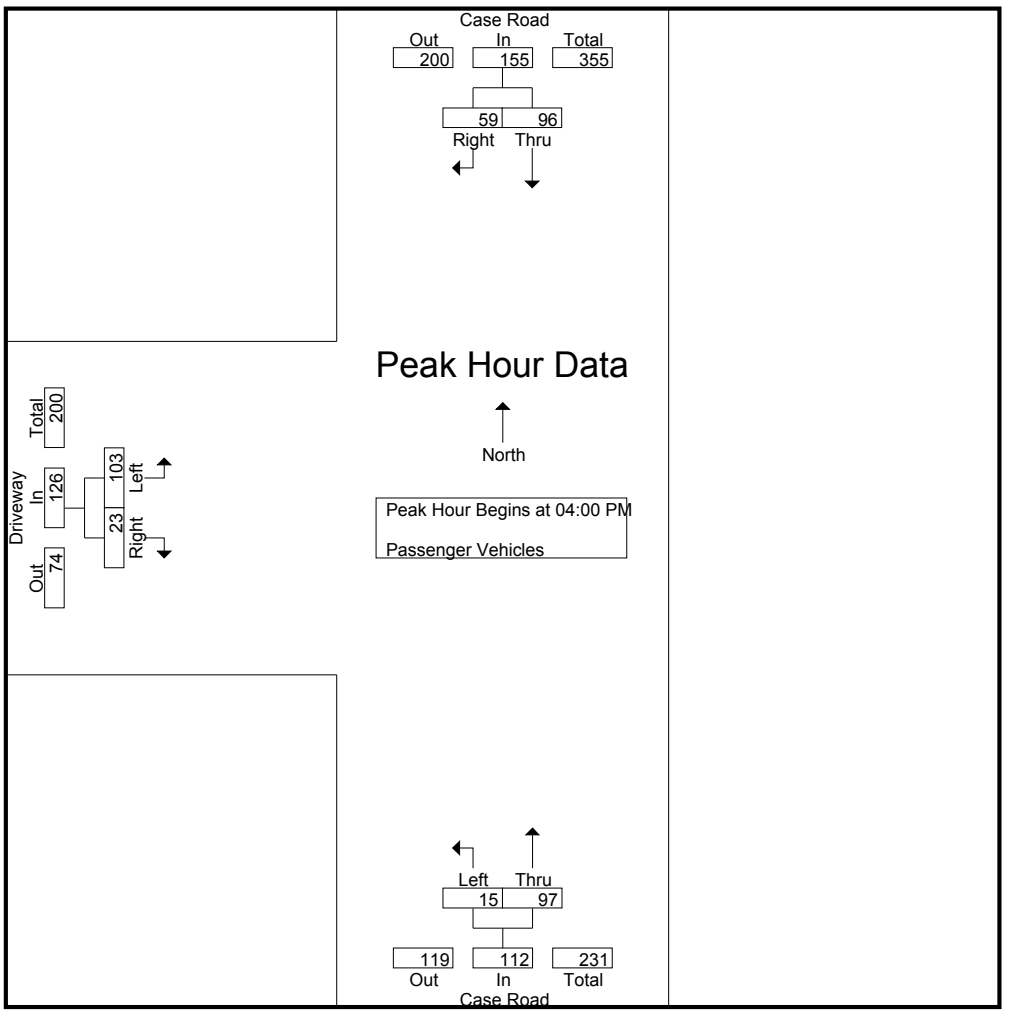

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	23	14	37	4	24	28	**30**	**8**	**38**
+15 mins.	21	9	30	1	24	25	27	8	35
+30 mins.	**34**	**23**	**57**	3	**26**	29	29	4	33
+45 mins.	18	13	31	**7**	23	**30**	17	3	20
Total Volume	96	59	155	15	97	112	103	23	126
% App. Total	61.9	38.1		13.4	86.6		81.7	18.3	
PHF	.706	.641	.680	.536	.933	.933	.858	.719	.829

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
Site Code : 231186
Start Date : 12/12/2023
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Groups Printed- Large 2 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	1	1	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	1	0	1	0	1	1	0	0	0	2
04:45 PM	0	2	2	0	1	1	0	0	0	3
Total	1	3	4	0	3	3	1	1	2	9
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	1	2	3	0	0	0	0	0	0	3
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	3	2	5	0	1	1	0	0	0	6
Grand Total	4	5	9	0	4	4	1	1	2	15
Apprch %	44.4	55.6		0	100		50	50		
Total %	26.7	33.3	60	0	26.7	26.7	6.7	6.7	13.3	

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**1**	**1**	0	**1**	**1**	2
04:15 PM	0	1	1	0	0	0	**1**	0	1	2
04:30 PM	**1**	0	1	0	1	1	0	0	0	2
04:45 PM	0	**2**	**2**	0	1	1	0	0	0	**3**
Total Volume	1	3	4	0	3	3	1	1	2	9
% App. Total	25	75		0	100		50	50		
PHF	.250	.375	.500	.000	.750	.750	.250	.250	.500	.750

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
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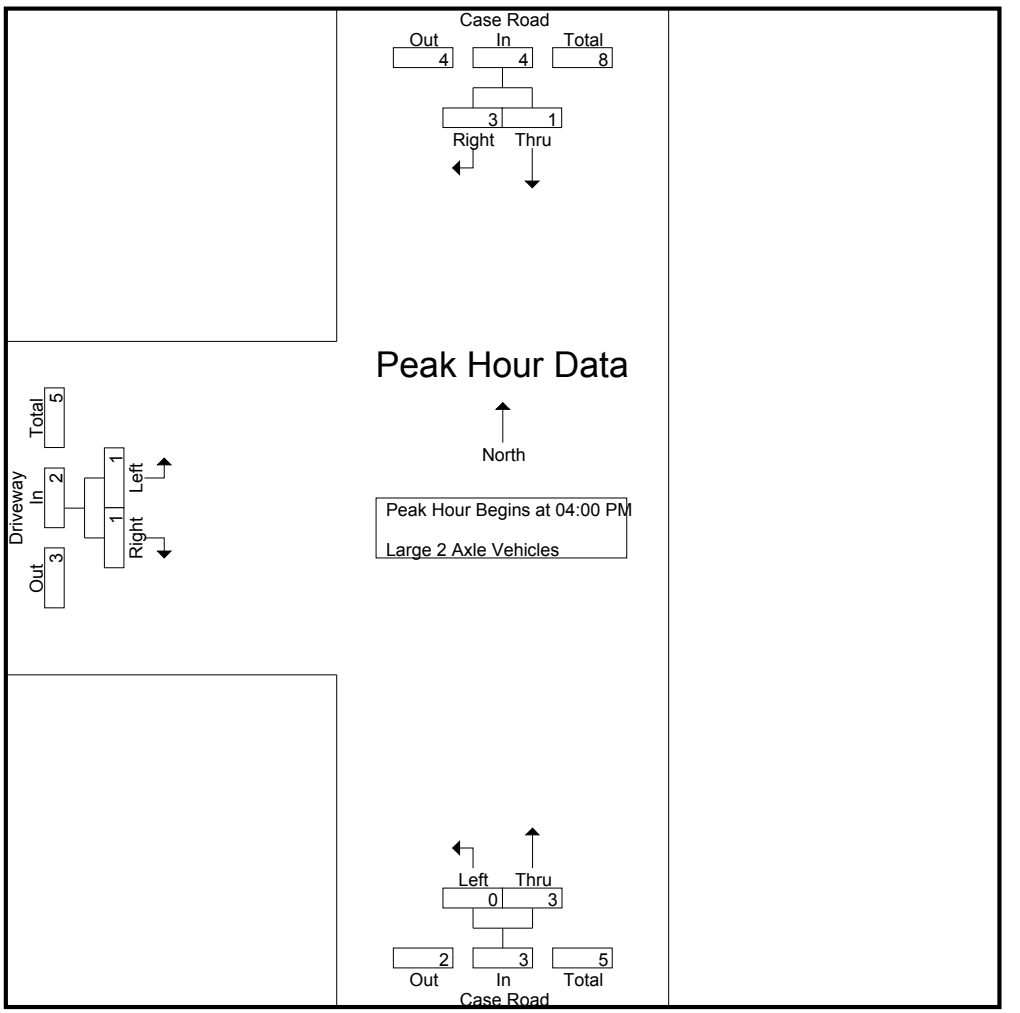

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	**1**	**1**	0	**1**	**1**
+15 mins.	0	1	1	0	0	0	**1**	0	1
+30 mins.	**1**	0	1	0	1	1	0	0	0
+45 mins.	0	**2**	**2**	0	1	1	0	0	0
Total Volume	1	3	4	0	3	3	1	1	2
% App. Total	25	75		0	100		50	50	
PHF	.250	.375	.500	.000	.750	.750	.250	.250	.500

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
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Groups Printed- 3 Axle Vehicles

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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
04:15 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0		
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000	.500

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
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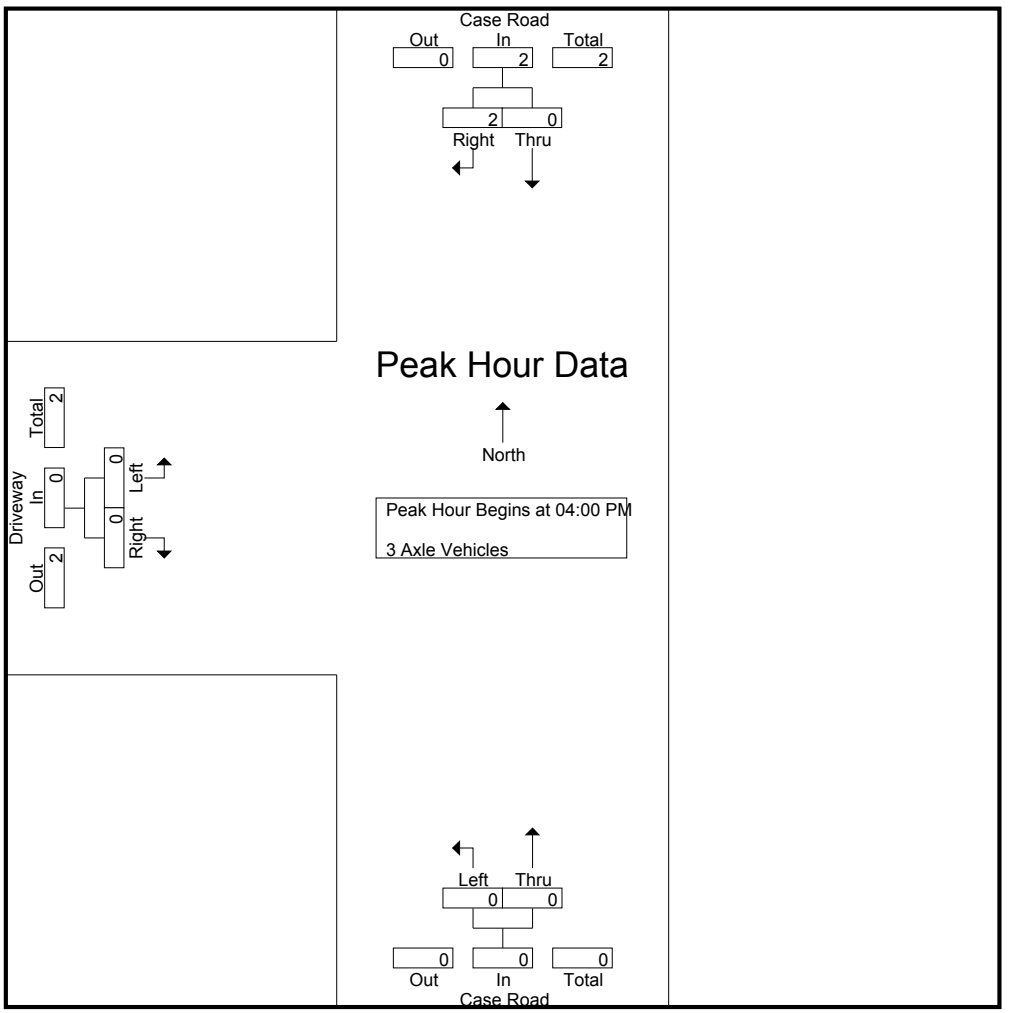

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

File Name : 06_PER_Case_DW PM
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Groups Printed- 4+ Axle Trucks

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Case Road Southbound			Case Road Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Case Road
E/W: Driveway
Weather: Clear

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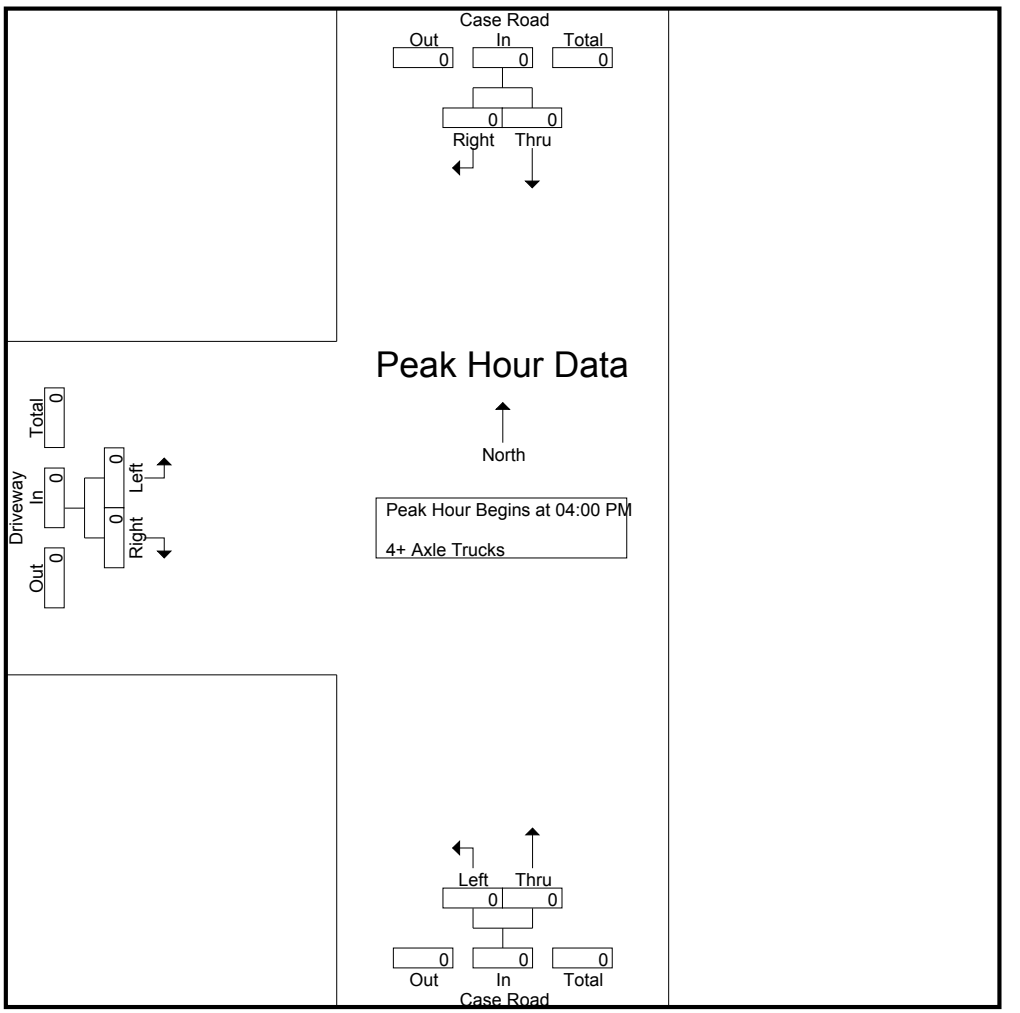

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Perris
N/S: Case Road
E/W: Driveway

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Case Road	East Leg Dead End	South Leg Case Road	West Leg Driveway	
	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	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Case Road	East Leg Dead End	South Leg Case Road	West Leg Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	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	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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Location: Perris
N/S: Case Road
E/W: Driveway

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Case Road			Westbound Dead End			Northbound Case Road			Eastbound Driveway			
	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 Case Road			Westbound Dead End			Northbound Case Road			Eastbound Driveway			
	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: Case Road
E/W: Ethanac Road
Weather: Clear

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

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	77	20	2	97	109	57	28	166	36	158	194	30	457	487
07:15 AM	71	20	2	91	104	64	41	168	34	204	238	43	497	540
07:30 AM	70	14	2	84	101	71	34	172	46	249	295	36	551	587
07:45 AM	61	24	1	85	134	80	43	214	51	214	265	44	564	608
Total	279	78	7	357	448	272	146	720	167	825	992	153	2069	2222
08:00 AM	77	40	10	117	127	92	55	219	37	166	203	65	539	604
08:15 AM	58	29	4	87	108	91	51	199	56	118	174	55	460	515
08:30 AM	92	26	4	118	90	88	61	178	40	104	144	65	440	505
08:45 AM	98	35	2	133	81	96	62	177	49	86	135	64	445	509
Total	325	130	20	455	406	367	229	773	182	474	656	249	1884	2133
Grand Total	604	208	27	812	854	639	375	1493	349	1299	1648	402	3953	4355
Apprch %	74.4	25.6			57.2	42.8			21.2	78.8				
Total %	15.3	5.3		20.5	21.6	16.2		37.8	8.8	32.9	41.7	9.2	90.8	
Passenger Vehicles	549	203		778	776	614		1750	337	1201	1538	0	0	4066
% Passenger Vehicles	90.9	97.6	96.3	92.7	90.9	96.1	96	93.7	96.6	92.5	93.3	0	0	93.4
Large 2 Axle Vehicles	40	3		44	46	18		74	12	65	77	0	0	195
% Large 2 Axle Vehicles	6.6	1.4	3.7	5.2	5.4	2.8	2.7	4	3.4	5	4.7	0	0	4.5
3 Axle Vehicles	7	0		7	13	3		19	0	10	10	0	0	36
% 3 Axle Vehicles	1.2	0	0	0.8	1.5	0.5	0.8	1	0	0.8	0.6	0	0	0.8
4+ Axle Trucks	8	2		10	19	4		25	0	23	23	0	0	58
% 4+ Axle Trucks	1.3	1	0	1.2	2.2	0.6	0.5	1.3	0	1.8	1.4	0	0	1.3

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	71	20	91	104	64	168	34	204	238	497
07:30 AM	70	14	84	101	71	172	46	**249**	**295**	551
07:45 AM	61	24	85	**134**	80	214	**51**	214	265	**564**
08:00 AM	**77**	**40**	**117**	127	**92**	**219**	37	166	203	539
Total Volume	279	98	377	466	307	773	168	833	1001	2151
% App. Total	74	26		60.3	39.7		16.8	83.2		
PHF	.906	.613	.806	.869	.834	.882	.824	.836	.848	.953

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

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Start Date : 12/12/2023
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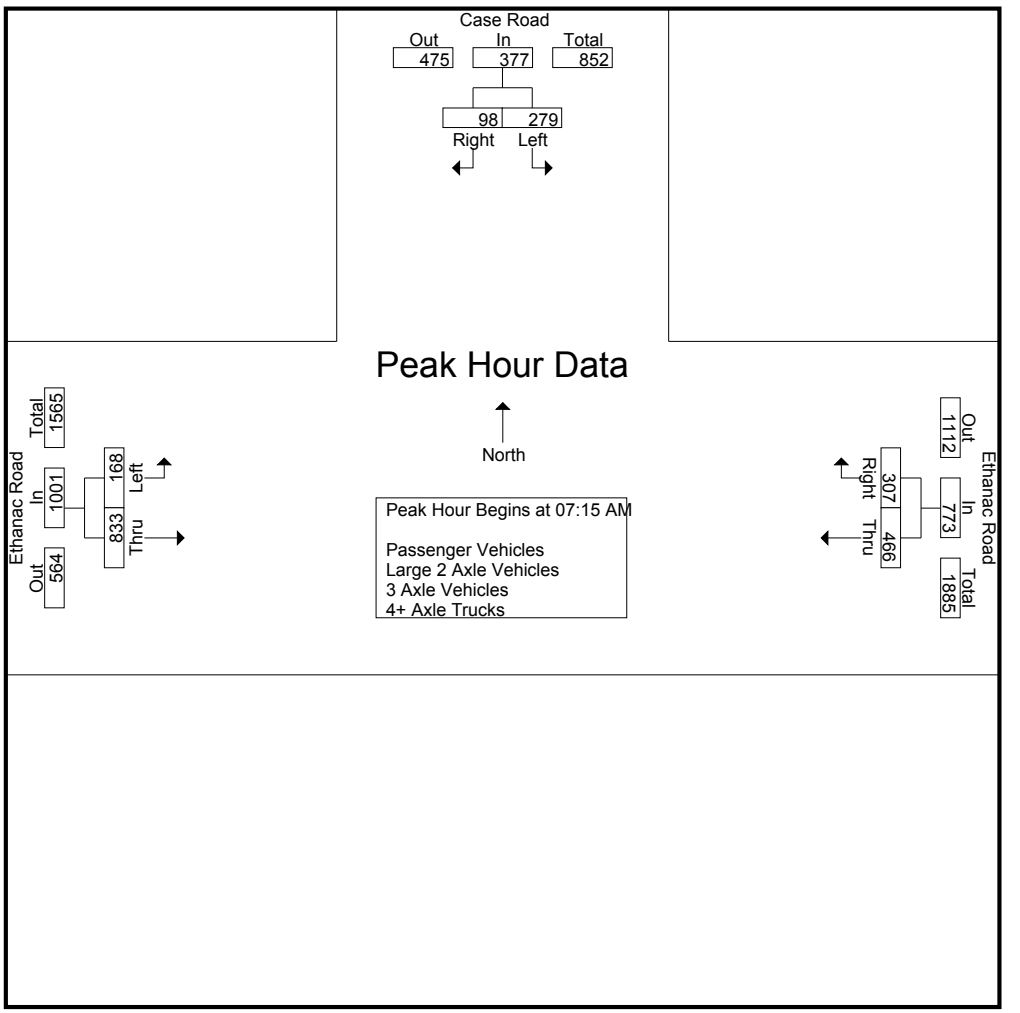

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:15 AM		
+0 mins.	77	**40**	117	**134**	80	214	34	204	238
+15 mins.	58	29	87	127	**92**	**219**	46	**249**	**295**
+30 mins.	92	26	118	108	91	199	**51**	214	265
+45 mins.	**98**	35	**133**	90	88	178	37	166	203
Total Volume	325	130	455	459	351	810	168	833	1001
% App. Total	71.4	28.6		56.7	43.3		16.8	83.2	
PHF	.829	.813	.855	.856	.954	.925	.824	.836	.848

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

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Groups Printed- Passenger Vehicles

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	68	18	2	86	97	54	26	151	35	138	173	28	410	438
07:15 AM	59	20	2	79	94	60	38	154	32	181	213	40	446	486
07:30 AM	66	14	2	80	93	66	33	159	43	238	281	35	520	555
07:45 AM	48	23	1	71	122	77	42	199	51	192	243	43	513	556
Total	241	75	7	316	406	257	139	663	161	749	910	146	1889	2035
08:00 AM	71	39	9	110	120	90	53	210	34	160	194	62	514	576
08:15 AM	57	29	4	86	96	89	49	185	55	113	168	53	439	492
08:30 AM	89	25	4	114	81	85	60	166	39	97	136	64	416	480
08:45 AM	91	35	2	126	73	93	59	166	48	82	130	61	422	483
Total	308	128	19	436	370	357	221	727	176	452	628	240	1791	2031
Grand Total	549	203	26	752	776	614	360	1390	337	1201	1538	386	3680	4066
Apprch %	73	27			55.8	44.2			21.9	78.1				
Total %	14.9	5.5		20.4	21.1	16.7		37.8	9.2	32.6	41.8	9.5	90.5	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	59	20	79	94	60	154	32	181	213	446
07:30 AM	66	14	80	93	66	159	43	**238**	**281**	**520**
07:45 AM	48	23	71	**122**	77	199	**51**	192	243	513
08:00 AM	**71**	**39**	**110**	120	**90**	**210**	34	160	194	514
Total Volume	244	96	340	429	293	722	160	771	931	1993
% App. Total	71.8	28.2		59.4	40.6		17.2	82.8		
PHF	.859	.615	.773	.879	.814	.860	.784	.810	.828	.958

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City of Perris
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E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth AM
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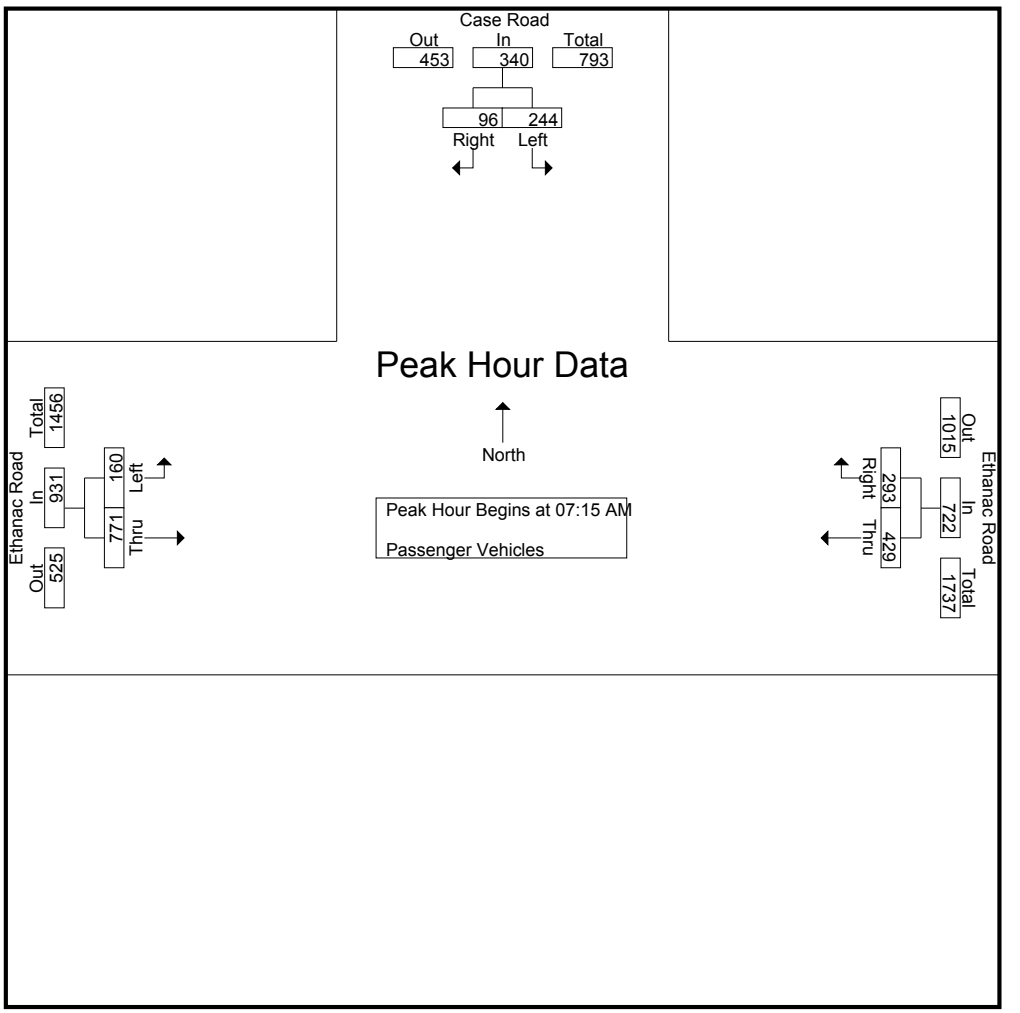

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	59	20	79	94	60	154	32	181	213
+15 mins.	66	14	80	93	66	159	43	**238**	**281**
+30 mins.	48	23	71	**122**	77	199	**51**	192	243
+45 mins.	**71**	**39**	**110**	120	**90**	**210**	34	160	194
Total Volume	244	96	340	429	293	722	160	771	931
% App. Total	71.8	28.2		59.4	40.6		17.2	82.8	
PHF	.859	.615	.773	.879	.814	.860	.784	.810	.828

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth AM
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Groups Printed- Large 2 Axle Vehicles

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	1	0	8	6	1	0	7	1	17	18	0	33	33
07:15 AM	11	0	0	11	9	3	3	12	2	20	22	3	45	48
07:30 AM	3	0	0	3	6	4	1	10	3	9	12	1	25	26
07:45 AM	6	1	0	7	7	3	1	10	0	9	9	1	26	27
Total	27	2	0	29	28	11	5	39	6	55	61	5	129	134
08:00 AM	4	1	1	5	2	2	2	4	3	2	5	3	14	17
08:15 AM	1	0	0	1	7	0	0	7	1	4	5	0	13	13
08:30 AM	2	0	0	2	4	3	1	7	1	3	4	1	13	14
08:45 AM	6	0	0	6	5	2	2	7	1	1	2	2	15	17
Total	13	1	1	14	18	7	5	25	6	10	16	6	55	61
Grand Total	40	3	1	43	46	18	10	64	12	65	77	11	184	195
Apprch %	93	7			71.9	28.1			15.6	84.4				
Total %	21.7	1.6		23.4	25	9.8		34.8	6.5	35.3	41.8	5.6	94.4	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**11**	0	**11**	**9**	3	**12**	2	**20**	**22**	**45**
07:30 AM	3	0	3	6	**4**	10	**3**	9	12	25
07:45 AM	6	**1**	7	7	3	10	0	9	9	26
08:00 AM	4	1	5	2	2	4	3	2	5	14
Total Volume	24	2	26	24	12	36	8	40	48	110
% App. Total	92.3	7.7		66.7	33.3		16.7	83.3		
PHF	.545	.500	.591	.667	.750	.750	.667	.500	.545	.611

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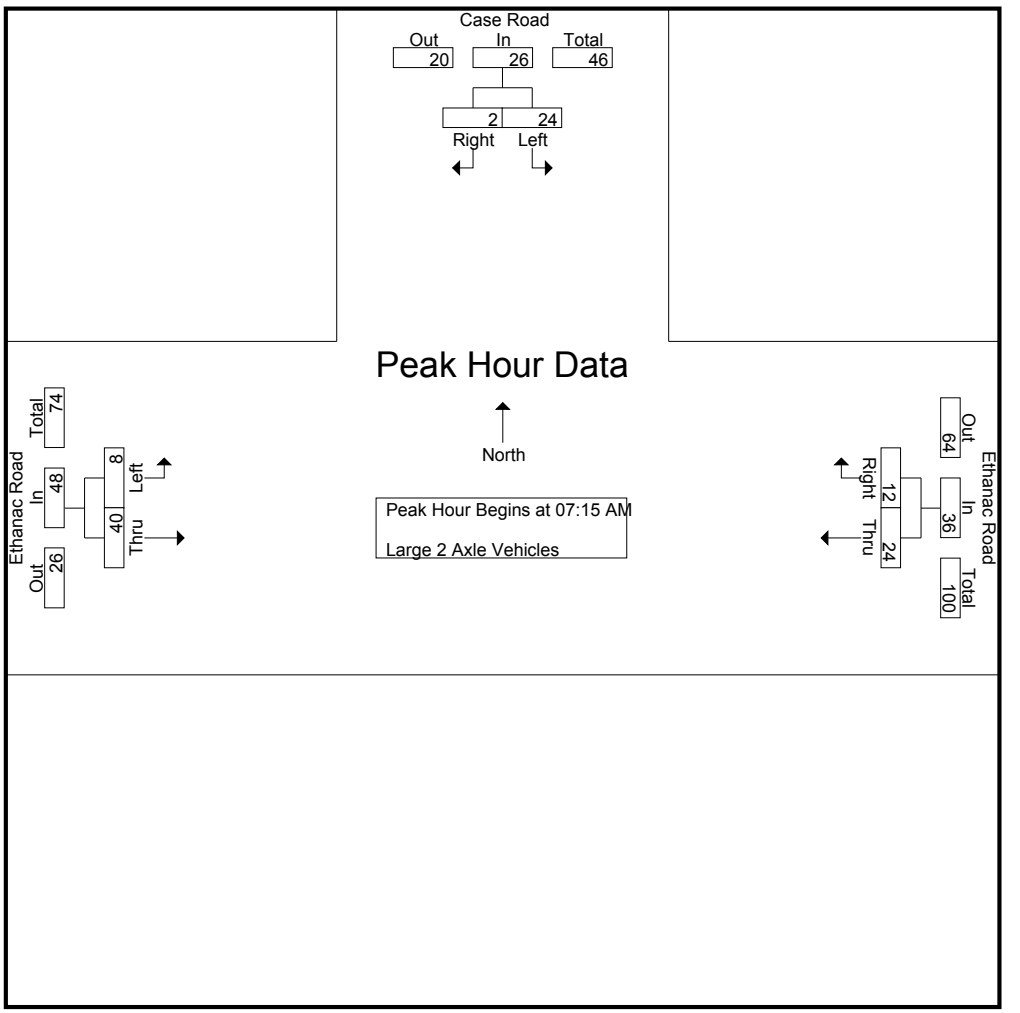

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**11**	0	**11**	**9**	3	**12**	2	**20**	**22**
+15 mins.	3	0	3	6	**4**	10	**3**	9	12
+30 mins.	6	**1**	7	7	3	10	0	9	9
+45 mins.	4	1	5	2	2	4	3	2	5
Total Volume	24	2	26	24	12	36	8	40	48
% App. Total	92.3	7.7		66.7	33.3		16.7	83.3	
PHF	.545	.500	.591	.667	.750	.750	.667	.500	.545

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City of Perris
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E/W: Ethanac Road
Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	1	4	1	1	5	0	0	0	1	6	7
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	1	1
07:30 AM	1	0	0	1	2	0	0	2	0	1	1	0	4	4
07:45 AM	3	0	0	3	0	0	0	0	0	5	5	0	8	8
Total	5	0	0	5	6	1	1	7	0	7	7	1	19	20
08:00 AM	1	0	0	1	2	0	0	2	0	2	2	0	5	5
08:15 AM	0	0	0	0	2	1	1	3	0	0	0	1	3	4
08:30 AM	0	0	0	0	2	0	0	2	0	1	1	0	3	3
08:45 AM	1	0	0	1	1	1	1	2	0	0	0	1	3	4
Total	2	0	0	2	7	2	2	9	0	3	3	2	14	16
Grand Total	7	0	0	7	13	3	3	16	0	10	10	3	33	36
Apprch %	100	0			81.2	18.8			0	100				
Total %	21.2	0		21.2	39.4	9.1		48.5	0	30.3	30.3	8.3	91.7	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	1	0	1	**2**	0	**2**	0	1	1	4
07:45 AM	**3**	0	**3**	0	0	0	0	**5**	**5**	**8**
08:00 AM	1	0	1	2	0	2	0	2	2	5
Total Volume	5	0	5	4	0	4	0	9	9	18
% App. Total	100	0		100	0		0	100		
PHF	.417	.000	.417	.500	.000	.500	.000	.450	.450	.563

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City of Perris
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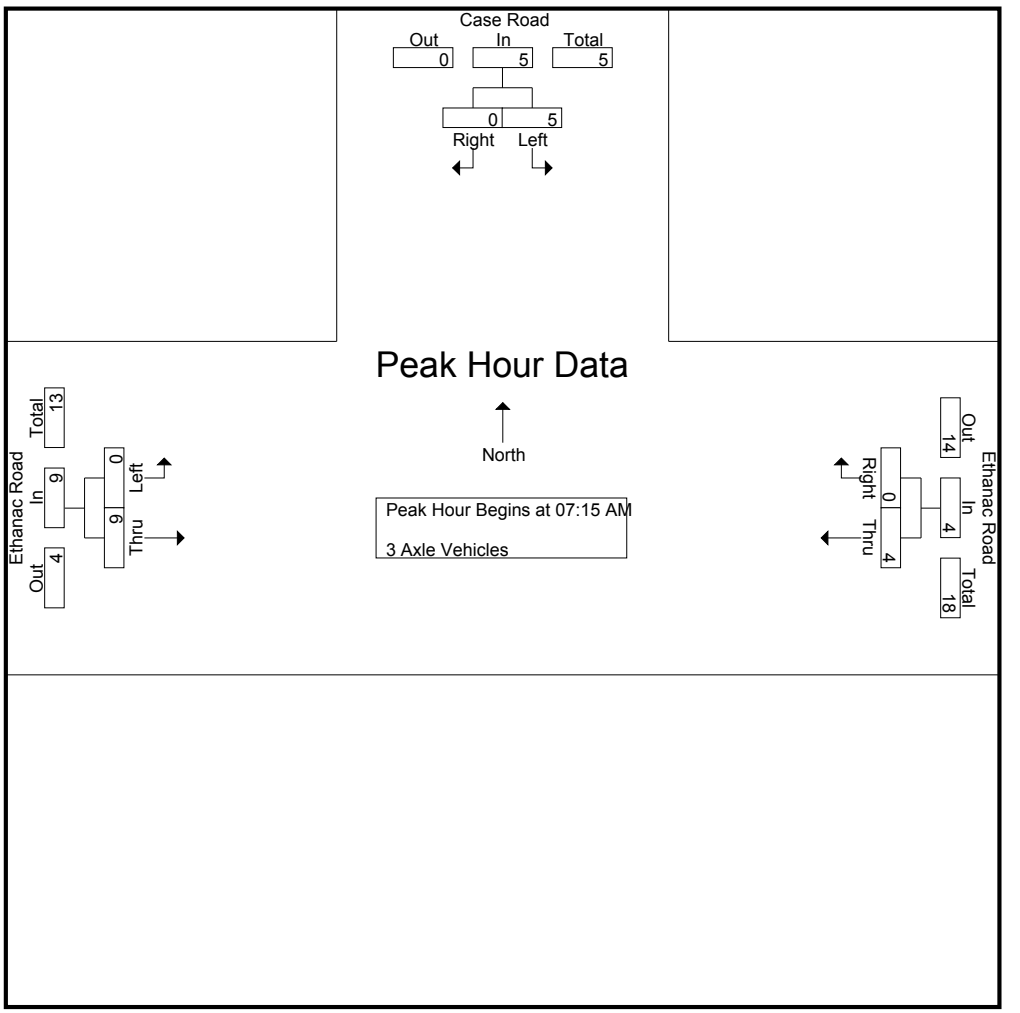

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	1	0	1	**2**	0	**2**	0	1	1
+30 mins.	**3**	0	**3**	0	0	0	0	**5**	**5**
+45 mins.	1	0	1	2	0	2	0	2	2
Total Volume	5	0	5	4	0	4	0	9	9
% App. Total	100	0		100	0		0	100	
PHF	.417	.000	.417	.500	.000	.500	.000	.450	.450

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City of Perris
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Groups Printed- 4+ Axle Trucks

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	2	2	1	1	3	0	3	3	1	8	9
07:15 AM	1	0	0	1	1	1	0	2	0	2	2	0	5	5
07:30 AM	0	0	0	0	0	1	0	1	0	1	1	0	2	2
07:45 AM	4	0	0	4	5	0	0	5	0	8	8	0	17	17
Total	6	1	0	7	8	3	1	11	0	14	14	1	32	33
08:00 AM	1	0	0	1	3	0	0	3	0	2	2	0	6	6
08:15 AM	0	0	0	0	3	1	1	4	0	1	1	1	5	6
08:30 AM	1	1	0	2	3	0	0	3	0	3	3	0	8	8
08:45 AM	0	0	0	0	2	0	0	2	0	3	3	0	5	5
Total	2	1	0	3	11	1	1	12	0	9	9	1	24	25
Grand Total	8	2	0	10	19	4	2	23	0	23	23	2	56	58
Apprch %	80	20			82.6	17.4			0	100				
Total %	14.3	3.6		17.9	33.9	7.1		41.1	0	41.1	41.1	3.4	96.6	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	1	**1**	2	0	2	2	5
07:30 AM	0	0	0	0	1	1	0	1	1	2
07:45 AM	**4**	0	**4**	**5**	0	**5**	0	**8**	**8**	**17**
08:00 AM	1	0	1	3	0	3	0	2	2	6
Total Volume	6	0	6	9	2	11	0	13	13	30
% App. Total	100	0		81.8	18.2		0	100		
PHF	.375	.000	.375	.450	.500	.550	.000	.406	.406	.441

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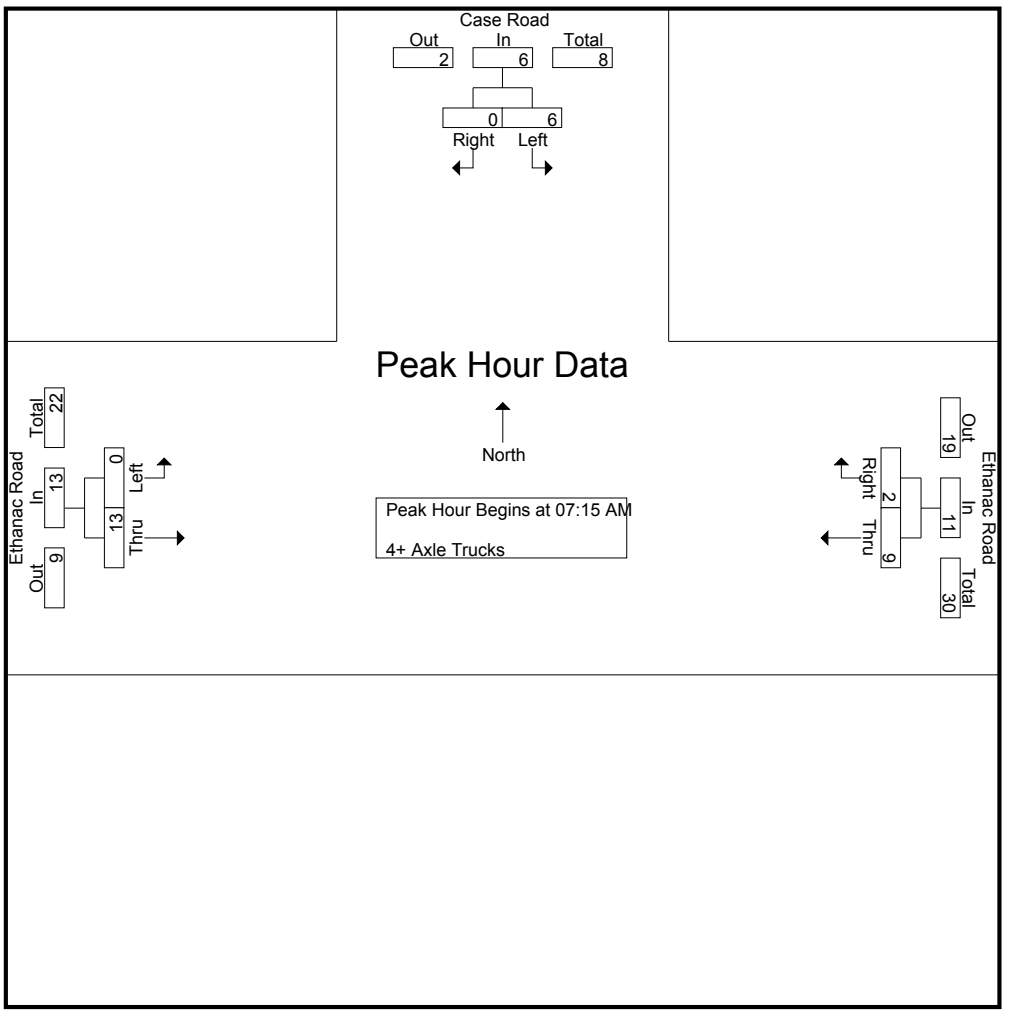

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	1	**1**	2	0	2	2
+15 mins.	0	0	0	0	1	1	0	1	1
+30 mins.	**4**	0	**4**	**5**	0	**5**	0	**8**	**8**
+45 mins.	1	0	1	3	0	3	0	2	2
Total Volume	6	0	6	9	2	11	0	13	13
% App. Total	100	0		81.8	18.2		0	100	
PHF	.375	.000	.375	.450	.500	.550	.000	.406	.406

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

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	100	53	6	153	161	127	73	288	49	115	164	79	605	684
04:15 PM	115	56	5	171	159	93	46	252	41	163	204	51	627	678
04:30 PM	122	47	0	169	162	117	68	279	53	121	174	68	622	690
04:45 PM	109	44	4	153	150	85	48	235	59	111	170	52	558	610
Total	446	200	15	646	632	422	235	1054	202	510	712	250	2412	2662
05:00 PM	122	34	0	156	157	111	62	268	54	124	178	62	602	664
05:15 PM	113	48	3	161	152	84	51	236	58	146	204	54	601	655
05:30 PM	108	51	8	159	145	83	51	228	38	119	157	59	544	603
05:45 PM	89	30	2	119	160	88	57	248	34	92	126	59	493	552
Total	432	163	13	595	614	366	221	980	184	481	665	234	2240	2474
Grand Total	878	363	28	1241	1246	788	456	2034	386	991	1377	484	4652	5136
Apprch %	70.7	29.3			61.3	38.7			28	72				
Total %	18.9	7.8		26.7	26.8	16.9		43.7	8.3	21.3	29.6	9.4	90.6	
Passenger Vehicles	862	362		1252	1191	781		2424	384	948	1332	0	0	5008
% Passenger Vehicles	98.2	99.7	100	98.7	95.6	99.1	99.1	97.3	99.5	95.7	96.7	0	0	97.5
Large 2 Axle Vehicles	14	1		15	28	7		39	2	24	26	0	0	80
% Large 2 Axle Vehicles	1.6	0.3	0	1.2	2.2	0.9	0.9	1.6	0.5	2.4	1.9	0	0	1.6
3 Axle Vehicles	0	0		0	15	0		15	0	6	6	0	0	21
% 3 Axle Vehicles	0	0	0	0	1.2	0	0	0.6	0	0.6	0.4	0	0	0.4
4+ Axle Trucks	2	0		2	12	0		12	0	13	13	0	0	27
% 4+ Axle Trucks	0.2	0	0	0.2	1	0	0	0.5	0	1.3	0.9	0	0	0.5

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	100	53	153	161	**127**	**288**	49	115	164	605
04:15 PM	115	**56**	**171**	159	93	252	41	**163**	**204**	**627**
04:30 PM	**122**	47	169	**162**	117	279	53	121	174	622
04:45 PM	109	44	153	150	85	235	**59**	111	170	558
Total Volume	446	200	646	632	422	1054	202	510	712	2412
% App. Total	69	31		60	40		28.4	71.6		
PHF	.914	.893	.944	.975	.831	.915	.856	.782	.873	.962

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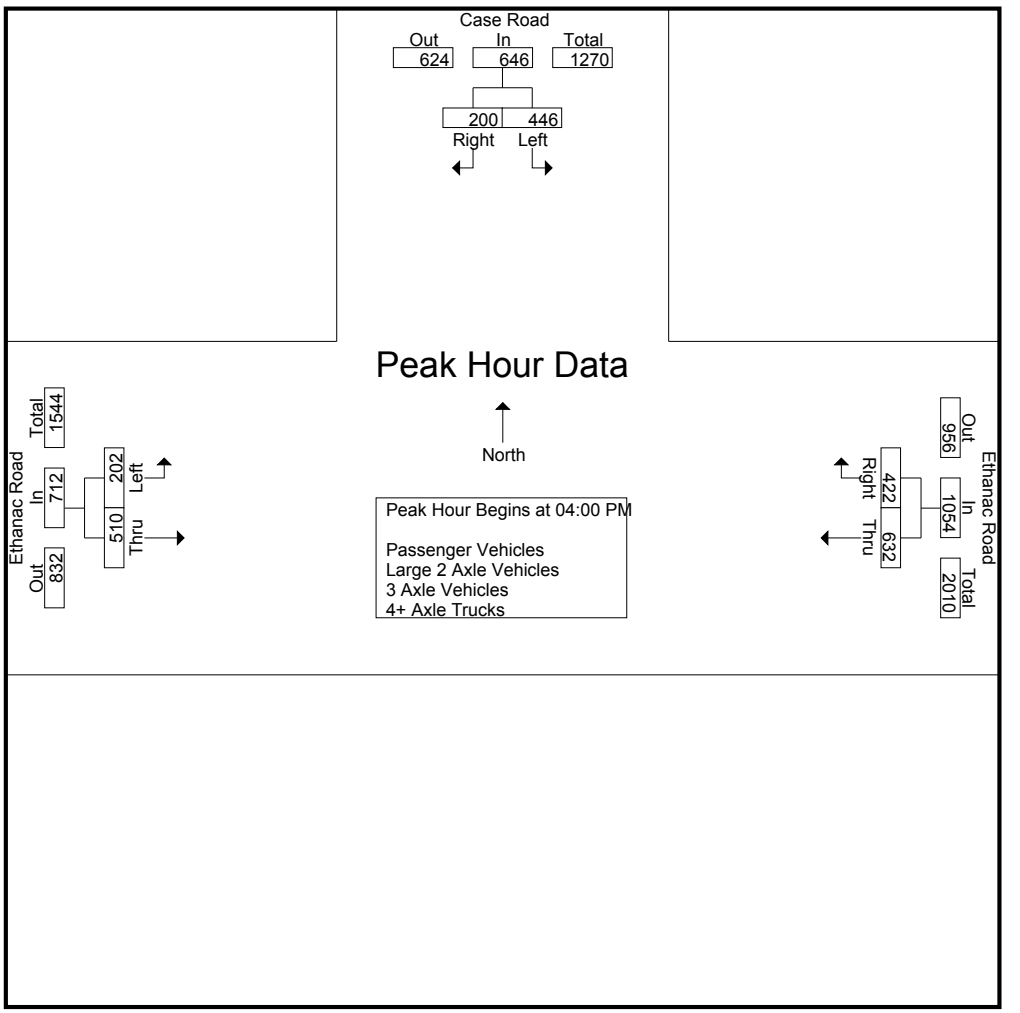
City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

	04:15 PM			04:00 PM			04:15 PM		
+0 mins.	115	**56**	**171**	161	**127**	**288**	41	**163**	**204**
+15 mins.	**122**	47	169	159	93	252	53	121	174
+30 mins.	109	44	153	**162**	117	279	**59**	111	170
+45 mins.	122	34	156	150	85	235	54	124	178
Total Volume	468	181	649	632	422	1054	207	519	726
% App. Total	72.1	27.9		60	40		28.5	71.5	
PHF	.959	.808	.949	.975	.831	.915	.877	.796	.890

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	98	53	6	151	157	126	72	283	48	106	154	78	588	666
04:15 PM	113	56	5	169	147	93	46	240	41	158	199	51	608	659
04:30 PM	120	47	0	167	158	117	68	275	53	117	170	68	612	680
04:45 PM	109	44	4	153	140	85	48	225	58	104	162	52	540	592
Total	440	200	15	640	602	421	234	1023	200	485	685	249	2348	2597
05:00 PM	121	33	0	154	154	111	62	265	54	118	172	62	591	653
05:15 PM	111	48	3	159	147	82	50	229	58	140	198	53	586	639
05:30 PM	104	51	8	155	137	80	49	217	38	117	155	57	527	584
05:45 PM	86	30	2	116	151	87	57	238	34	88	122	59	476	535
Total	422	162	13	584	589	360	218	949	184	463	647	231	2180	2411
Grand Total	862	362	28	1224	1191	781	452	1972	384	948	1332	480	4528	5008
Apprch %	70.4	29.6			60.4	39.6			28.8	71.2				
Total %	19	8		27	26.3	17.2		43.6	8.5	20.9	29.4	9.6	90.4	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	98	53	151	157	**126**	**283**	48	106	154	588
04:15 PM	113	**56**	**169**	147	93	240	41	**158**	**199**	608
04:30 PM	**120**	47	167	**158**	117	275	53	117	170	**612**
04:45 PM	109	44	153	140	85	225	**58**	104	162	540
Total Volume	440	200	640	602	421	1023	200	485	685	2348
% App. Total	68.8	31.2		58.8	41.2		29.2	70.8		
PHF	.917	.893	.947	.953	.835	.904	.862	.767	.861	.959

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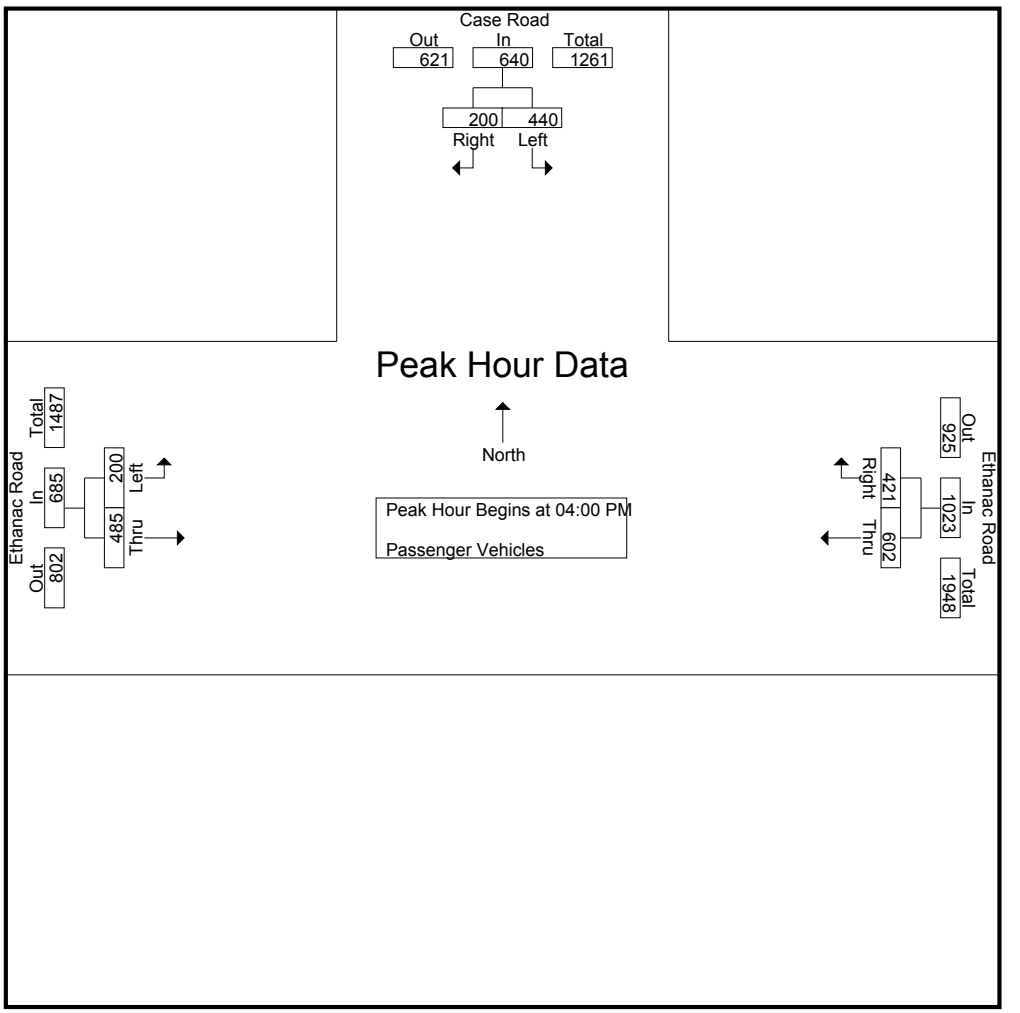
City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	98	53	151	157	**126**	**283**	48	106	154
+15 mins.	113	**56**	**169**	147	93	240	41	**158**	**199**
+30 mins.	**120**	47	167	**158**	117	275	53	117	170
+45 mins.	109	44	153	140	85	225	**58**	104	162
Total Volume	440	200	640	602	421	1023	200	485	685
% App. Total	68.8	31.2		58.8	41.2		29.2	70.8	
PHF	.917	.893	.947	.953	.835	.904	.862	.767	.861

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	0	2	3	1	1	4	1	3	4	1	10	11
04:15 PM	1	0	0	1	7	0	0	7	0	2	2	0	10	10
04:30 PM	2	0	0	2	3	0	0	3	0	3	3	0	8	8
04:45 PM	0	0	0	0	4	0	0	4	1	3	4	0	8	8
Total	5	0	0	5	17	1	1	18	2	11	13	1	36	37
05:00 PM	1	1	0	2	1	0	0	1	0	4	4	0	7	7
05:15 PM	1	0	0	1	4	2	1	6	0	5	5	1	12	13
05:30 PM	4	0	0	4	3	3	2	6	0	1	1	2	11	13
05:45 PM	3	0	0	3	3	1	0	4	0	3	3	0	10	10
Total	9	1	0	10	11	6	3	17	0	13	13	3	40	43
Grand Total	14	1	0	15	28	7	4	35	2	24	26	4	76	80
Apprch %	93.3	6.7			80	20			7.7	92.3				
Total %	18.4	1.3		19.7	36.8	9.2		46.1	2.6	31.6	34.2	5	95	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**2**	0	**2**	3	**1**	4	**1**	**3**	**4**	**10**
04:15 PM	1	0	1	**7**	0	**7**	0	2	2	10
04:30 PM	2	0	2	3	0	3	0	3	3	8
04:45 PM	0	0	0	4	0	4	1	3	4	8
Total Volume	5	0	5	17	1	18	2	11	13	36
% App. Total	100	0		94.4	5.6		15.4	84.6		
PHF	.625	.000	.625	.607	.250	.643	.500	.917	.813	.900

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
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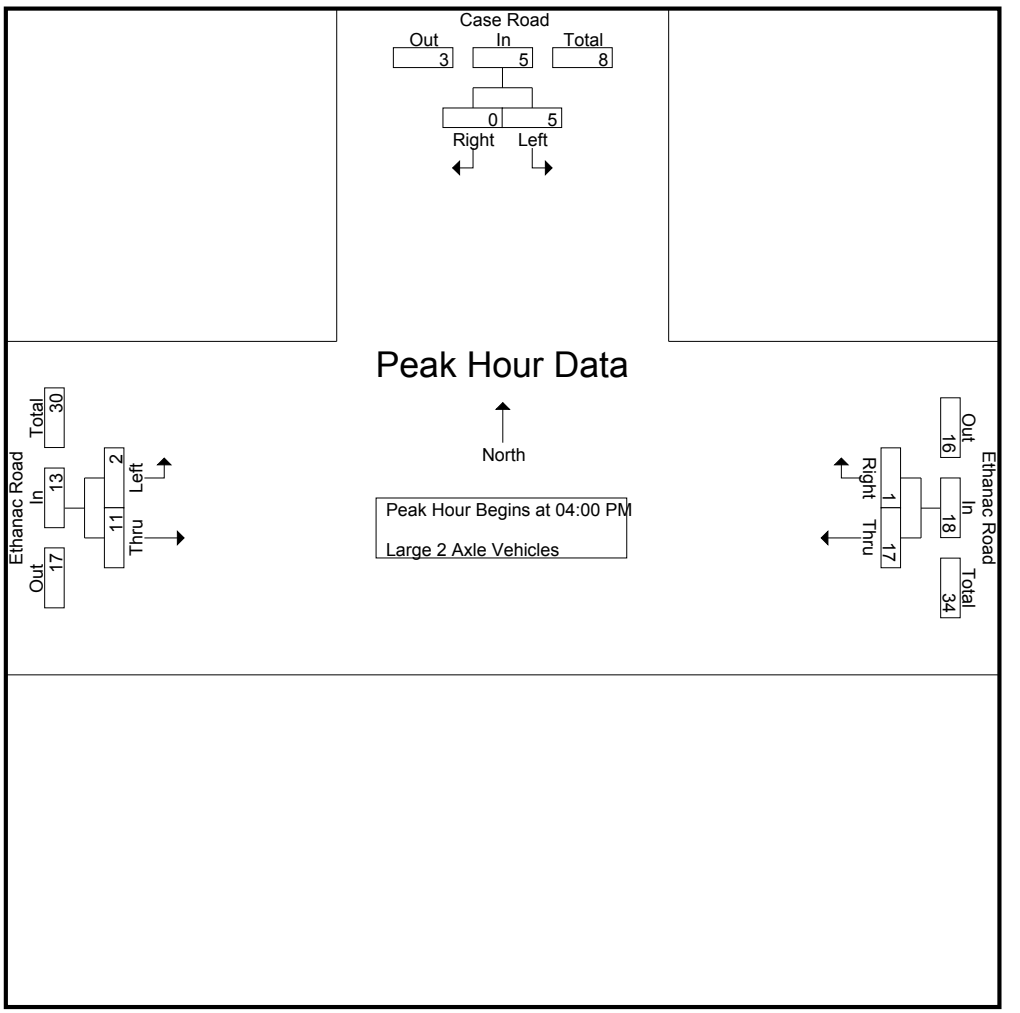

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**2**	0	**2**	3	**1**	4	**1**	**3**	**4**
+15 mins.	1	0	1	**7**	0	**7**	0	2	2
+30 mins.	2	0	2	3	0	3	0	3	3
+45 mins.	0	0	0	4	0	4	1	3	4
Total Volume	5	0	5	17	1	18	2	11	13
% App. Total	100	0		94.4	5.6		15.4	84.6	
PHF	.625	.000	.625	.607	.250	.643	.500	.917	.813

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	3	3	0	3	3
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
04:45 PM	0	0	0	0	3	0	0	3	0	2	2	0	5	5
Total	0	0	0	0	5	0	0	5	0	5	5	0	10	10
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
05:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	4	4
05:45 PM	0	0	0	0	4	0	0	4	0	1	1	0	5	5
Total	0	0	0	0	10	0	0	10	0	1	1	0	11	11
Grand Total	0	0	0	0	15	0	0	15	0	6	6	0	21	21
Apprch %	0	0			100	0			0	100				
Total %	0	0		0	71.4	0		71.4	0	28.6	28.6	0	100	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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	**3**	**3**	3
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	**3**	0	**3**	0	2	2	**5**
Total Volume	0	0	0	5	0	5	0	5	5	10
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.417	.000	.417	.000	.417	.417	.500

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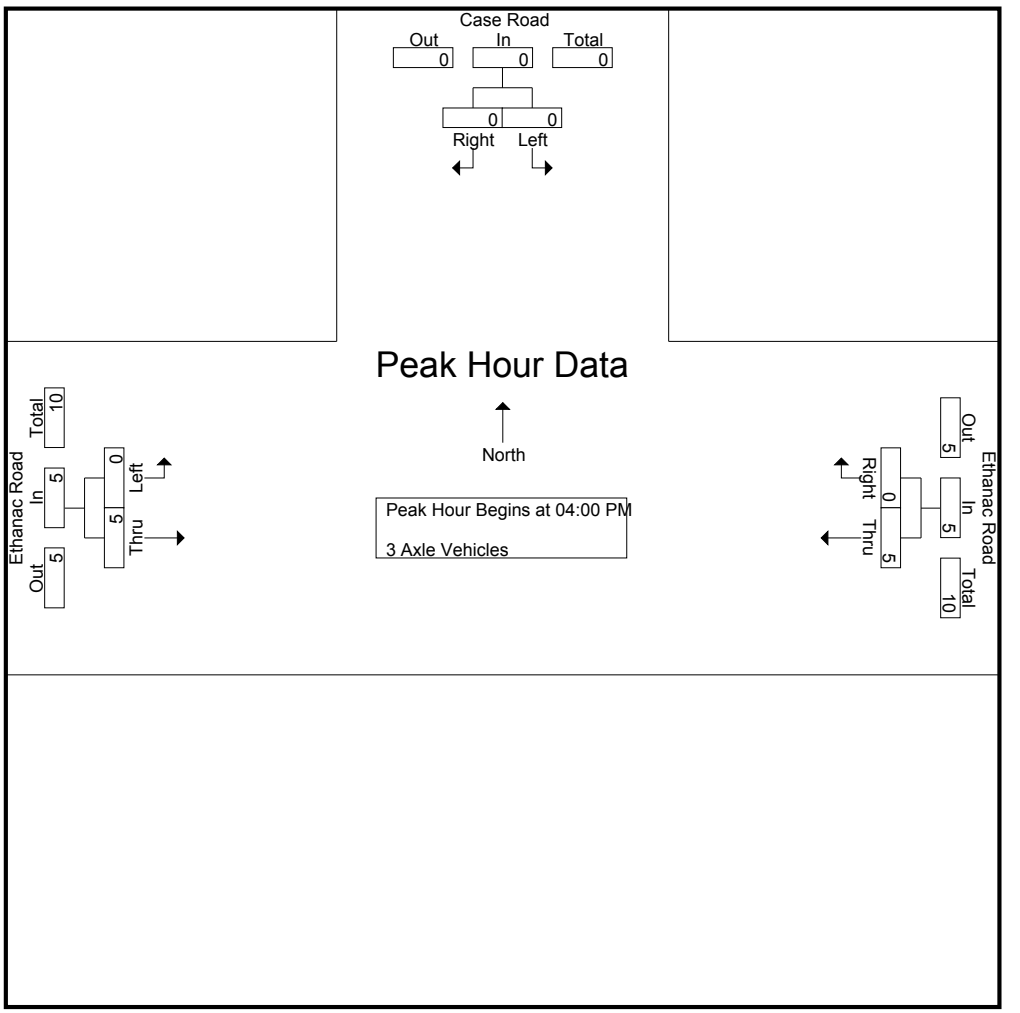
City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	**3**	**3**
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	**3**	0	**3**	0	2	2
Total Volume	0	0	0	5	0	5	0	5	5
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.417	.000	.417	.000	.417	.417

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Case Road Southbound				Ethanac Road Westbound				Ethanac Road Eastbound					
Start Time	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	3	3	0	4	4
04:15 PM	1	0	0	1	4	0	0	4	0	3	3	0	8	8
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	1
04:45 PM	0	0	0	0	3	0	0	3	0	2	2	0	5	5
Total	1	0	0	1	8	0	0	8	0	9	9	0	18	18
05:00 PM	0	0	0	0	1	0	0	1	0	2	2	0	3	3
05:15 PM	1	0	0	1	0	0	0	0	0	1	1	0	2	2
05:30 PM	0	0	0	0	1	0	0	1	0	1	1	0	2	2
05:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	2
Total	1	0	0	1	4	0	0	4	0	4	4	0	9	9
Grand Total	2	0	0	2	12	0	0	12	0	13	13	0	27	27
Apprch %	100	0			100	0			0	100				
Total %	7.4	0		7.4	44.4	0		44.4	0	48.1	48.1	0	100	

	Case Road Southbound			Ethanac Road Westbound			Ethanac Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	**3**	**3**	4
04:15 PM	**1**	0	**1**	**4**	0	**4**	0	3	3	**8**
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	3	0	3	0	2	2	5
Total Volume	1	0	1	8	0	8	0	9	9	18
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.500	.000	.500	.000	.750	.750	.563

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City of Perris
N/S: Case Road
E/W: Ethanac Road
Weather: Clear

File Name : 09_PER_Case_Eth PM
Site Code : 231186
Start Date : 12/12/2023
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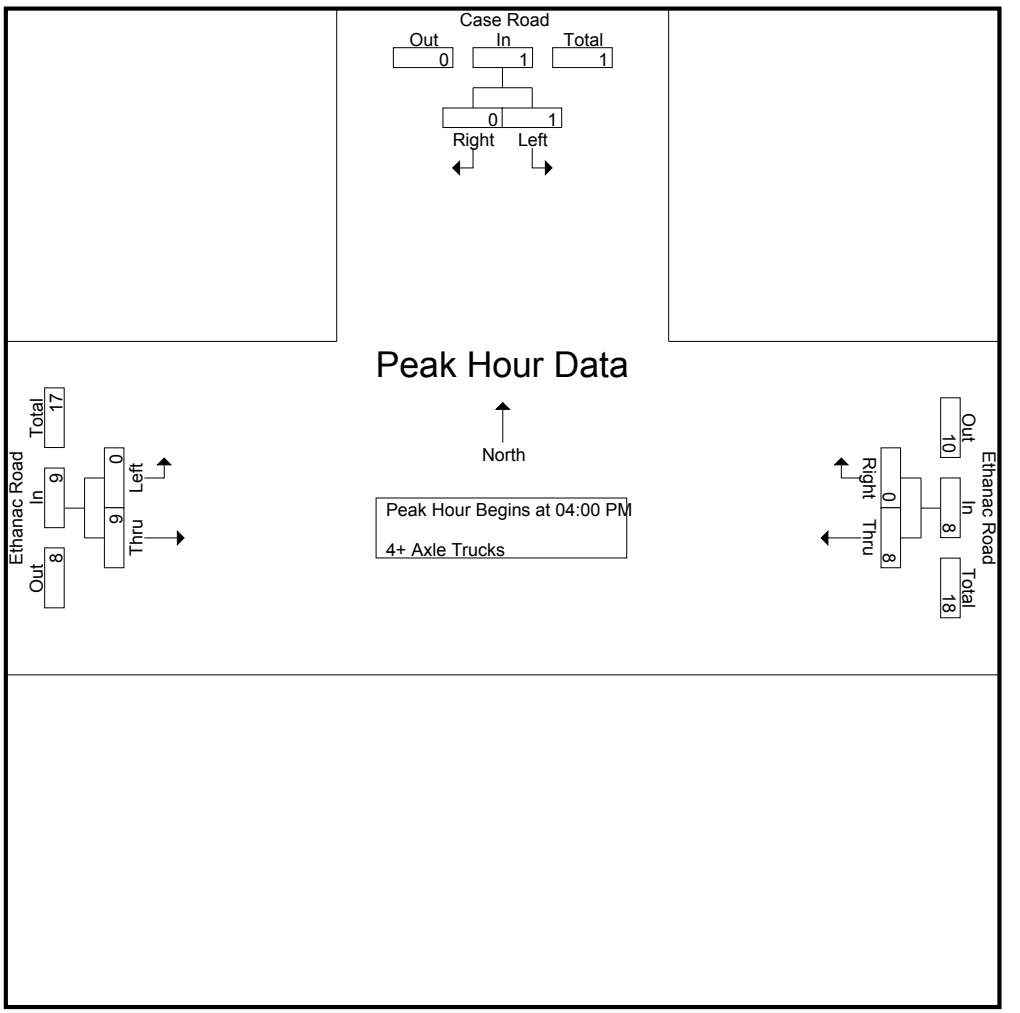

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	0	**3**	**3**
+15 mins.	**1**	0	**1**	**4**	0	**4**	0	3	3
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	3	0	3	0	2	2
Total Volume	1	0	1	8	0	8	0	9	9
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.500	.000	.500	.000	.750	.750

Location: Perris
N/S: Case Road
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg Case Road	East Leg Ethanac Road	South Leg Dead End	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	0	3

	North Leg Case Road	East Leg Ethanac Road	South Leg Dead End	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
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	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: Case Road
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound Case Road			Westbound Ethanac Road			Northbound Dead End			Eastbound Ethanac Road			
	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	1	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	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Case Road			Westbound Ethanac Road			Northbound Dead End			Eastbound Ethanac Road			
	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	1	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	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:	1	0	0	0	1	1	0	0	0	0	0	0	3

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City of Perris
N/S: Mapes Road
E/W: S Perris Metrolink Stn Rd/Bonnie Dr
Weather: Clear

File Name : 03_PER_Mapes_Bonnie AM
Site Code : 221041
Start Date : 11/15/2022

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

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Stn Rd/Bonnie Dr 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	54	2	56	1	36	0	37	3	1	0	4	0	97	97
07:15 AM	47	1	48	1	31	0	32	4	1	0	5	0	85	85
07:30 AM	72	3	75	0	41	0	41	2	2	0	4	0	120	120
07:45 AM	58	0	58	0	30	0	30	1	1	0	2	0	90	90
Total	231	6	237	2	138	0	140	10	5	0	15	0	392	392
08:00 AM	77	6	83	1	50	0	51	0	2	1	2	1	136	137
08:15 AM	59	3	62	0	37	0	37	3	2	1	5	1	104	105
08:30 AM	52	0	52	0	39	0	39	2	0	0	2	0	93	93
08:45 AM	49	2	51	0	27	0	27	0	2	1	2	1	80	81
Total	237	11	248	1	153	0	154	5	6	3	11	3	413	416
Grand Total	468	17	485	3	291	0	294	15	11	3	26	3	805	808
Apprch %	96.5	3.5		1	99			57.7	42.3					
Total %	58.1	2.1	60.2	0.4	36.1		36.5	1.9	1.4		3.2	0.4	99.6	
Passenger Vehicles	427	6	433	3	269		272	3	10		16	0	0	721
% Passenger Vehicles	91.2	35.3	89.3	100	92.4	0	92.5	20	90.9	100	55.2	0	0	89.2
Large 2 Axle Vehicles	29	1	30	0	11		11	1	0		1	0	0	42
% Large 2 Axle Vehicles	6.2	5.9	6.2	0	3.8	0	3.7	6.7	0	0	3.4	0	0	5.2
3 Axle Vehicles	9	3	12	0	9		9	4	1		5	0	0	26
% 3 Axle Vehicles	1.9	17.6	2.5	0	3.1	0	3.1	26.7	9.1	0	17.2	0	0	3.2
4+ Axle Trucks	3	7	10	0	2		2	7	0		7	0	0	19
% 4+ Axle Trucks	0.6	41.2	2.1	0	0.7	0	0.7	46.7	0	0	24.1	0	0	2.4

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Stn Rd/Bonnie Dr 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 07:30 AM										
07:30 AM	72	3	75	0	41	41	2	**2**	4	120
07:45 AM	58	0	58	0	30	30	1	1	2	90
08:00 AM	**77**	**6**	**83**	**1**	**50**	**51**	0	2	2	**136**
08:15 AM	59	3	62	0	37	37	**3**	2	**5**	104
Total Volume	266	12	278	1	158	159	6	7	13	450
% App. Total	95.7	4.3		0.6	99.4		46.2	53.8		
PHF	.864	.500	.837	.250	.790	.779	.500	.875	.650	.827

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Weather: Clear

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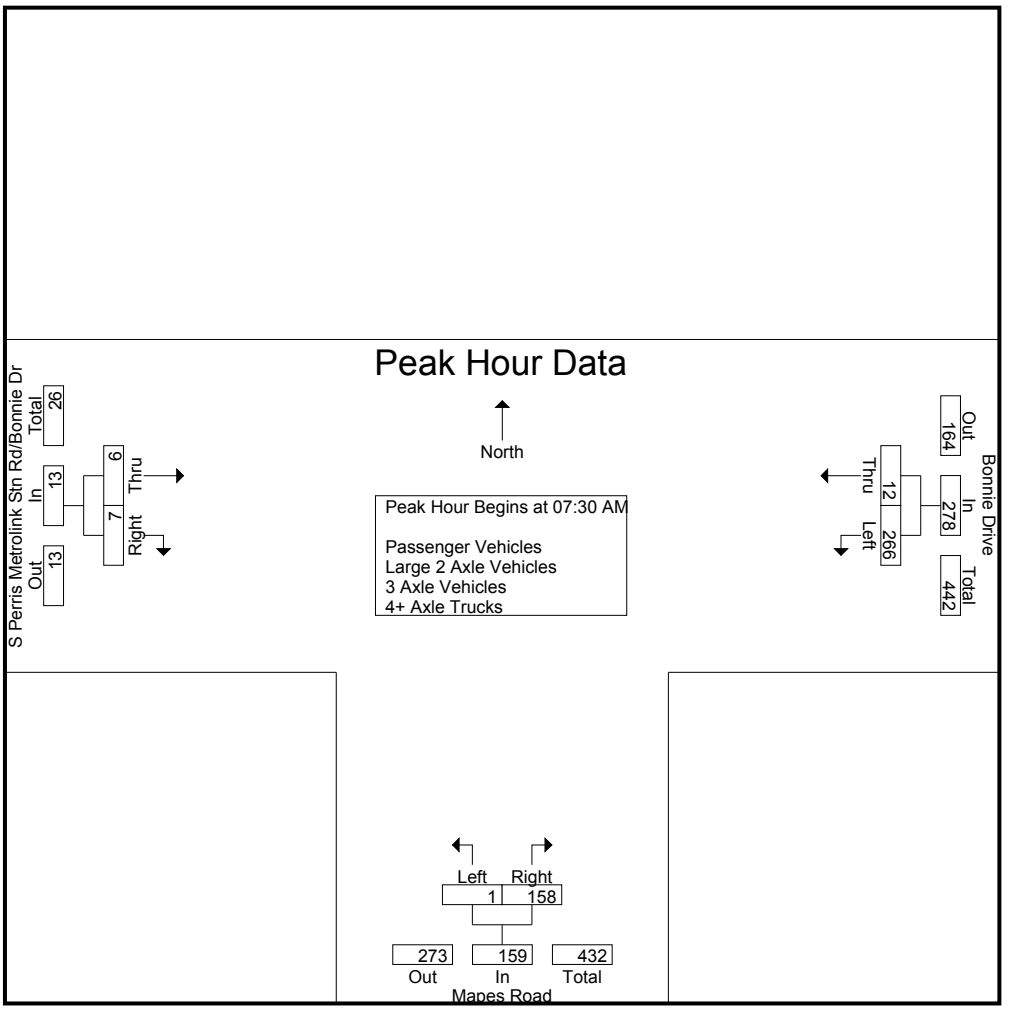

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:00 AM		
+0 mins.	72	3	75	0	41	41	3	1	4
+15 mins.	58	0	58	0	30	30	**4**	1	**5**
+30 mins.	**77**	**6**	**83**	**1**	**50**	**51**	2	**2**	4
+45 mins.	59	3	62	0	37	37	1	1	2
Total Volume	266	12	278	1	158	159	10	5	15
% App. Total	95.7	4.3		0.6	99.4		66.7	33.3	
PHF	.864	.500	.837	.250	.790	.779	.625	.625	.750

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City of Perris
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Weather: Clear

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Groups Printed- Passenger Vehicles

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Stn Rd/Bonnie Dr 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	47	0	47	1	35	0	36	1	1	0	2	0	85	85
07:15 AM	40	0	40	1	27	0	28	1	1	0	2	0	70	70
07:30 AM	69	2	71	0	38	0	38	1	2	0	3	0	112	112
07:45 AM	52	0	52	0	28	0	28	0	1	0	1	0	81	81
Total	208	2	210	2	128	0	130	3	5	0	8	0	348	348
08:00 AM	73	3	76	1	46	0	47	0	2	1	2	1	125	126
08:15 AM	54	0	54	0	34	0	34	0	1	1	1	1	89	90
08:30 AM	48	0	48	0	35	0	35	0	0	0	0	0	83	83
08:45 AM	44	1	45	0	26	0	26	0	2	1	2	1	73	74
Total	219	4	223	1	141	0	142	0	5	3	5	3	370	373
Grand Total	427	6	433	3	269	0	272	3	10	3	13	3	718	721
Apprch %	98.6	1.4		1.1	98.9			23.1	76.9					
Total %	59.5	0.8	60.3	0.4	37.5		37.9	0.4	1.4		1.8	0.4	99.6	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Stn Rd/Bonnie Dr Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	69	2	71	0	38	38	**1**	**2**	**3**	112
07:45 AM	52	0	52	0	28	28	0	1	1	81
08:00 AM	**73**	**3**	**76**	**1**	**46**	**47**	0	2	2	**125**
08:15 AM	54	0	54	0	34	34	0	1	1	89
Total Volume	248	5	253	1	146	147	1	6	7	407
% App. Total	98	2		0.7	99.3		14.3	85.7		
PHF	.849	.417	.832	.250	.793	.782	.250	.750	.583	.814

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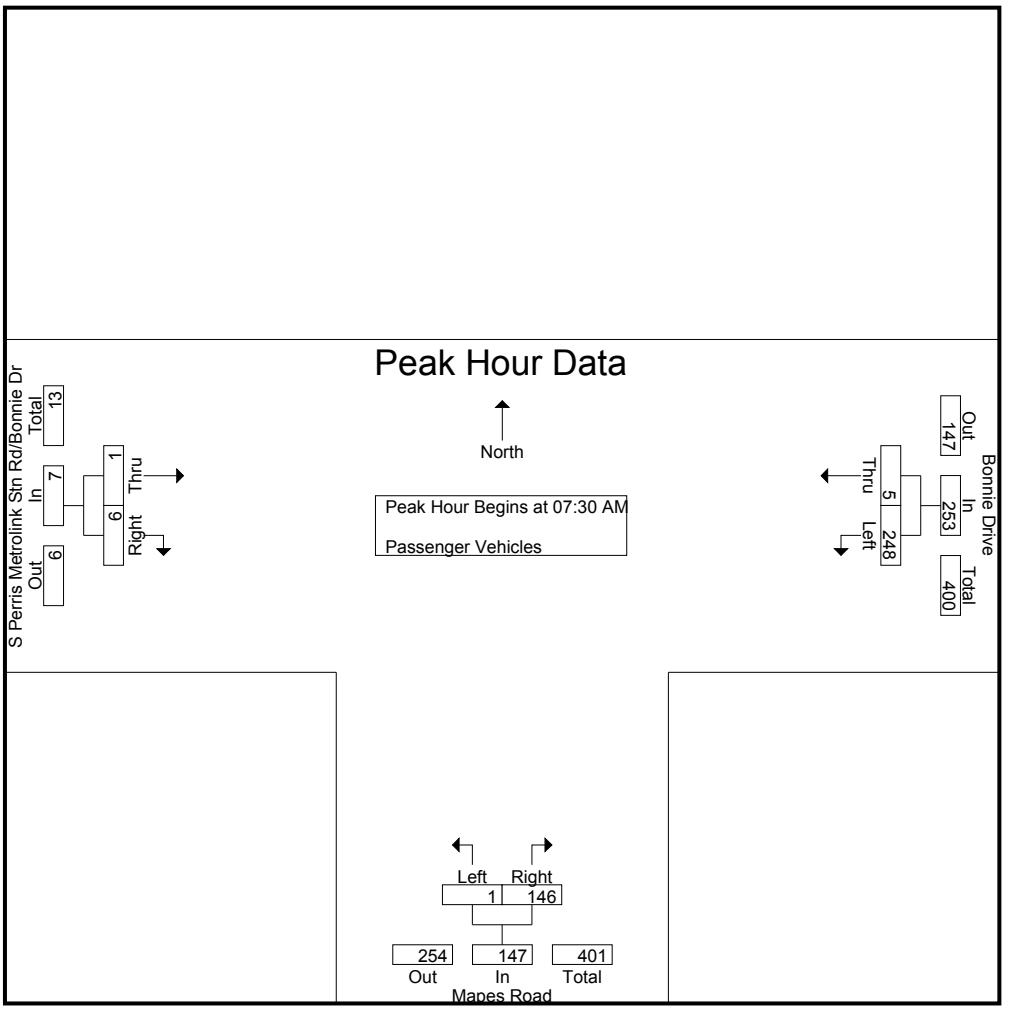

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	69	2	71	0	38	38	**1**	**2**	**3**
+15 mins.	52	0	52	0	28	28	0	1	1
+30 mins.	**73**	**3**	**76**	**1**	**46**	**47**	0	2	2
+45 mins.	54	0	54	0	34	34	0	1	1
Total Volume	248	5	253	1	146	147	1	6	7
% App. Total	98	2		0.7	99.3		14.3	85.7	
PHF	.849	.417	.832	.250	.793	.782	.250	.750	.583

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File Name : 03_PER_Mapes_Bonnie AM
Site Code : 221041
Start Date : 11/15/2022

Groups Printed- Large 2 Axle Vehicles

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Stn Rd/Bonnie Dr 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	5	0	5	0	1	0	1	0	0	0	0	0	6	6
07:15 AM	5	0	5	0	3	0	3	1	0	0	1	0	9	9
07:30 AM	2	0	2	0	1	0	1	0	0	0	0	0	3	3
07:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	6	6
Total	18	0	18	0	5	0	5	1	0	0	1	0	24	24
08:00 AM	1	1	2	0	1	0	1	0	0	0	0	0	3	3
08:15 AM	4	0	4	0	3	0	3	0	0	0	0	0	7	7
08:30 AM	3	0	3	0	2	0	2	0	0	0	0	0	5	5
08:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	3	3
Total	11	1	12	0	6	0	6	0	0	0	0	0	18	18
Grand Total	29	1	30	0	11	0	11	1	0	0	1	0	42	42
Apprch %	96.7	3.3		0	100			100	0					
Total %	69	2.4	71.4	0	26.2		26.2	2.4	0		2.4	0	100	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Stn Rd/Bonnie Dr Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	0	2	0	1	1	0	0	0	3
07:45 AM	**6**	0	**6**	0	0	0	0	0	0	6
08:00 AM	1	**1**	2	0	1	1	0	0	0	3
08:15 AM	4	0	4	0	**3**	**3**	0	0	0	**7**
Total Volume	13	1	14	0	5	5	0	0	0	19
% App. Total	92.9	7.1		0	100		0	0		
PHF	.542	.250	.583	.000	.417	.417	.000	.000	.000	.679

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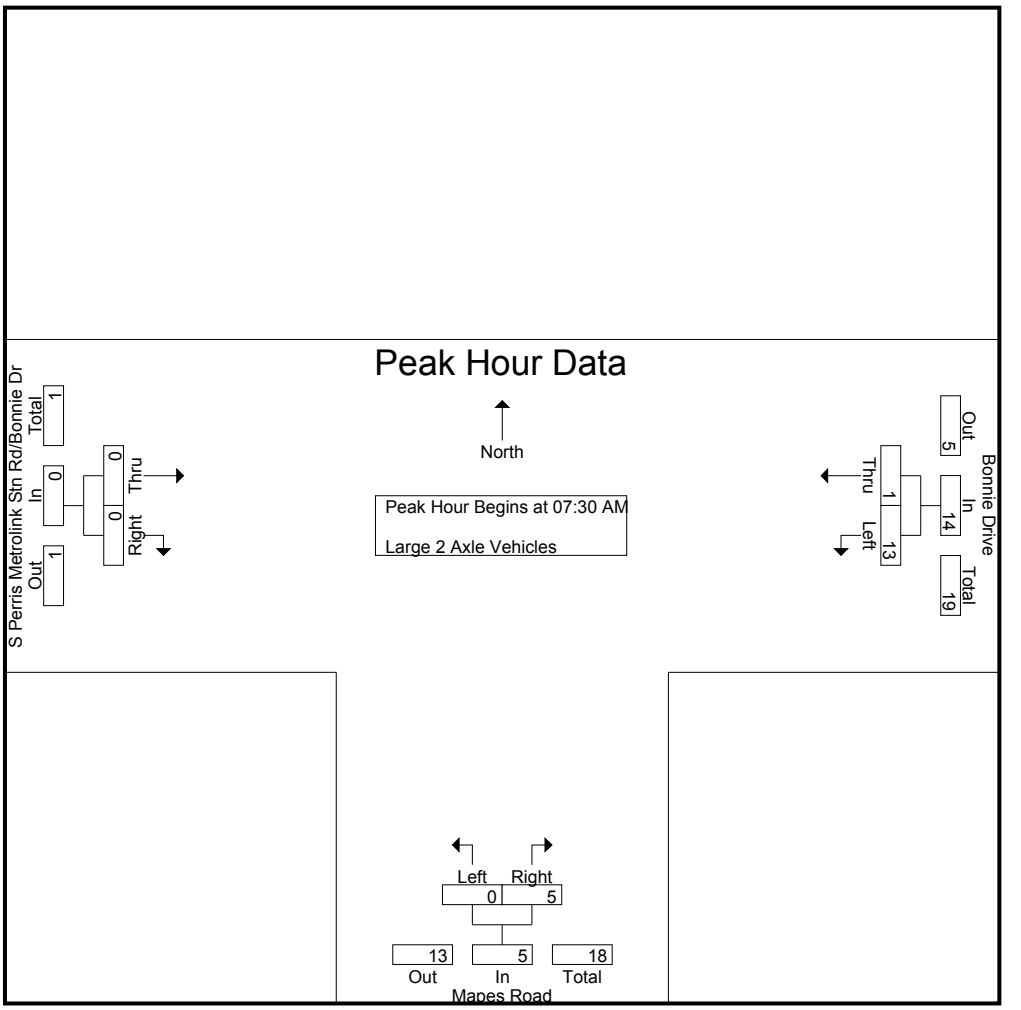

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	0	2	0	1	1	0	0	0
+15 mins.	**6**	0	**6**	0	0	0	0	0	0
+30 mins.	1	**1**	2	0	1	1	0	0	0
+45 mins.	4	0	4	0	**3**	**3**	0	0	0
Total Volume	13	1	14	0	5	5	0	0	0
% App. Total	92.9	7.1		0	100		0	0	
PHF	.542	.250	.583	.000	.417	.417	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Stn Rd/Bonnie Dr 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	2	1	3	0	0	0	0	1	0	0	1	0	4	4
07:15 AM	2	0	2	0	1	0	1	1	0	0	1	0	4	4
07:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Total	4	1	5	0	4	0	4	2	0	0	2	0	11	11
08:00 AM	3	1	4	0	3	0	3	0	0	0	0	0	7	7
08:15 AM	0	1	1	0	0	0	0	2	1	0	3	0	4	4
08:30 AM	1	0	1	0	1	0	1	0	0	0	0	0	2	2
08:45 AM	1	0	1	0	1	0	1	0	0	0	0	0	2	2
Total	5	2	7	0	5	0	5	2	1	0	3	0	15	15
Grand Total	9	3	12	0	9	0	9	4	1	0	5	0	26	26
Apprch %	75	25		0	100			80	20					
Total %	34.6	11.5	46.2	0	34.6		34.6	15.4	3.8		19.2	0	100	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Stn Rd/Bonnie Dr Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	2	2	0	0	0	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	**3**	**1**	**4**	0	**3**	**3**	0	0	0	**7**
08:15 AM	0	1	1	0	0	0	**2**	**1**	**3**	4
Total Volume	3	2	5	0	6	6	2	1	3	14
% App. Total	60	40		0	100		66.7	33.3		
PHF	.250	.500	.313	.000	.500	.500	.250	.250	.250	.500

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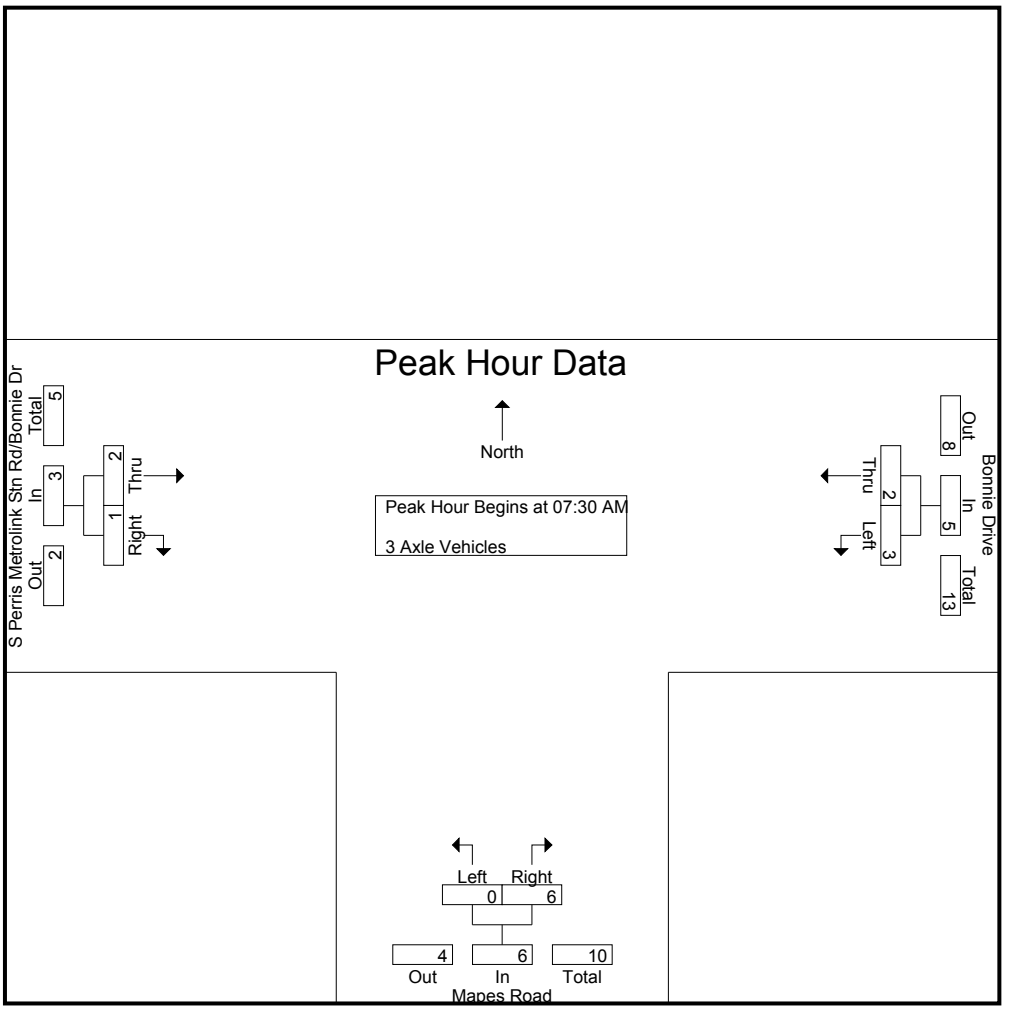

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	**3**	**1**	**4**	0	**3**	**3**	0	0	0
+45 mins.	0	1	1	0	0	0	**2**	**1**	**3**
Total Volume	3	2	5	0	6	6	2	1	3
% App. Total	60	40		0	100		66.7	33.3	
PHF	.250	.500	.313	.000	.500	.500	.250	.250	.250

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Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Stn Rd/Bonnie Dr 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	1	0	0	1	0	2	2
07:15 AM	0	1	1	0	0	0	0	1	0	0	1	0	2	2
07:30 AM	1	1	2	0	0	0	0	1	0	0	1	0	3	3
07:45 AM	0	0	0	0	1	0	1	1	0	0	1	0	2	2
Total	1	3	4	0	1	0	1	4	0	0	4	0	9	9
08:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	1	2	3	0	0	0	0	1	0	0	1	0	4	4
08:30 AM	0	0	0	0	1	0	1	2	0	0	2	0	3	3
08:45 AM	1	1	2	0	0	0	0	0	0	0	0	0	2	2
Total	2	4	6	0	1	0	1	3	0	0	3	0	10	10
Grand Total	3	7	10	0	2	0	2	7	0	0	7	0	19	19
Apprch %	30	70		0	100			100	0					
Total %	15.8	36.8	52.6	0	10.5		10.5	36.8	0		36.8	0	100	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Stn Rd/Bonnie Dr Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	1	2	0	0	0	**1**	0	**1**	3
07:45 AM	0	0	0	0	**1**	**1**	1	0	1	2
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	1	**2**	**3**	0	0	0	1	0	1	**4**
Total Volume	2	4	6	0	1	1	3	0	3	10
% App. Total	33.3	66.7		0	100		100	0		
PHF	.500	.500	.500	.000	.250	.250	.750	.000	.750	.625

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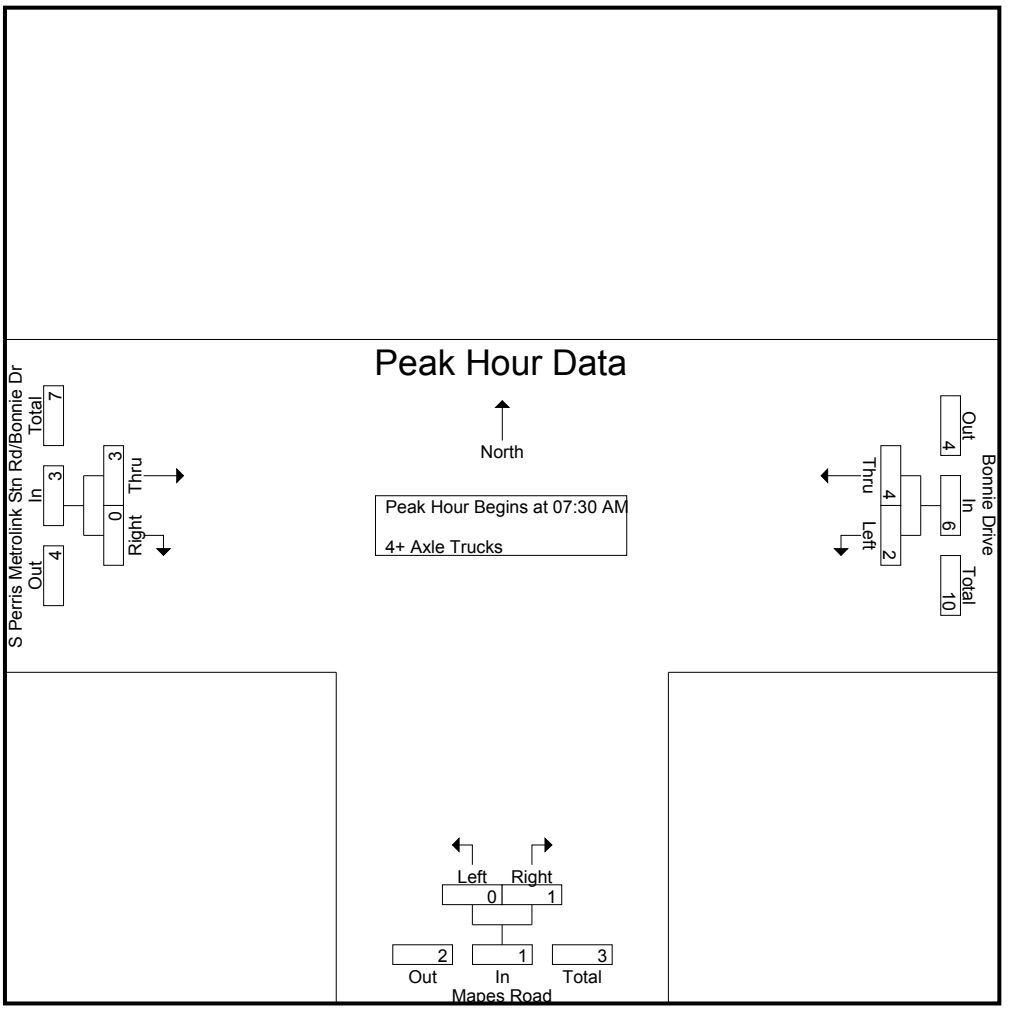

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	1	2	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	**1**	**1**	1	0	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	1	**2**	**3**	0	0	0	1	0	1
Total Volume	2	4	6	0	1	1	3	0	3
% App. Total	33.3	66.7		0	100		100	0	
PHF	.500	.500	.500	.000	.250	.250	.750	.000	.750

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

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Station Road 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	85	2	87	0	67	0	67	0	0	0	0	0	154	154
04:15 PM	52	1	53	2	76	0	78	0	1	1	1	1	132	133
04:30 PM	53	1	54	2	72	0	74	2	0	0	2	0	130	130
04:45 PM	58	1	59	0	72	0	72	5	3	2	8	2	139	141
Total	248	5	253	4	287	0	291	7	4	3	11	3	555	558
05:00 PM	61	0	61	0	90	0	90	2	2	0	4	0	155	155
05:15 PM	55	1	56	1	69	0	70	0	0	0	0	0	126	126
05:30 PM	52	1	53	2	58	0	60	1	0	0	1	0	114	114
05:45 PM	39	11	50	0	61	0	61	16	7	5	23	5	134	139
Total	207	13	220	3	278	0	281	19	9	5	28	5	529	534
Grand Total	455	18	473	7	565	0	572	26	13	8	39	8	1084	1092
Apprch %	96.2	3.8		1.2	98.8			66.7	33.3					
Total %	42	1.7	43.6	0.6	52.1		52.8	2.4	1.2		3.6	0.7	99.3	
Passenger Vehicles	424	17	441	7	554		561	26	13		47	0	0	1049
% Passenger Vehicles	93.2	94.4	93.2	100	98.1	0	98.1	100	100	100	100	0	0	96.1
Large 2 Axle Vehicles	12	1	13	0	8		8	0	0		0	0	0	21
% Large 2 Axle Vehicles	2.6	5.6	2.7	0	1.4	0	1.4	0	0	0	0	0	0	1.9
3 Axle Vehicles	17	0	17	0	1		1	0	0		0	0	0	18
% 3 Axle Vehicles	3.7	0	3.6	0	0.2	0	0.2	0	0	0	0	0	0	1.6
4+ Axle Trucks	2	0	2	0	2		2	0	0		0	0	0	4
% 4+ Axle Trucks	0.4	0	0.4	0	0.4	0	0.3	0	0	0	0	0	0	0.4

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Station Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	52	**1**	53	**2**	76	78	0	1	1	132
04:30 PM	53	1	54	2	72	74	2	0	2	130
04:45 PM	58	1	59	0	72	72	**5**	**3**	**8**	139
05:00 PM	**61**	0	**61**	0	**90**	**90**	2	2	4	**155**
Total Volume	224	3	227	4	310	314	9	6	15	556
% App. Total	98.7	1.3		1.3	98.7		60	40		
PHF	.918	.750	.930	.500	.861	.872	.450	.500	.469	.897

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City of Perris
N/S: Mapes Road
E/W: S Perris Metrolink Stn Rd/Bonnie Dr
Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
Site Code : 221041
Start Date : 11/15/2022
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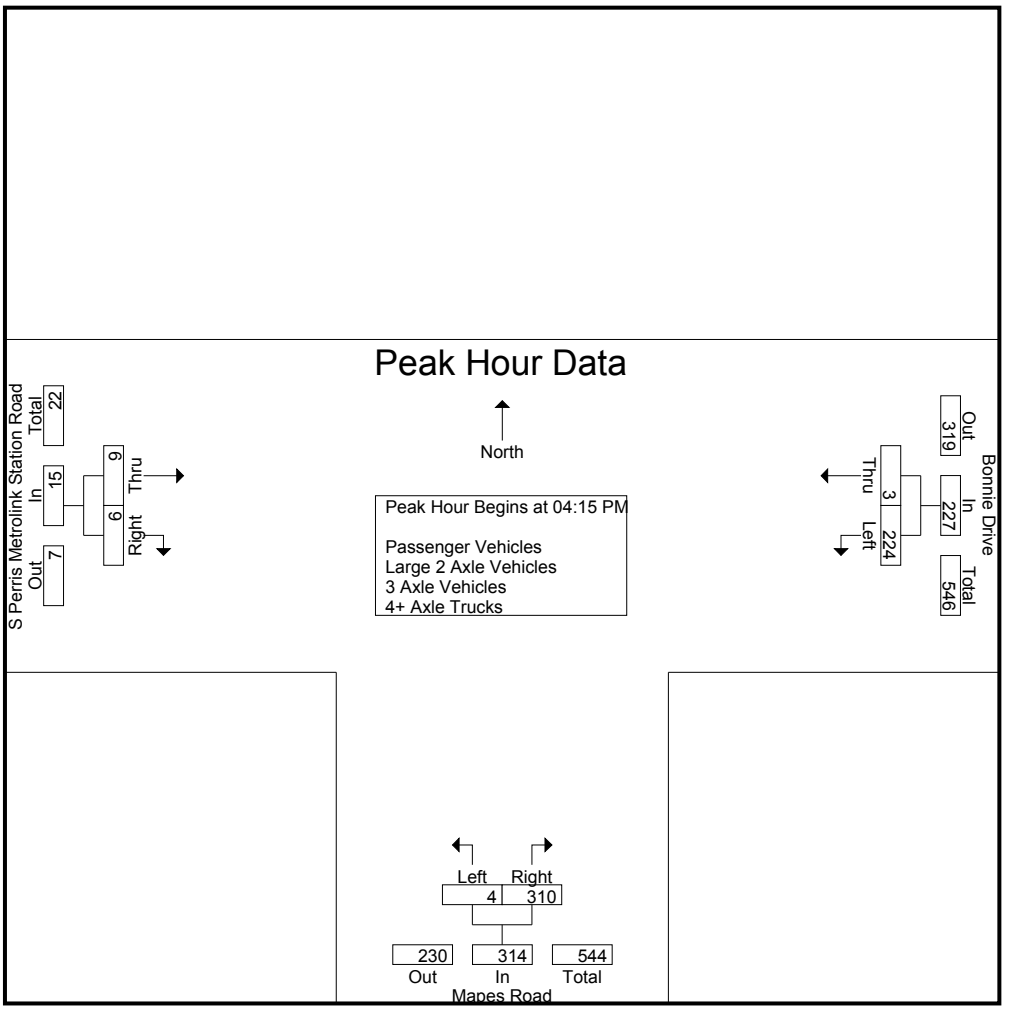

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			05:00 PM		
+0 mins.	**85**	**2**	**87**	**2**	76	78	2	2	4
+15 mins.	52	1	53	2	72	74	0	0	0
+30 mins.	53	1	54	0	72	72	1	0	1
+45 mins.	58	1	59	0	**90**	**90**	**16**	**7**	**23**
Total Volume	248	5	253	4	310	314	19	9	28
% App. Total	98	2		1.3	98.7		67.9	32.1	
PHF	.729	.625	.727	.500	.861	.872	.297	.321	.304

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City of Perris
N/S: Mapes Road
E/W: S Perris Metrolink Stn Rd/Bonnie Dr
Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
Site Code : 221041
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Groups Printed- Passenger Vehicles

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Station Road 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	84	2	86	0	66	0	66	0	0	0	0	0	152	152
04:15 PM	46	1	47	2	76	0	78	0	1	1	1	1	126	127
04:30 PM	49	0	49	2	70	0	72	2	0	0	2	0	123	123
04:45 PM	53	1	54	0	68	0	68	5	3	2	8	2	130	132
Total	232	4	236	4	280	0	284	7	4	3	11	3	531	534
05:00 PM	56	0	56	0	90	0	90	2	2	0	4	0	150	150
05:15 PM	52	1	53	1	66	0	67	0	0	0	0	0	120	120
05:30 PM	48	1	49	2	58	0	60	1	0	0	1	0	110	110
05:45 PM	36	11	47	0	60	0	60	16	7	5	23	5	130	135
Total	192	13	205	3	274	0	277	19	9	5	28	5	510	515
Grand Total	424	17	441	7	554	0	561	26	13	8	39	8	1041	1049
Apprch %	96.1	3.9		1.2	98.8			66.7	33.3					
Total %	40.7	1.6	42.4	0.7	53.2		53.9	2.5	1.2		3.7	0.8	99.2	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Station Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	46	**1**	47	**2**	76	78	0	1	1	126
04:30 PM	49	0	49	2	70	72	2	0	2	123
04:45 PM	53	1	54	0	68	68	**5**	**3**	**8**	130
05:00 PM	**56**	0	**56**	0	**90**	**90**	2	2	4	**150**
Total Volume	204	2	206	4	304	308	9	6	15	529
% App. Total	99	1		1.3	98.7		60	40		
PHF	.911	.500	.920	.500	.844	.856	.450	.500	.469	.882

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City of Perris
N/S: Mapes Road
E/W: S Perris Metrolink Stn Rd/Bonnie Dr
Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
Site Code : 221041
Start Date : 11/15/2022
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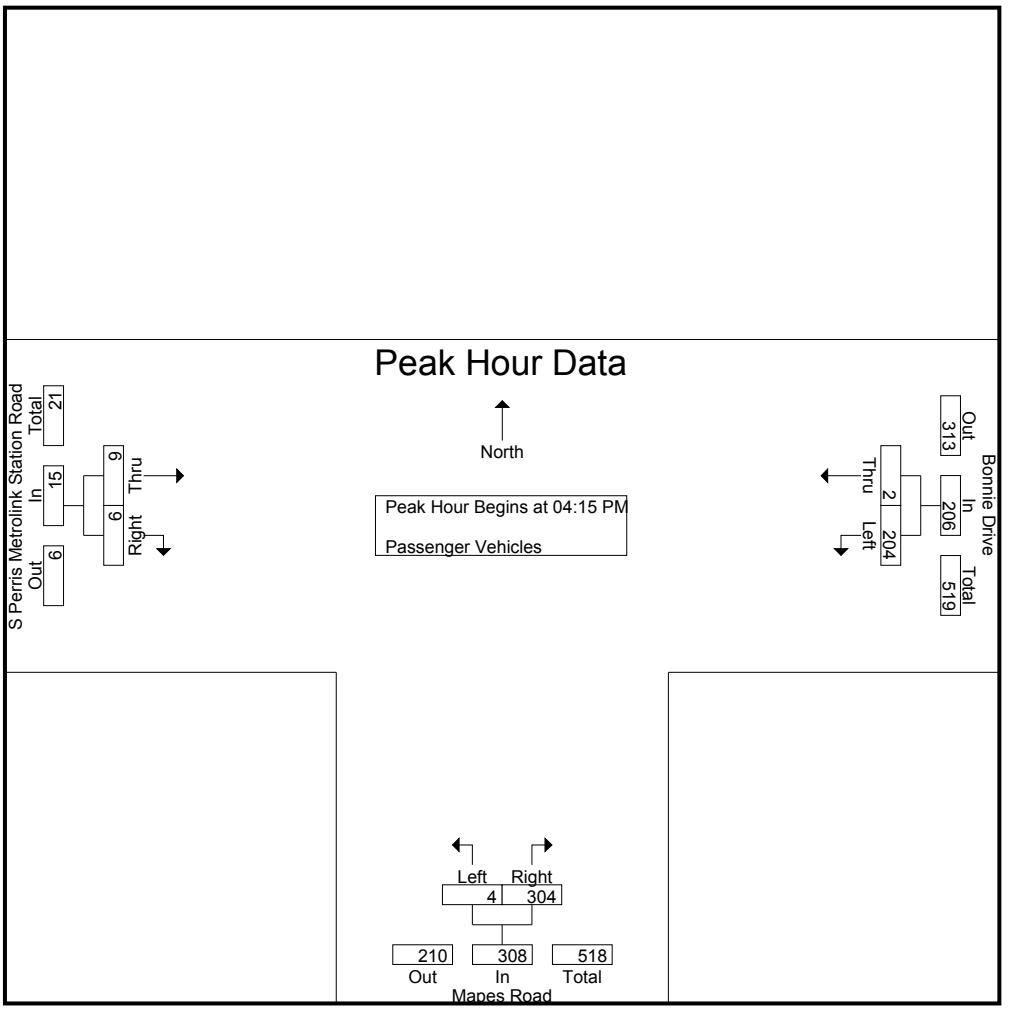

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	46	**1**	47	**2**	76	78	0	1	1
+15 mins.	49	0	49	2	70	72	2	0	2
+30 mins.	53	1	54	0	68	68	**5**	**3**	**8**
+45 mins.	**56**	0	**56**	0	**90**	**90**	2	2	4
Total Volume	204	2	206	4	304	308	9	6	15
% App. Total	99	1		1.3	98.7		60	40	
PHF	.911	.500	.920	.500	.844	.856	.450	.500	.469

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City of Perris
N/S: Mapes Road
E/W: S Perris Metrolink Stn Rd/Bonnie Dr
Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
Site Code : 221041
Start Date : 11/15/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Station Road 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	0	1	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	2	1	3	0	2	0	2	0	0	0	0	0	5	5
04:45 PM	1	0	1	0	3	0	3	0	0	0	0	0	4	4
Total	7	1	8	0	5	0	5	0	0	0	0	0	13	13
05:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	2	0	2	0	2	0	2	0	0	0	0	0	4	4
05:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Total	5	0	5	0	3	0	3	0	0	0	0	0	8	8
Grand Total	12	1	13	0	8	0	8	0	0	0	0	0	21	21
Apprch %	92.3	7.7		0	100			0	0					
Total %	57.1	4.8	61.9	0	38.1		38.1	0	0		0	0	100	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Station Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**3**	0	**3**	0	0	0	0	0	0	3
04:30 PM	2	**1**	3	0	2	2	0	0	0	**5**
04:45 PM	1	0	1	0	**3**	**3**	0	0	0	4
05:00 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	7	1	8	0	5	5	0	0	0	13
% App. Total	87.5	12.5		0	100		0	0		
PHF	.583	.250	.667	.000	.417	.417	.000	.000	.000	.650

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City of Perris
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Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
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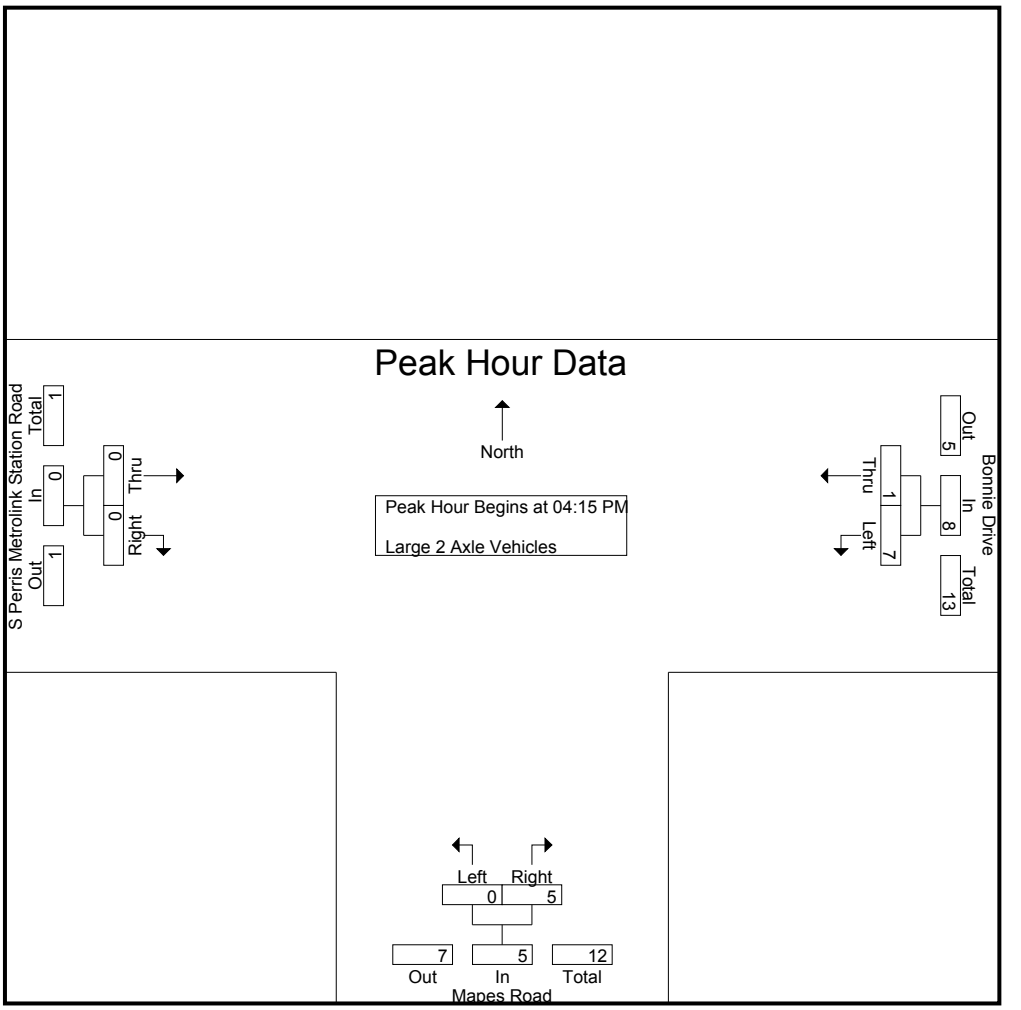

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**3**	0	**3**	0	0	0	0	0	0
+15 mins.	2	**1**	3	0	2	2	0	0	0
+30 mins.	1	0	1	0	**3**	**3**	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	7	1	8	0	5	5	0	0	0
% App. Total	87.5	12.5		0	100		0	0	
PHF	.583	.250	.667	.000	.417	.417	.000	.000	.000

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City of Perris
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Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
Site Code : 221041
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Groups Printed- 3 Axle Vehicles

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Station Road 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	1	0	1	0	0	0	0	0	1	1
04:15 PM	3	0	3	0	0	0	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
04:45 PM	4	0	4	0	0	0	0	0	0	0	0	0	4	4
Total	7	0	7	0	1	0	1	0	0	0	0	0	8	8
05:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	4	4
05:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	3
Total	10	0	10	0	0	0	0	0	0	0	0	0	10	10
Grand Total	17	0	17	0	1	0	1	0	0	0	0	0	18	18
Apprch %	100	0		0	100			0	0					
Total %	94.4	0	94.4	0	5.6		5.6	0	0		0	0	100	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Station Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	3	0	3	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	**4**	0	**4**	0	0	0	0	0	0	**4**
05:00 PM	4	0	4	0	0	0	0	0	0	4
Total Volume	11	0	11	0	0	0	0	0	0	11
% App. Total	100	0		0	0		0	0		
PHF	.688	.000	.688	.000	.000	.000	.000	.000	.000	.688

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City of Perris
N/S: Mapes Road
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Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
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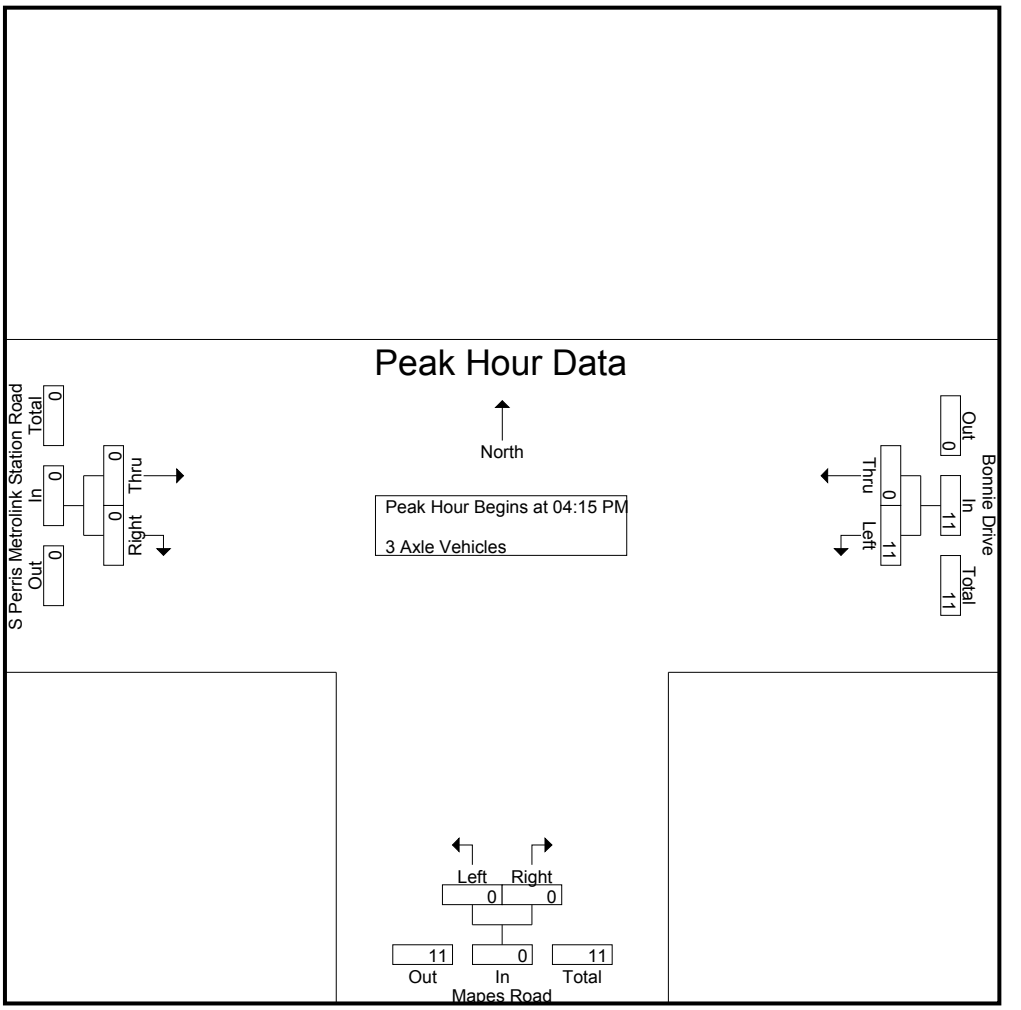

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	3	0	3	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**4**	0	**4**	0	0	0	0	0	0
+45 mins.	4	0	4	0	0	0	0	0	0
Total Volume	11	0	11	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.688	.000	.688	.000	.000	.000	.000	.000	.000

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City of Perris
N/S: Mapes Road
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Weather: Clear

File Name : 03_PER_Mapes_Bonnie PM
Site Code : 221041
Start Date : 11/15/2022
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Groups Printed- 4+ Axle Trucks

	Bonnie Drive Westbound			Mapes Road Northbound				S Perris Metrolink Station Road 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	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Total	2	0	2	0	1	0	1	0	0	0	0	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	1
05:30 PM	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
Total	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Grand Total	2	0	2	0	2	0	2	0	0	0	0	0	4	4
Apprch %	100	0		0	100			0	0					
Total %	50	0	50	0	50		50	0	0		0	0	100	

	Bonnie Drive Westbound			Mapes Road Northbound			S Perris Metrolink Station Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	**2**	0	**2**	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	**1**	**1**	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	2	0	1	1	0	0	0	3
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.375

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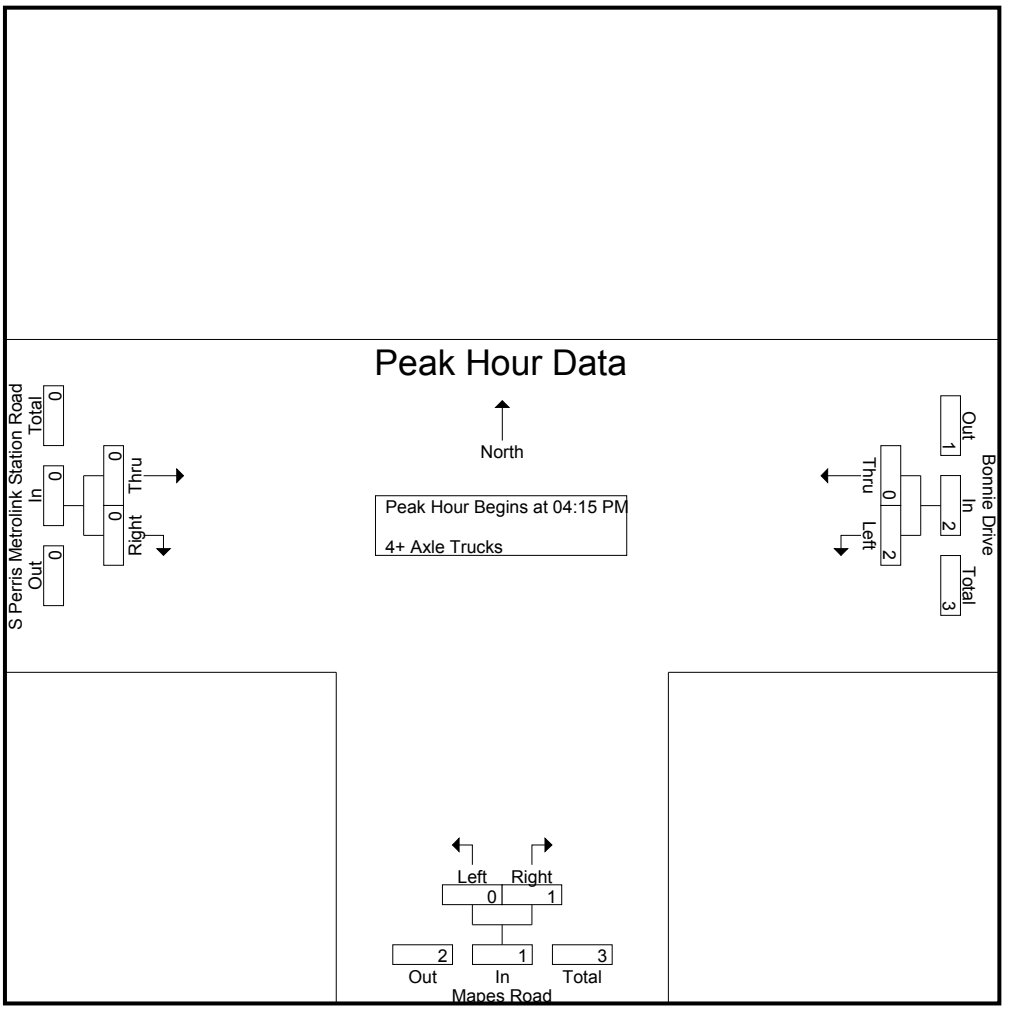

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Perris
N/S: Mapes Road
E/W: S Perris Metrolink Stn Rd/Bonnie Dr

Date: 11/15/2022
Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Bonnie Drive	South Leg Mapes Road	West Leg S Perris Metro Stn Road	
	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 Dead End	East Leg Bonnie Drive	South Leg Mapes Road	West Leg S Perris Metro Stn Road	
	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: Mapes Road
E/W: S Perris Metrolink Stn Rd/Bonnie Dr

Date: 11/15/2022
Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound Bonnie Drive			Northbound Mapes Road			Eastbound S Perris Metro Stn Road			
	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 Dead End			Westbound Bonnie Drive			Northbound Mapes Road			Eastbound S Perris Metro Stn Road			
	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	1	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:	0	0	0	1	0	0	0	0	0	0	0	0	1

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 24, 22

LOCATION: Perris
NORTH & SOUTH: I-215 SB Ramps
EAST & WEST: Bonnie

PROJECT #: SC3431
LOCATION #: 10
CONTROL: SIGNAL

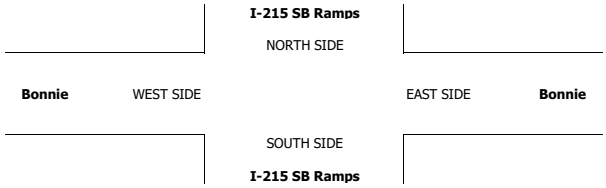
NOTES: No peds and bikes. Fog AM

AM / PM / MD / OTHER / OTHER

◄ W N ▲ S ▼ E ►

☑ Add U-Turns to Left Turns

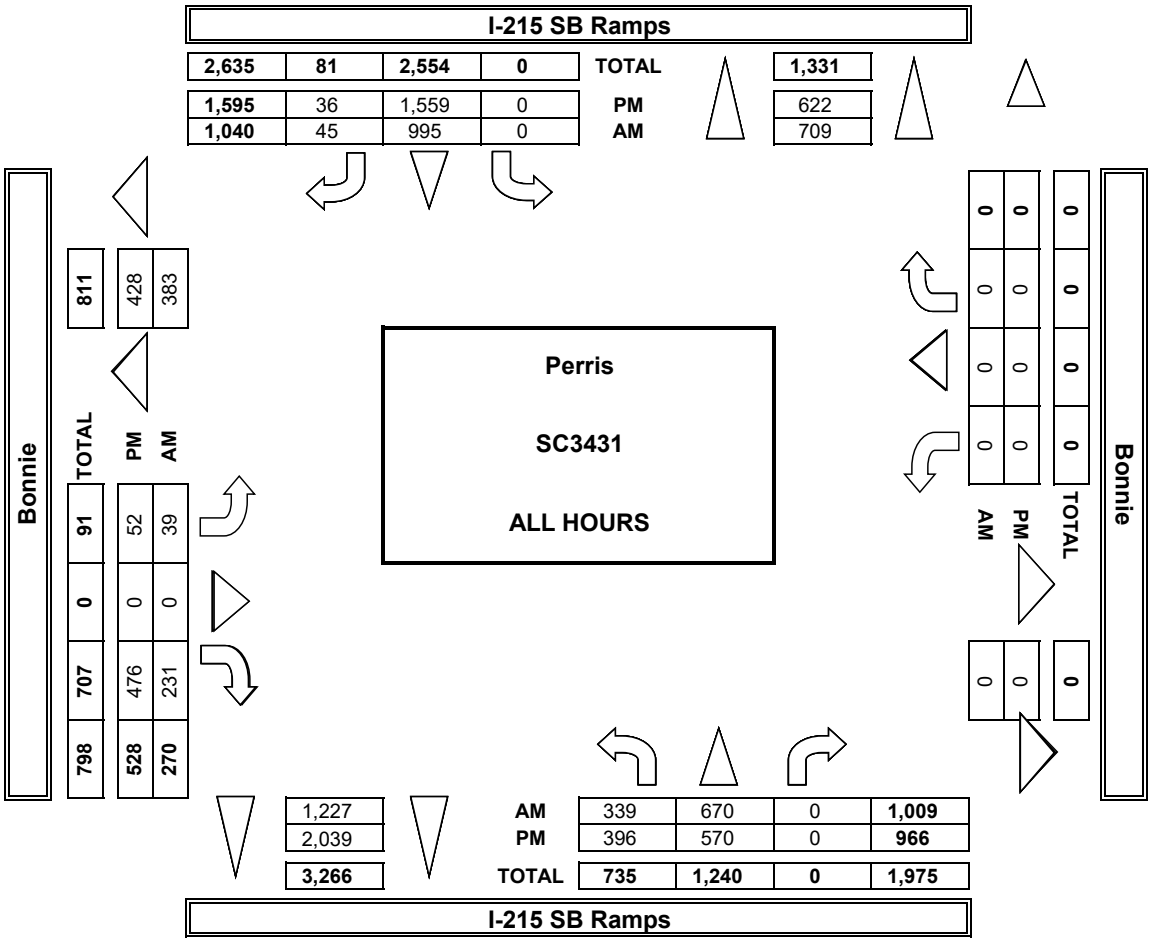
		NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Bonnie			WESTBOUND Bonnie				U-TURNS					RTOR			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL	NRR X	SRR 0	ERR 0	WRR X
AM	7:00 AM	39	92	0	0	139	6	0	0	32	0	0	0	308	0	0	0	0	0	0	1	30	0
	7:15 AM	38	78	0	0	140	7	9	0	31	0	0	0	303	0	0	0	0	0	0	2	22	0
	7:30 AM	51	111	0	0	114	2	7	0	27	0	0	0	312	0	0	0	0	0	0	0	25	0
	7:45 AM	51	102	0	0	116	9	6	0	22	0	0	0	306	1	0	0	0	1	0	2	20	0
	8:00 AM	37	73	0	0	101	4	2	0	27	0	0	0	244	0	0	0	0	0	0	1	23	0
	8:15 AM	40	77	0	0	129	3	7	0	40	0	0	0	296	0	0	0	0	0	0	0	31	0
	8:30 AM	45	70	0	0	126	4	2	0	20	0	0	0	267	0	0	0	0	0	0	0	12	0
	8:45 AM	38	67	0	0	130	10	6	0	32	0	0	0	283	0	0	0	0	0	0	3	22	0
	VOLUMES	339	670	0	0	995	45	39	0	231	0	0	0	2,319	1	0	0	0	1	0	9	185	0
	APPROACH %	34%	66%	0%	0%	96%	4%	14%	0%	86%	0%	0%	0%										
	APP/DEPART	1,009	/	709	1,040	/	1,227	270	/	0	0	/	383	0									
	BEGIN PEAK HR		7:00 AM																				
	VOLUMES	179	383	0	0	509	24	22	0	112	0	0	0	1,229						0	5	97	0
	APPROACH %	32%	68%	0%	0%	95%	5%	16%	0%	84%	0%	0%	0%										
	PEAK HR FACTOR		0.867			0.906			0.838			0.000		0.985									
	APP/DEPART	562	/	405	533	/	622	134	/	0	0	/	202	0									
PM	4:00 PM	53	83	0	0	199	2	3	0	55	0	0	0	395	1	0	0	0	1	0	1	44	0
	4:15 PM	51	73	0	0	214	4	4	0	54	0	0	0	400	1	0	0	0	1	0	1	43	0
	4:30 PM	39	91	0	0	185	4	9	0	59	0	0	0	387	0	0	0	0	0	0	1	40	0
	4:45 PM	46	57	0	0	198	5	6	0	63	0	0	0	375	0	0	0	0	0	0	1	57	0
	5:00 PM	56	87	0	0	202	5	6	0	70	0	0	0	426	0	0	0	0	0	0	0	54	0
	5:15 PM	45	60	0	0	192	7	4	0	53	0	0	0	361	1	0	0	0	1	0	2	39	0
	5:30 PM	55	68	0	0	179	6	1	0	49	0	0	0	358	1	0	0	0	1	0	2	40	0
	5:45 PM	51	51	0	0	190	3	19	0	73	0	0	0	387	0	0	0	0	0	0	2	52	0
	VOLUMES	396	570	0	0	1,559	36	52	0	476	0	0	0	3,089	4	0	0	0	4	0	10	369	0
	APPROACH %	41%	59%	0%	0%	98%	2%	10%	0%	90%	0%	0%	0%										
	APP/DEPART	966	/	622	1,595	/	2,039	528	/	0	0	/	428	0									
	BEGIN PEAK HR		4:15 PM																				
	VOLUMES	192	308	0	0	799	18	25	0	246	0	0	0	1,588						0	3	194	0
	APPROACH %	38%	62%	0%	0%	98%	2%	9%	0%	91%	0%	0%	0%										
	PEAK HR FACTOR		0.874			0.937			0.891			0.000		0.932									
	APP/DEPART	500	/	333	817	/	1,046	271	/	0	0	/	209	0									

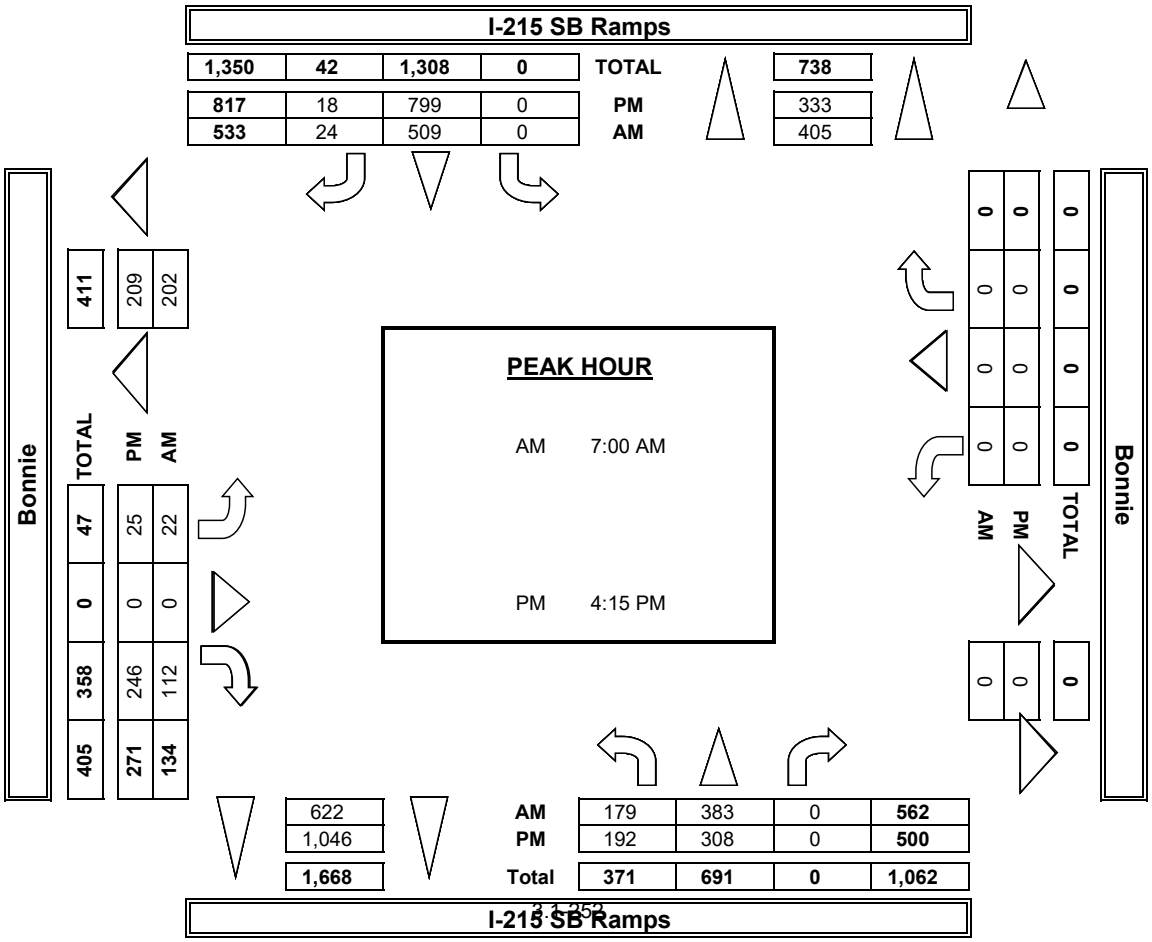


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	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	0	0
	8:30 AM	0	0	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	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	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	0	0
	4:30 PM	0	0	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	0	0
	5:00 PM	0	0	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	0	0
	5:30 PM	0	0	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	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 SB Ramps	LOCATION #:	10
TUESDAY	EAST & WEST:	Bonnie	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

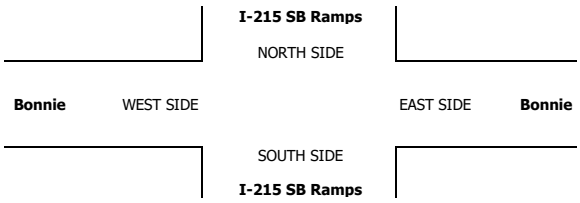
		NORTHBOUND (I-215 SB Ramps)			SOUTHBOUND (I-215 SB Ramps)			EASTBOUND (Bonnie)			WESTBOUND (Bonnie)			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	34	69	0	0	102	6	0	0	24	0	0	0	235
	7:15 AM	33	68	0	0	111	4	9	0	27	0	0	0	252
	7:30 AM	38	101	0	0	96	2	7	0	21	0	0	0	265
	7:45 AM	48	86	0	0	93	6	5	0	17	0	0	0	255
	8:00 AM	33	69	0	0	83	3	2	0	21	0	0	0	211
	8:15 AM	32	67	0	0	98	2	6	0	33	0	0	0	238
	8:30 AM	37	61	0	0	101	3	2	0	16	0	0	0	220
	8:45 AM	33	52	0	0	92	5	4	0	24	0	0	0	210
	VOLUMES	288	573	0	0	776	31	35	0	183	0	0	0	1,886
	APPROACH %	33%	67%	0%	0%	96%	4%	16%	0%	84%	0%	0%	0%	
	APP/DEPART	861	/	608	807	/	960	218	/	0	0	/	318	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	152	324	0	0	402	18	21	0	89	0	0	0	1,007
	APPROACH %	32%	68%	0%	0%	96%	4%	19%	0%	81%	0%	0%	0%	
	PEAK HR FACTOR		0.858			0.913			0.764			0.000		0.950
	APP/DEPART	477	/	345	420	/	492	110	/	0	0	/	170	0
PM	4:00 PM	45	80	0	0	175	2	2	0	52	0	0	0	356
	4:15 PM	40	68	0	0	193	4	4	0	50	0	0	0	359
	4:30 PM	34	85	0	0	168	4	9	0	53	0	0	0	353
	4:45 PM	36	53	0	0	180	3	6	0	58	0	0	0	336
	5:00 PM	48	81	0	0	183	4	6	0	64	0	0	0	386
	5:15 PM	40	57	0	0	177	7	4	0	47	0	0	0	332
	5:30 PM	44	66	0	0	163	5	1	0	45	0	0	0	324
	5:45 PM	43	49	0	0	176	3	19	0	67	0	0	0	357
	VOLUMES	330	539	0	0	1,415	32	51	0	436	0	0	0	2,803
	APPROACH %	38%	62%	0%	0%	98%	2%	10%	0%	90%	0%	0%	0%	
	APP/DEPART	869	/	590	1,447	/	1,854	487	/	0	0	/	359	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	157	287	0	0	724	15	25	0	225	0	0	0	1,434
	APPROACH %	35%	64%	0%	0%	98%	2%	10%	0%	90%	0%	0%	0%	
	PEAK HR FACTOR		0.862			0.938			0.893			0.000		0.929
	APP/DEPART	445	/	312	739	/	950	250	/	0	0	/	172	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
3	0	0	0	3

RTOR

NRR X	SRR 0	ERR 0	WRR X
0	1	23	0
0	2	19	0
0	0	19	0
0	1	16	0
0	1	18	0
0	0	26	0
0	0	8	0
0	2	16	0
0	7	145	0
0	4	77	0
0	1	41	0
0	1	40	0
0	1	34	0
0	0	52	0
0	0	49	0
0	2	35	0
0	1	37	0
0	2	47	0
0	8	335	0
0	2	175	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 SB Ramps	LOCATION #:	10
TUESDAY	EAST & WEST:	Bonnie	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Bonnie			WESTBOUND Bonnie			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	3	17	0	0	20	0	0	0	5	0	0	0	45
	7:15 AM	2	6	0	0	21	1	0	0	1	0	0	0	31
	7:30 AM	7	9	0	0	9	0	0	0	1	0	0	0	26
	7:45 AM	2	10	0	0	10	2	0	0	3	0	0	0	27
	8:00 AM	1	2	0	0	4	0	0	0	2	0	0	0	9
	8:15 AM	4	5	0	0	9	0	0	0	2	0	0	0	20
	8:30 AM	5	3	0	0	13	0	0	0	1	0	0	0	22
	8:45 AM	3	10	0	0	19	2	0	0	3	0	0	0	37
	VOLUMES	27	62	0	0	105	5	0	0	18	0	0	0	217
	APPROACH %	30%	70%	0%	0%	95%	5%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	89	/	62	110	/	123	18	/	0	0	/	32	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	14	42	0	0	60	3	0	0	10	0	0	0	129
	APPROACH %	25%	75%	0%	0%	95%	5%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.700			0.716			0.500			0.000		0.717
	APP/DEPART	56	/	42	63	/	70	10	/	0	0	/	17	0
PM	4:00 PM	5	3	0	0	17	0	0	0	3	0	0	0	28
	4:15 PM	4	5	0	0	14	0	0	0	3	0	0	0	26
	4:30 PM	1	3	0	0	14	0	0	0	4	0	0	0	22
	4:45 PM	2	3	0	0	14	1	0	0	5	0	0	0	25
	5:00 PM	4	4	0	0	12	1	0	0	3	0	0	0	24
	5:15 PM	4	3	0	0	14	0	0	0	2	0	0	0	23
	5:30 PM	1	1	0	0	13	1	0	0	1	0	0	0	17
	5:45 PM	4	1	0	0	14	0	0	0	5	0	0	0	24
	VOLUMES	25	23	0	0	112	3	0	0	26	0	0	0	189
	APPROACH %	52%	48%	0%	0%	97%	3%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	48	/	23	115	/	139	26	/	0	0	/	27	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	11	15	0	0	54	2	0	0	15	0	0	0	97
	APPROACH %	42%	58%	0%	0%	96%	4%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.722			0.933			0.750			0.000		0.933
	APP/DEPART	26	/	15	56	/	69	15	/	0	0	/	13	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR 0	WRR X
0	0	5	0
0	0	1	0
0	0	1	0
0	1	2	0
0	0	2	0
0	0	2	0
0	0	1	0
0	1	2	0
0	2	16	0
0	1	9	0
0	0	3	0
0	0	2	0
0	0	4	0
0	1	5	0
0	0	3	0
0	0	2	0
0	1	1	0
0	0	4	0
0	2	24	0
0	1	14	0

I-215 SB Ramps

NORTH SIDE

Bonnie WEST SIDE EAST SIDE **Bonnie**

SOUTH SIDE

I-215 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 SB Ramps	LOCATION #:	10
TUESDAY	EAST & WEST:	Bonnie	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Bonnie			WESTBOUND Bonnie			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	1	2	0	0	4	0	0	0	3	0	0	0	10
	7:15 AM	2	0	0	0	1	0	0	0	1	0	0	0	4
	7:30 AM	2	0	0	0	1	0	0	0	2	0	0	0	5
	7:45 AM	1	0	0	0	2	0	1	0	0	0	0	0	4
	8:00 AM	0	0	0	0	2	0	0	0	3	0	0	0	5
	8:15 AM	2	1	0	0	6	0	0	0	1	0	0	0	10
	8:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
	8:45 AM	2	0	0	0	3	0	1	0	1	0	0	0	7
	VOLUMES	10	5	0	0	20	1	2	0	11	0	0	0	49
	APPROACH %	67%	33%	0%	0%	95%	5%	15%	0%	85%	0%	0%	0%	
	APP/DEPART	15	/	7	21	/	31	13	/	0	0	/	11	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	6	2	0	0	8	0	1	0	6	0	0	0	23
	APPROACH %	75%	25%	0%	0%	100%	0%	14%	0%	86%	0%	0%	0%	
	PEAK HR FACTOR		0.667			0.500			0.583			0.000		0.575
	APP/DEPART	8	/	3	8	/	14	7	/	0	0	/	6	0
PM	4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
	4:15 PM	5	0	0	0	2	0	0	0	0	0	0	0	7
	4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	4:45 PM	2	0	0	0	3	0	0	0	0	0	0	0	5
	5:00 PM	1	0	0	0	3	0	0	0	1	0	0	0	5
	5:15 PM	1	0	0	0	1	0	0	0	1	0	0	0	3
	5:30 PM	8	0	0	0	1	0	0	0	2	0	0	0	11
	5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
	VOLUMES	20	0	0	0	13	0	0	0	4	0	0	0	37
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	20	/	0	13	/	17	4	/	0	0	/	20	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	8	0	0	0	10	0	0	0	1	0	0	0	19
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.400			0.833			0.250			0.000		0.679
	APP/DEPART	8	/	0	10	/	11	1	/	0	0	/	8	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR 0	WRR X
0	0	2	0
0	0	1	0
0	0	2	0
0	0	0	0
0	0	3	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	10	0
0	0	5	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	2	0
0	0	0	0
0	0	4	0
0	0	1	0

I-215 SB Ramps

NORTH SIDE

Bonnie WEST SIDE

EAST SIDE **Bonnie**

SOUTH SIDE

I-215 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 SB Ramps	LOCATION #:	10
TUESDAY	EAST & WEST:	Bonnie	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Bonnie			WESTBOUND Bonnie			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	1	4	0	0	13	0	0	0	0	0	0	0	18
	7:15 AM	1	4	0	0	6	2	0	0	1	0	0	0	14
	7:30 AM	3	0	0	0	7	0	0	0	2	0	0	0	12
	7:45 AM	0	6	0	0	11	1	0	0	1	0	0	0	19
	8:00 AM	3	2	0	0	10	1	0	0	1	0	0	0	17
	8:15 AM	1	4	0	0	15	1	1	0	2	0	0	0	24
	8:30 AM	2	4	0	0	11	0	0	0	3	0	0	0	20
	8:45 AM	0	5	0	0	13	3	1	0	2	0	0	0	24
	VOLUMES	11	29	0	0	86	8	2	0	12	0	0	0	148
	APPROACH %	28%	73%	0%	0%	91%	9%	14%	0%	86%	0%	0%	0%	
	APP/DEPART	40	/	31	94	/	98	14	/	0	0	/	19	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	5	14	0	0	37	3	0	0	4	0	0	0	63
	APPROACH %	26%	74%	0%	0%	93%	8%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.792			0.769			0.500			0.000		0.829
	APP/DEPART	19	/	14	40	/	41	4	/	0	0	/	8	0
PM	4:00 PM	1	0	0	0	4	0	1	0	0	0	0	0	6
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	4:30 PM	1	3	0	0	1	0	0	0	1	0	0	0	6
	4:45 PM	3	1	0	0	0	1	0	0	0	0	0	0	5
	5:00 PM	2	2	0	0	3	0	0	0	1	0	0	0	8
	5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
	5:30 PM	0	1	0	0	1	0	0	0	1	0	0	0	3
	5:45 PM	2	1	0	0	0	0	0	0	0	0	0	0	3
	VOLUMES	9	8	0	0	11	1	1	0	6	0	0	0	36
	APPROACH %	53%	47%	0%	0%	92%	8%	14%	0%	86%	0%	0%	0%	
	APP/DEPART	17	/	9	12	/	17	7	/	0	0	/	10	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	6	6	0	0	6	1	0	0	2	0	0	0	21
	APPROACH %	50%	50%	0%	0%	86%	14%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.583			0.500			0.000		0.656
	APP/DEPART	12	/	6	7	/	8	2	/	0	0	/	7	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 SB Ramps	LOCATION #:	10
TUESDAY	EAST & WEST:	Bonnie	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

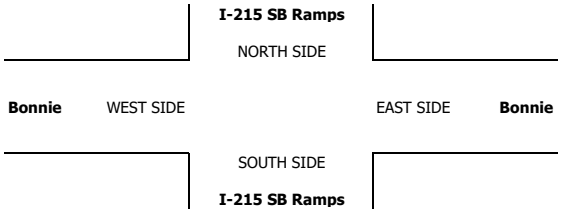
		NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Bonnie			WESTBOUND Bonnie			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR 0	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 SB Ramps	LOCATION #:	10
TUESDAY	EAST & WEST:	Bonnie	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

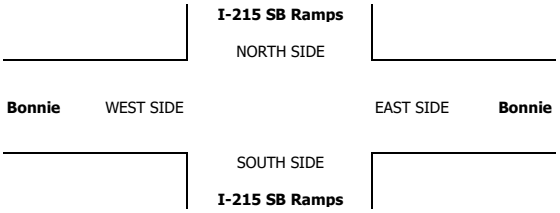
		NORTHBOUND I-215 SB Ramps			SOUTHBOUND I-215 SB Ramps			EASTBOUND Bonnie			WESTBOUND Bonnie			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
	7:30 AM	1	1	0	0	1	0	0	0	1	0	0	0	4
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	8:15 AM	1	0	0	0	1	0	0	0	2	0	0	0	4
	8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	3	0	0	0	2	0	0	0	5
	VOLUMES	3	1	0	0	8	0	0	0	7	0	0	0	19
	APPROACH %	75%	25%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	4	/	1	8	/	15	7	/	0	0	/	3	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	1	1	0	0	2	0	0	0	3	0	0	0	7
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.500			0.750			0.000		0.438
	APP/DEPART	2	/	1	2	/	5	3	/	0	0	/	1	0
PM	4:00 PM	1	0	0	0	2	0	0	0	0	0	0	0	3
	4:15 PM	2	0	0	0	3	0	0	0	1	0	0	0	6
	4:30 PM	3	0	0	0	0	0	0	0	1	0	0	0	4
	4:45 PM	3	0	0	0	1	0	0	0	0	0	0	0	4
	5:00 PM	1	0	0	0	1	0	0	0	1	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	2	0	0	0	1	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	VOLUMES	12	0	0	0	8	0	0	0	4	0	0	0	24
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	12	/	0	8	/	12	4	/	0	0	/	12	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	9	0	0	0	5	0	0	0	3	0	0	0	17
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.417			0.750			0.000		0.708
	APP/DEPART	9	/	0	5	/	8	3	/	0	0	/	9	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR 0	WRR X
0	0	0	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	4	0
0	0	2	0
0	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	3	0
0	0	2	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 24, 22

LOCATION: Perris
NORTH & SOUTH: I-215 NB Ramps
EAST & WEST: SR-74

PROJECT #: SC3431
LOCATION #: 11
CONTROL: SIGNAL

NOTES: Fog AM

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	38	0	1	2	168	0	0	123	202	534
	7:15 AM	0	0	0	49	0	1	2	174	0	0	120	177	523
	7:30 AM	0	0	0	43	0	4	3	136	0	0	156	206	548
	7:45 AM	0	0	0	29	0	4	3	134	0	0	153	223	546
	8:00 AM	0	0	0	20	0	3	4	147	0	0	142	187	503
	8:15 AM	0	0	0	22	0	2	4	156	0	0	100	167	451
	8:30 AM	0	0	0	21	0	3	3	137	0	0	104	149	417
	8:45 AM	0	0	0	29	0	5	3	153	0	0	92	149	431
	VOLUMES	0	0	0	251	0	23	24	1,205	0	0	990	1,460	3,953
	APPROACH %	0%	0%	0%	92%	0%	8%	2%	98%	0%	0%	40%	60%	
	APP/DEPART	0	/	1,484	274	/	0	1,229	/	1,456	2,450	/	1,013	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	159	0	10	10	612	0	0	552	808	2,151
	APPROACH %	0%	0%	0%	94%	0%	6%	2%	98%	0%	0%	41%	59%	
	PEAK HR FACTOR		0.000			0.845			0.884			0.904		0.981
	APP/DEPART	0	/	818	169	/	0	622	/	771	1,360	/	562	0
PM	4:00 PM	0	0	0	47	0	7	4	241	0	0	129	142	570
	4:15 PM	0	0	0	55	0	9	5	267	0	0	121	149	606
	4:30 PM	0	0	0	60	0	9	7	246	0	0	119	147	588
	4:45 PM	0	0	0	59	0	2	2	235	0	0	103	158	559
	5:00 PM	0	0	0	62	0	8	3	280	0	0	130	130	613
	5:15 PM	0	0	0	68	0	12	5	248	0	0	93	163	589
	5:30 PM	0	0	0	52	0	9	1	237	0	0	119	178	596
	5:45 PM	0	0	0	64	0	8	2	250	0	0	92	118	534
	VOLUMES	0	0	0	467	0	64	29	2,004	0	0	906	1,185	4,655
	APPROACH %	0%	0%	0%	88%	0%	12%	1%	99%	0%	0%	43%	57%	
	APP/DEPART	0	/	1,214	531	/	0	2,033	/	2,471	2,091	/	970	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	236	0	28	17	1,028	0	0	473	584	2,366
	APPROACH %	0%	0%	0%	89%	0%	11%	2%	98%	0%	0%	45%	55%	
	PEAK HR FACTOR		0.000			0.943			0.923			0.979		0.965
	APP/DEPART	0	/	601	264	/	0	1,045	/	1,264	1,057	/	501	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	43
0	1	0	46
0	1	0	49
0	3	0	29
0	2	0	24
0	2	0	24
0	3	0	31
0	3	0	10
0	15	0	256
0	5	0	167
0	6	0	29
0	5	0	48
0	5	0	48
0	0	0	52
0	5	0	18
0	9	0	49
0	2	0	32
0	4	0	42
0	36	0	318
0	15	0	166

I-215 NB Ramps

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

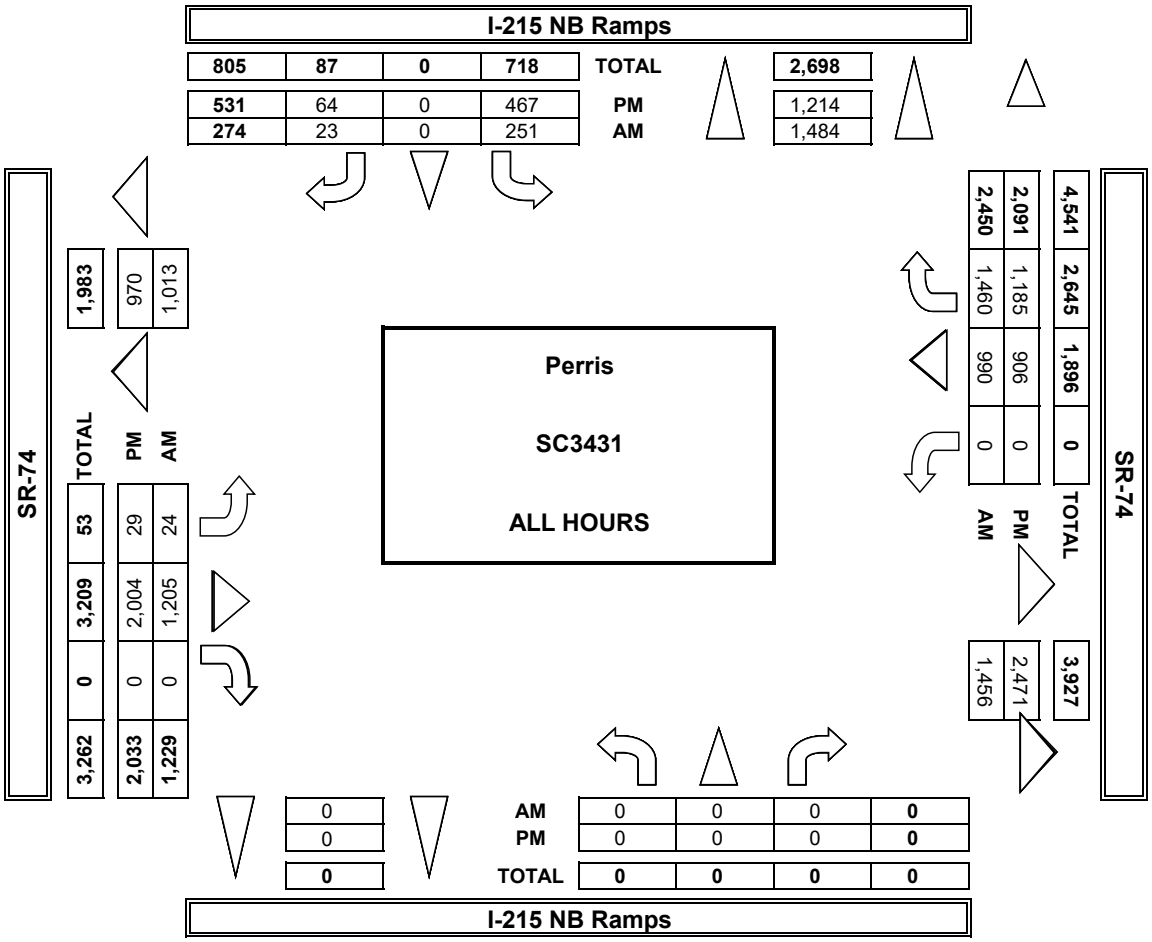
SOUTH SIDE

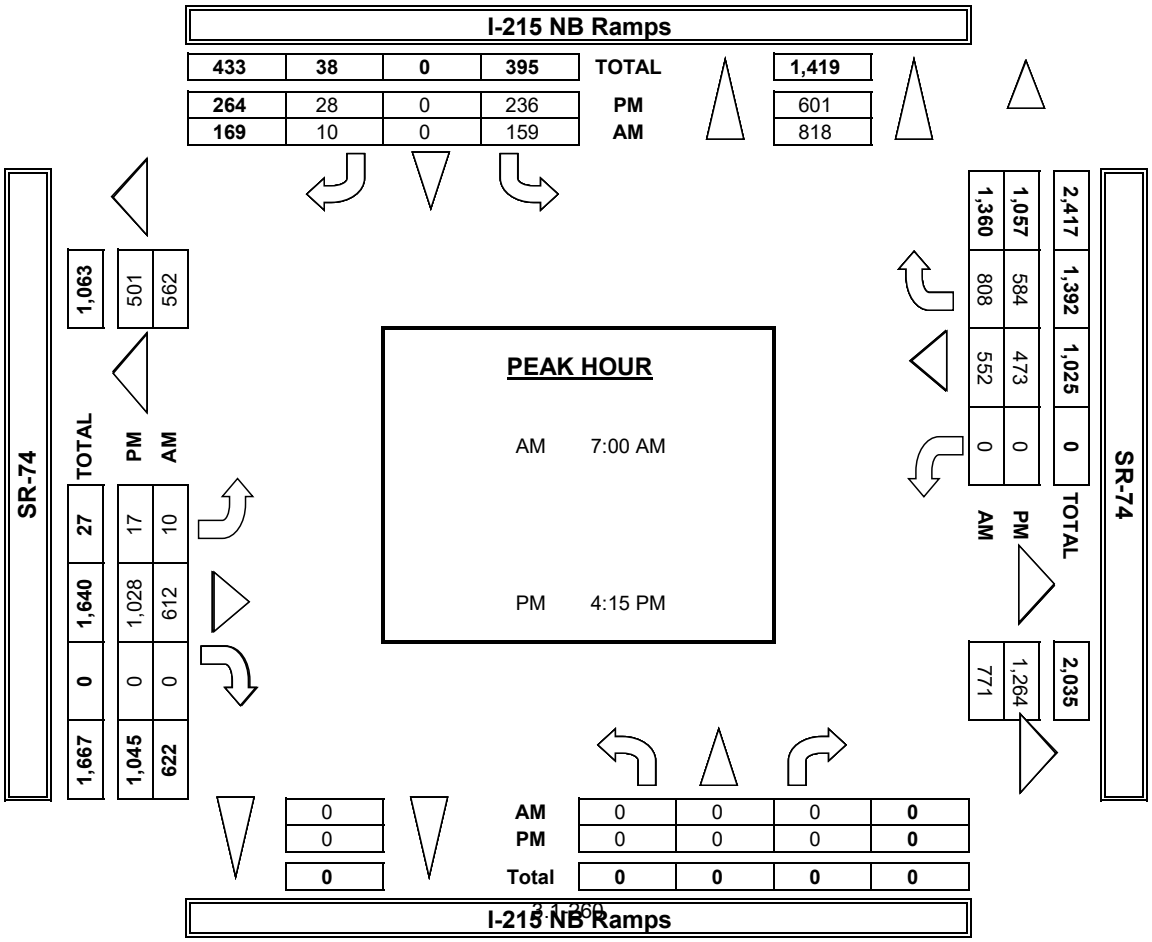
I-215 NB Ramps

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	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	0	0
	7:30 AM	0	0	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	0	0
	8:00 AM	0	0	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	0	0
	8:30 AM	0	0	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	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	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	0	0
	4:30 PM	0	0	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	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	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	0	0
	TOTAL	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	11
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

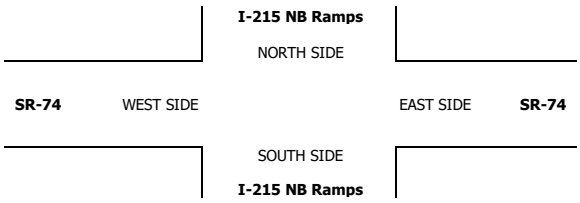
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (I-215 NB Ramps)			SOUTHBOUND (I-215 NB Ramps)			EASTBOUND (SR-74)			WESTBOUND (SR-74)			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
7:00 AM	0	0	0	28	0	1	2	127	0	0	99	173	430
7:15 AM	0	0	0	47	0	1	2	136	0	0	102	157	445
7:30 AM	0	0	0	40	0	2	1	116	0	0	133	188	480
7:45 AM	0	0	0	25	0	4	3	105	0	0	135	207	479
8:00 AM	0	0	0	16	0	3	1	118	0	0	127	159	424
8:15 AM	0	0	0	18	0	2	4	120	0	0	83	139	366
8:30 AM	0	0	0	16	0	3	2	109	0	0	90	127	347
8:45 AM	0	0	0	23	0	4	0	116	0	0	76	121	340
AM VOLUMES	0	0	0	213	0	20	15	947	0	0	845	1,271	3,311
AM APPROACH %	0%	0%	0%	91%	0%	9%	2%	98%	0%	0%	40%	60%	
AM APP/DEPART	0	/	1,286	233	/	0	962	/	1,160	2,116	/	865	0
BEGIN PEAK HR		7:00 AM											
AM PEAK VOLUMES	0	0	0	140	0	8	8	484	0	0	469	725	1,834
AM PEAK APPROACH %	0%	0%	0%	95%	0%	5%	2%	98%	0%	0%	39%	61%	
PEAK HR FACTOR		0.000			0.771			0.891			0.873		0.955
AM APP/DEPART	0	/	733	148	/	0	492	/	624	1,194	/	477	0
4:00 PM	0	0	0	36	0	6	4	218	0	0	119	120	503
4:15 PM	0	0	0	40	0	7	5	243	0	0	105	134	534
4:30 PM	0	0	0	51	0	9	7	222	0	0	107	124	520
4:45 PM	0	0	0	52	0	2	2	212	0	0	88	136	492
5:00 PM	0	0	0	55	0	8	3	255	0	0	120	117	558
5:15 PM	0	0	0	57	0	11	3	227	0	0	84	149	531
5:30 PM	0	0	0	44	0	9	1	218	0	0	106	156	534
5:45 PM	0	0	0	54	0	8	2	226	0	0	84	103	477
PM VOLUMES	0	0	0	389	0	60	27	1,821	0	0	813	1,039	4,149
PM APPROACH %	0%	0%	0%	87%	0%	13%	1%	99%	0%	0%	44%	56%	
PM APP/DEPART	0	/	1,066	449	/	0	1,848	/	2,210	1,852	/	873	0
BEGIN PEAK HR		4:15 PM											
PM PEAK VOLUMES	0	0	0	198	0	26	17	932	0	0	420	511	2,104
PM PEAK APPROACH %	0%	0%	0%	88%	0%	12%	2%	98%	0%	0%	45%	55%	
PEAK HR FACTOR		0.000			0.889			0.920			0.974		0.943
PM APP/DEPART	0	/	528	224	/	0	949	/	1,130	931	/	446	0

U-TURNS					
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR X	SRR 0	ERR X	WRR 0
0	0	0	37
0	1	0	42
0	0	0	46
0	3	0	25
0	2	0	22
0	2	0	22
0	3	0	27
0	2	0	9
0	13	0	230
0	4	0	150
0	5	0	24
0	5	0	39
0	5	0	44
0	0	0	43
0	5	0	18
0	8	0	47
0	2	0	28
0	4	0	36
0	34	0	279
0	15	0	144



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	11
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼

		NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	6	0	0	0	22	0	0	17	13	58
	7:15 AM	0	0	0	2	0	0	0	23	0	0	12	12	49
	7:30 AM	0	0	0	1	0	1	0	9	0	0	15	9	35
	7:45 AM	0	0	0	4	0	0	0	16	0	0	11	6	37
	8:00 AM	0	0	0	3	0	0	1	8	0	0	7	16	35
	8:15 AM	0	0	0	2	0	0	0	10	0	0	9	12	33
	8:30 AM	0	0	0	3	0	0	1	13	0	0	6	9	32
	8:45 AM	0	0	0	6	0	1	1	19	0	0	10	14	51
	VOLUMES	0	0	0	27	0	2	3	120	0	0	87	91	330
	APPROACH %	0%	0%	0%	93%	0%	7%	2%	98%	0%	0%	49%	51%	
	APP/DEPART	0	/	94	29	/	0	123	/	147	178	/	89	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	13	0	1	0	70	0	0	55	40	179
	APPROACH %	0%	0%	0%	93%	0%	7%	0%	100%	0%	0%	58%	42%	
	PEAK HR FACTOR		0.000			0.583			0.761			0.792		0.772
	APP/DEPART	0	/	40	14	/	0	70	/	83	95	/	56	0
PM	4:00 PM	0	0	0	9	0	1	0	18	0	0	7	10	45
	4:15 PM	0	0	0	9	0	1	0	16	0	0	8	10	44
	4:30 PM	0	0	0	7	0	0	0	19	0	0	5	16	47
	4:45 PM	0	0	0	5	0	0	0	19	0	0	5	13	42
	5:00 PM	0	0	0	5	0	0	0	15	0	0	7	9	36
	5:15 PM	0	0	0	10	0	1	0	18	0	0	6	10	45
	5:30 PM	0	0	0	8	0	0	0	14	0	0	3	13	38
	5:45 PM	0	0	0	5	0	0	0	20	0	0	4	10	39
	VOLUMES	0	0	0	58	0	3	0	139	0	0	45	91	336
	APPROACH %	0%	0%	0%	95%	0%	5%	0%	100%	0%	0%	33%	67%	
	APP/DEPART	0	/	91	61	/	0	139	/	197	136	/	48	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	26	0	1	0	69	0	0	25	48	169
	APPROACH %	0%	0%	0%	96%	0%	4%	0%	100%	0%	0%	34%	66%	
	PEAK HR FACTOR		0.000			0.675			0.908			0.869		0.899
	APP/DEPART	0	/	48	27	/	0	69	/	95	73	/	26	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	2
0	0	0	2
0	0	0	2
0	0	0	3
0	0	0	1
0	0	0	0
0	0	0	2
0	1	0	0
0	1	0	12
0	0	0	9
0	1	0	2
0	0	0	7
0	0	0	3
0	0	0	5
0	0	0	0
0	1	0	0
0	0	0	3
0	0	0	4
0	2	0	24
0	0	0	15

I-215 NB Ramps

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

I-215 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	11
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	5	0	0	3	3	11
	7:15 AM	0	0	0	0	0	0	0	3	0	0	1	1	5
	7:30 AM	0	0	0	0	0	0	0	3	0	0	2	3	8
	7:45 AM	0	0	0	0	0	0	0	3	0	0	2	1	6
	8:00 AM	0	0	0	0	0	0	0	6	0	0	2	7	15
	8:15 AM	0	0	0	1	0	0	0	6	0	0	2	6	15
	8:30 AM	0	0	0	0	0	0	0	2	0	0	1	8	11
	8:45 AM	0	0	0	0	0	0	0	3	0	0	2	6	11
	VOLUMES	0	0	0	1	0	0	0	31	0	0	15	35	82
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	30%	70%	
	APP/DEPART	0	/	35	1	/	0	31	/	32	50	/	15	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	14	0	0	8	8	30
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	50%	50%	
	PEAK HR FACTOR		0.000			0.000			0.700			0.667		0.682
	APP/DEPART	0	/	8	0	/	0	14	/	14	16	/	8	0
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	1	6	8
	4:15 PM	0	0	0	1	0	1	0	2	0	0	3	2	9
	4:30 PM	0	0	0	0	0	0	0	2	0	0	2	2	6
	4:45 PM	0	0	0	1	0	0	0	3	0	0	2	3	9
	5:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
	5:15 PM	0	0	0	0	0	0	1	1	0	0	3	3	8
	5:30 PM	0	0	0	0	0	0	0	2	0	0	5	3	10
	5:45 PM	0	0	0	1	0	0	0	1	0	0	3	3	8
	VOLUMES	0	0	0	3	0	1	1	16	0	0	19	22	62
	APPROACH %	0%	0%	0%	75%	0%	25%	6%	94%	0%	0%	46%	54%	
	APP/DEPART	0	/	23	4	/	0	17	/	19	41	/	20	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	2	0	1	0	11	0	0	7	7	28
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	50%	50%	
	PEAK HR FACTOR		0.000			0.375			0.688			0.700		0.778
	APP/DEPART	0	/	7	3	/	0	11	/	13	14	/	8	0

U-TURNS NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR NRR X	SRR 0	ERR X	WRR 0
0	0	0	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	2
0	0	0	2
0	0	0	2
0	0	0	0
0	0	0	1
0	0	0	2
0	0	0	0
0	0	0	2
0	0	0	1
0	0	0	2
0	0	0	10
0	0	0	3

I-215 NB Ramps

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

I-215 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	11
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND SR-74			WESTBOUND SR-74			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
7:00 AM	0	0	0	3	0	0	0	13	0	0	4	11	31
7:15 AM	0	0	0	0	0	0	0	10	0	0	5	5	20
7:30 AM	0	0	0	2	0	1	2	6	0	0	4	5	20
7:45 AM	0	0	0	0	0	0	0	10	0	0	5	7	22
8:00 AM	0	0	0	1	0	0	2	11	0	0	6	4	24
8:15 AM	0	0	0	1	0	0	0	17	0	0	5	8	31
8:30 AM	0	0	0	1	0	0	0	13	0	0	6	4	24
8:45 AM	0	0	0	0	0	0	2	12	0	0	4	7	25
AM VOLUMES	0	0	0	8	0	1	6	92	0	0	39	51	197
AM APPROACH %	0%	0%	0%	89%	0%	11%	6%	94%	0%	0%	43%	57%	
AM APP/DEPART	0	/	57	9	/	0	98	/	100	90	/	40	0
AM BEGIN PEAK HR	7:00 AM												
AM VOLUMES	0	0	0	5	0	1	2	39	0	0	18	28	93
AM APPROACH %	0%	0%	0%	83%	0%	17%	5%	95%	0%	0%	39%	61%	
AM PEAK HR FACTOR		0.000			0.500			0.788			0.767		0.750
AM APP/DEPART	0	/	30	6	/	0	41	/	44	46	/	19	0
4:00 PM	0	0	0	2	0	0	0	3	0	0	1	6	12
4:15 PM	0	0	0	5	0	0	0	2	0	0	1	2	10
4:30 PM	0	0	0	1	0	0	0	2	0	0	3	5	11
4:45 PM	0	0	0	1	0	0	0	0	0	0	5	5	11
5:00 PM	0	0	0	2	0	0	0	4	0	0	3	3	12
5:15 PM	0	0	0	1	0	0	1	2	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	1	0	0	3	5	9
5:45 PM	0	0	0	4	0	0	0	2	0	0	1	1	8
PM VOLUMES	0	0	0	16	0	0	1	16	0	0	17	28	78
PM APPROACH %	0%	0%	0%	100%	0%	0%	6%	94%	0%	0%	38%	62%	
PM APP/DEPART	0	/	29	16	/	0	17	/	32	45	/	17	0
PM BEGIN PEAK HR	4:15 PM												
PM VOLUMES	0	0	0	9	0	0	0	8	0	0	12	15	44
PM APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	44%	56%	
PM PEAK HR FACTOR		0.000			0.450			0.500			0.675		0.917
PM APP/DEPART	0	/	15	9	/	0	8	/	17	27	/	12	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	1
0	0	0	1
0	1	0	1
0	0	0	1
0	0	0	1
0	0	0	1
0	0	0	2
0	0	0	1
0	1	0	9
0	1	0	4
0	0	0	1
0	0	0	1
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	3
0	0	0	2

I-215 NB Ramps

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

I-215 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	11
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
AM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

I-215 NB Ramps

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

I-215 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC3431
5/24/22	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	11
TUESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-215 NB Ramps			SOUTHBOUND I-215 NB Ramps			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	1	0	0	0	1	0	0	0	2	4
	7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	4
	7:30 AM	0	0	0	0	0	0	0	2	0	0	2	1	5
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
	8:00 AM	0	0	0	0	0	0	0	4	0	0	0	1	5
	8:15 AM	0	0	0	0	0	0	0	3	0	0	1	2	6
	8:30 AM	0	0	0	1	0	0	0	0	0	0	1	1	3
	8:45 AM	0	0	0	0	0	0	0	3	0	0	0	1	4
	VOLUMES	0	0	0	2	0	0	0	15	0	0	4	12	33
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	25%	75%	
	APP/DEPART	0	/	12	2	/	0	15	/	17	16	/	4	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	1	0	0	0	5	0	0	2	7	15
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	22%	78%	
	PEAK HR FACTOR		0.000			0.250			0.625			0.750		0.750
	APP/DEPART	0	/	7	1	/	0	5	/	6	9	/	2	0
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	4	0	0	4	1	9
	4:30 PM	0	0	0	1	0	0	0	1	0	0	2	0	4
	4:45 PM	0	0	0	0	0	0	0	1	0	0	3	1	5
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	3
	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	2	0	0	2	1	5
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
	VOLUMES	0	0	0	1	0	0	0	12	0	0	12	5	30
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	71%	29%	
	APP/DEPART	0	/	5	1	/	0	12	/	13	17	/	12	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	1	0	0	0	8	0	0	9	3	21
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	75%	25%	
	PEAK HR FACTOR		0.000			0.250			0.500			0.600		0.583
	APP/DEPART	0	/	3	1	/	0	8	/	9	12	/	9	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR 0	ERR X	WRR 0
0	0	0	1
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	3
0	0	0	2
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	2
0	0	0	2

I-215 NB Ramps

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

I-215 NB Ramps

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

City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

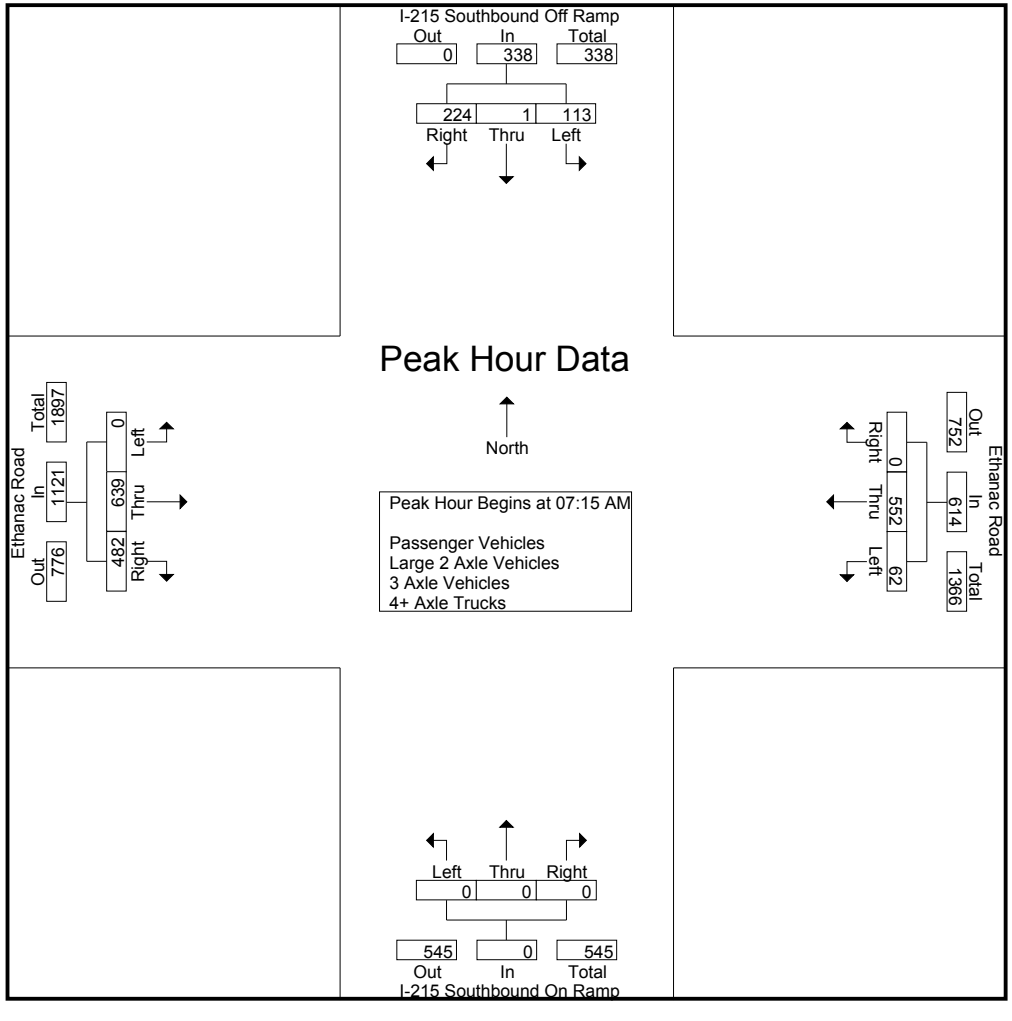
	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	35	0	61	43	96	13	95	0	0	108	0	0	0	0	0	0	120	107	18	227	61	431	492
07:15 AM	35	0	55	33	90	11	111	0	0	122	0	0	0	0	0	0	148	127	27	275	60	487	547
07:30 AM	22	0	66	39	88	23	117	0	0	140	0	0	0	0	0	0	182	141	44	323	83	551	634
07:45 AM	34	1	54	32	89	16	154	0	0	170	0	0	0	0	0	0	156	99	33	255	65	514	579
Total	126	1	236	147	363	63	477	0	0	540	0	0	0	0	0	0	606	474	122	1080	269	1983	2252
08:00 AM	22	0	49	27	71	12	170	0	0	182	0	0	0	0	0	0	153	115	37	268	64	521	585
08:15 AM	28	0	46	24	74	28	154	0	0	182	0	0	0	0	0	0	114	65	21	179	45	435	480
08:30 AM	18	0	48	26	66	26	128	0	0	154	0	0	0	0	0	0	103	82	28	185	54	405	459
08:45 AM	24	0	61	42	85	20	119	0	0	139	0	0	0	0	0	0	111	75	14	186	56	410	466
Total	92	0	204	119	296	86	571	0	0	657	0	0	0	0	0	0	481	337	100	818	219	1771	1990
Grand Total	218	1	440	266	659	149	1048	0	0	1197	0	0	0	0	0	0	1087	811	222	1898	488	3754	4242
Apprch %	33.1	0.2	66.8			12.4	87.6	0			0	0	0			0	57.3	42.7					
Total %	5.8	0	11.7		17.6	4	27.9	0		31.9	0	0	0		0	0	29	21.6		50.6	11.5	88.5	
Passenger Vehicles	192	1	391		826	115	992	0		1107	0	0	0		0	0	1002	738		1944	0	0	3877
% Passenger Vehicles	88.1	100	88.9	91	89.3	77.2	94.7	0	0	92.5	0	0	0	0	0	0	92.2	91	91.9	91.7	0	0	91.4
Large 2 Axle Vehicles	11	0	29		55	9	36	0		45	0	0	0		0	0	56	53		122	0	0	222
% Large 2 Axle Vehicles	5	0	6.6	5.6	5.9	6	3.4	0	0	3.8	0	0	0	0	0	0	5.2	6.5	5.9	5.8	0	0	5.2
3 Axle Vehicles	6	0	7		17	22	11	0		33	0	0	0		0	0	9	9		20	0	0	70
% 3 Axle Vehicles	2.8	0	1.6	1.5	1.8	14.8	1	0	0	2.8	0	0	0	0	0	0	0.8	1.1	0.9	0.9	0	0	1.7
4+ Axle Trucks	9	0	13		27	3	9	0		12	0	0	0		0	0	20	11		34	0	0	73
% 4+ Axle Trucks	4.1	0	3	1.9	2.9	2	0.9	0	0	1	0	0	0	0	0	0	1.8	1.4	1.4	1.6	0	0	1.7

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**35**	0	55	**90**	11	111	0	122	0	0	0	0	0	148	127	275	487
07:30 AM	22	0	**66**	88	**23**	117	0	140	0	0	0	0	0	**182**	**141**	**323**	**551**
07:45 AM	34	**1**	54	89	16	154	0	170	0	0	0	0	0	156	99	255	514
08:00 AM	22	0	49	71	12	**170**	0	**182**	0	0	0	0	0	153	115	268	521
Total Volume	113	1	224	338	62	552	0	614	0	0	0	0	0	639	482	1121	2073
% App. Total	33.4	0.3	66.3		10.1	89.9	0		0	0	0		0	57	43		
PHF	.807	.250	.848	.939	.674	.812	.000	.843	.000	.000	.000	.000	.000	.878	.855	.868	.941

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

City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
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File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:45 AM				07:00 AM				07:15 AM				
+0 mins.	**35**	0	61	**96**	16	154	0	170	0	0	0	0	0	148	127	275	
+15 mins.	35	0	55	90	12	**170**	0	**182**	0	0	0	0	0	**182**	**141**	**323**	
+30 mins.	22	0	**66**	88	**28**	154	0	182	0	0	0	0	0	156	99	255	
+45 mins.	34	**1**	54	89	26	128	0	154	0	0	0	0	0	153	115	268	
Total Volume	126	1	236	363	82	606	0	688	0	0	0	0	0	639	482	1121	
% App. Total	34.7	0.3	65		11.9	88.1	0		0	0	0		0	57	43		
PHF	.900	.250	.894	.945	.732	.891	.000	.945	.000	.000	.000	.000	.000	.878	.855	.868	

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File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	31	0	55	39	86	9	85	0	0	94	0	0	0	0	0	0	109	91	14	200	53	380	433
07:15 AM	32	0	48	33	80	9	105	0	0	114	0	0	0	0	0	0	133	106	21	239	54	433	487
07:30 AM	19	0	56	33	75	18	113	0	0	131	0	0	0	0	0	0	173	132	42	305	75	511	586
07:45 AM	31	1	50	30	82	11	143	0	0	154	0	0	0	0	0	0	137	86	29	223	59	459	518
Total	113	1	209	135	323	47	446	0	0	493	0	0	0	0	0	0	552	415	106	967	241	1783	2024
08:00 AM	21	0	47	26	68	10	163	0	0	173	0	0	0	0	0	0	145	109	37	254	63	495	558
08:15 AM	23	0	40	21	63	24	146	0	0	170	0	0	0	0	0	0	107	64	21	171	42	404	446
08:30 AM	15	0	42	23	57	17	121	0	0	138	0	0	0	0	0	0	94	78	26	172	49	367	416
08:45 AM	20	0	53	37	73	17	116	0	0	133	0	0	0	0	0	0	104	72	14	176	51	382	433
Total	79	0	182	107	261	68	546	0	0	614	0	0	0	0	0	0	450	323	98	773	205	1648	1853
Grand Total	192	1	391	242	584	115	992	0	0	1107	0	0	0	0	0	0	1002	738	204	1740	446	3431	3877
Apprch %	32.9	0.2	67			10.4	89.6	0			0	0	0			0	57.6	42.4					
Total %	5.6	0	11.4		17	3.4	28.9	0		32.3	0	0	0		0	0	29.2	21.5		50.7	11.5	88.5	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**32**	0	48	80	9	105	0	114	0	0	0	0	0	133	106	239	433
07:30 AM	19	0	**56**	75	**18**	113	0	131	0	0	0	0	0	**173**	**132**	**305**	**511**
07:45 AM	31	**1**	50	**82**	11	143	0	154	0	0	0	0	0	137	86	223	459
08:00 AM	21	0	47	68	10	**163**	0	**173**	0	0	0	0	0	145	109	254	495
Total Volume	103	1	201	305	48	524	0	572	0	0	0	0	0	588	433	1021	1898
% App. Total	33.8	0.3	65.9		8.4	91.6	0		0	0	0		0	57.6	42.4		
PHF	.805	.250	.897	.930	.667	.804	.000	.827	.000	.000	.000	.000	.000	.850	.820	.837	.929

Counts Unlimited, Inc.
PO Box 1178
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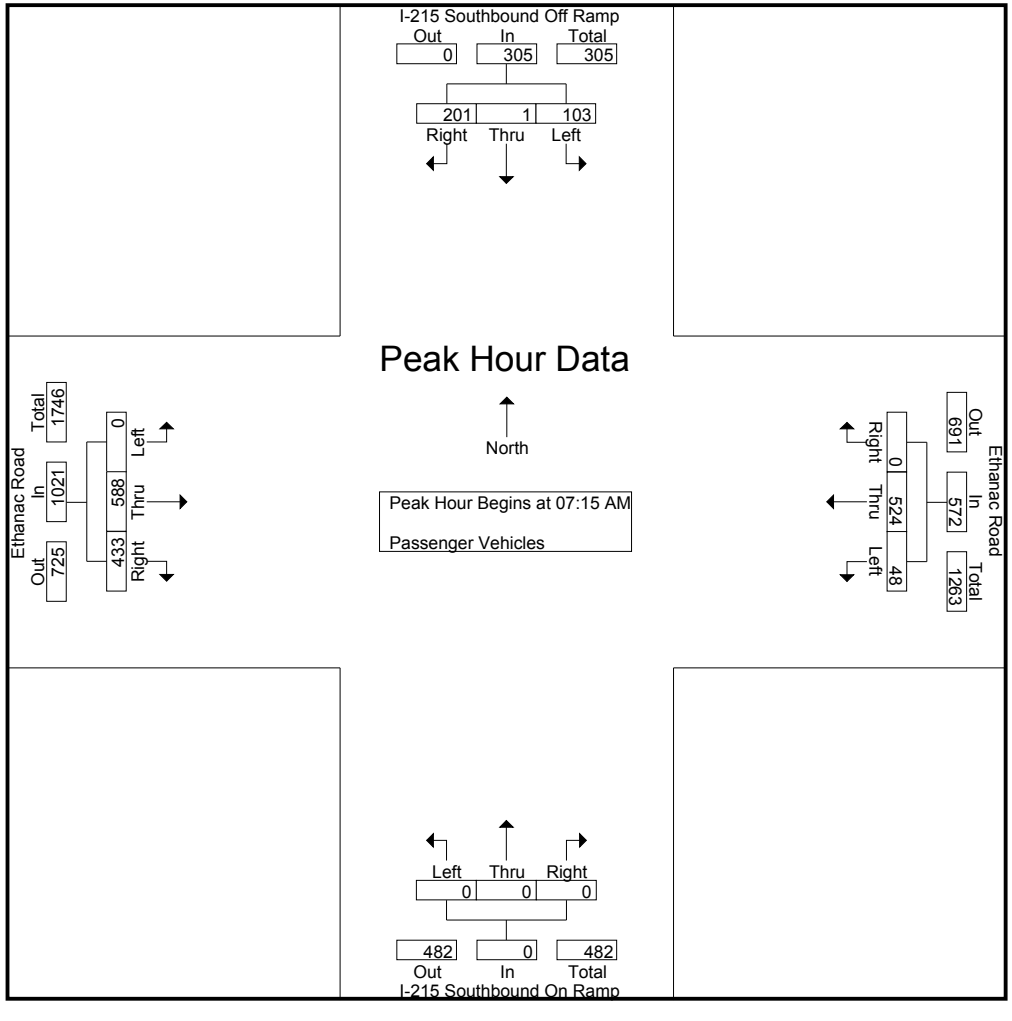
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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.	**32**	0	48	80	9	105	0	114	0	0	0	0	0	133	106	239	
+15 mins.	19	0	**56**	75	**18**	113	0	131	0	0	0	0	0	**173**	**132**	**305**	
+30 mins.	31	**1**	50	**82**	11	143	0	154	0	0	0	0	0	137	86	223	
+45 mins.	21	0	47	68	10	**163**	0	**173**	0	0	0	0	0	145	109	254	
Total Volume	103	1	201	305	48	524	0	572	0	0	0	0	0	588	433	1021	
% App. Total	33.8	0.3	65.9		8.4	91.6	0		0	0	0		0	57.6	42.4		
PHF	.805	.250	.897	.930	.667	.804	.000	.827	.000	.000	.000	.000	.000	.850	.820	.837	

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City of Perris
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E/W: Ethanac Road
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File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- Large 2 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	2	1	6	2	6	0	0	8	0	0	0	0	0	0	8	13	2	21	3	35	38
07:15 AM	1	0	5	0	6	0	6	0	0	6	0	0	0	0	0	0	13	19	6	32	6	44	50
07:30 AM	1	0	7	4	8	2	3	0	0	5	0	0	0	0	0	0	7	8	2	15	6	28	34
07:45 AM	2	0	1	1	3	1	9	0	0	10	0	0	0	0	0	0	10	2	1	12	2	25	27
Total	8	0	15	6	23	5	24	0	0	29	0	0	0	0	0	0	38	42	11	80	17	132	149
08:00 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	4	5	0	9	0	14	14
08:15 AM	0	0	4	3	4	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	3	14	17
08:30 AM	1	0	4	3	5	3	4	0	0	7	0	0	0	0	0	0	5	3	2	8	5	20	25
08:45 AM	1	0	5	3	6	0	2	0	0	2	0	0	0	0	0	0	3	3	0	6	3	14	17
Total	3	0	14	9	17	4	12	0	0	16	0	0	0	0	0	0	18	11	2	29	11	62	73
Grand Total	11	0	29	15	40	9	36	0	0	45	0	0	0	0	0	0	56	53	13	109	28	194	222
Apprch %	27.5	0	72.5			20	80	0			0	0	0			0	51.4	48.6					
Total %	5.7	0	14.9		20.6	4.6	18.6	0		23.2	0	0	0		0	0	28.9	27.3		56.2	12.6	87.4	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	5	6	0	6	0	6	0	0	0	0	0	**13**	**19**	**32**	**44**
07:30 AM	1	0	**7**	**8**	**2**	3	0	5	0	0	0	0	0	7	8	15	28
07:45 AM	**2**	0	1	3	1	**9**	0	**10**	0	0	0	0	0	10	2	12	25
08:00 AM	1	0	1	2	0	3	0	3	0	0	0	0	0	4	5	9	14
Total Volume	5	0	14	19	3	21	0	24	0	0	0	0	0	34	34	68	111
% App. Total	26.3	0	73.7		12.5	87.5	0		0	0	0		0	50	50		
PHF	.625	.000	.500	.594	.375	.583	.000	.600	.000	.000	.000	.000	.000	.654	.447	.531	.631

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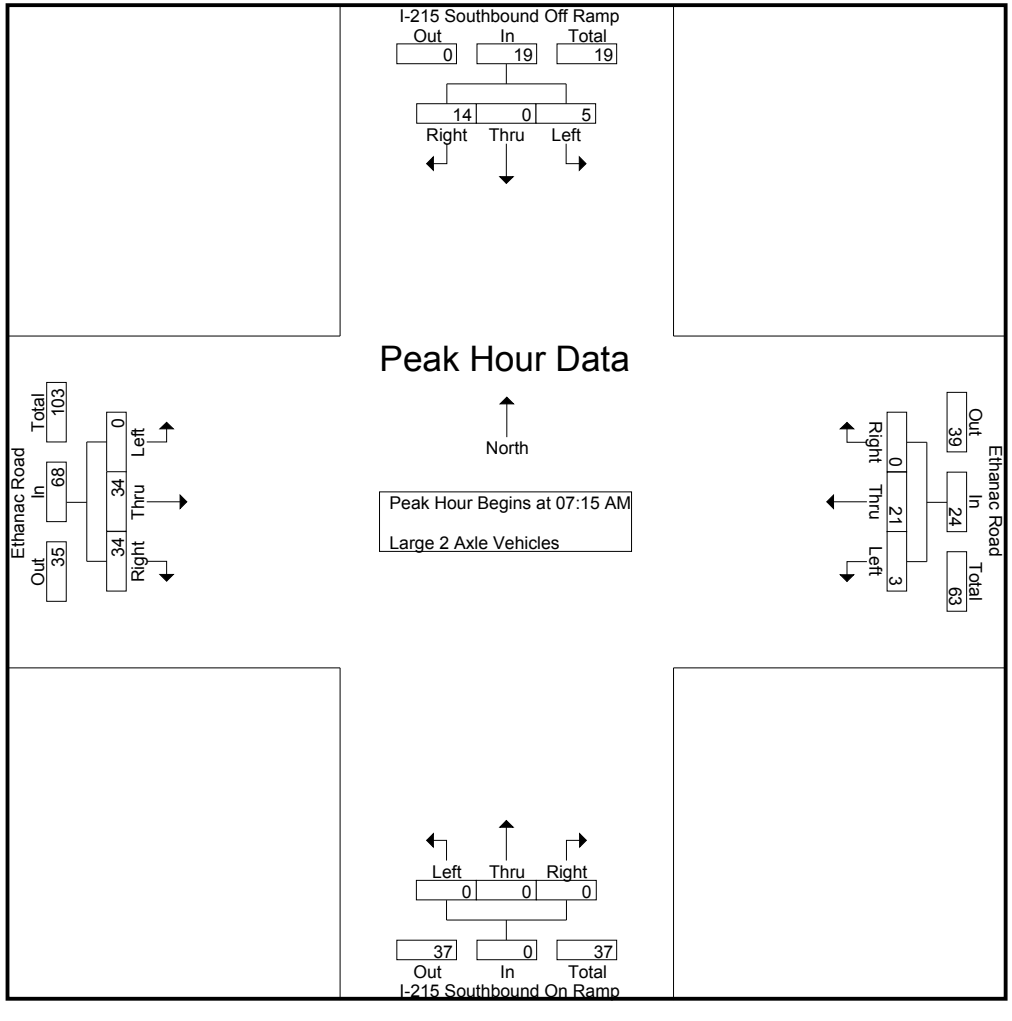
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	0	5	6	0	6	0	6	0	0	0	0	0	**13**	**19**	**32**	
+15 mins.	1	0	**7**	**8**	**2**	3	0	5	0	0	0	0	0	7	8	15	
+30 mins.	**2**	0	1	3	1	**9**	0	**10**	0	0	0	0	0	10	2	12	
+45 mins.	1	0	1	2	0	3	0	3	0	0	0	0	0	4	5	9	
Total Volume	5	0	14	19	3	21	0	24	0	0	0	0	0	34	34	68	
% App. Total	26.3	0	73.7		12.5	87.5	0		0	0	0		0	50	50		
PHF	.625	.000	.500	.594	.375	.583	.000	.600	.000	.000	.000	.000	.000	.654	.447	.531	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	2	4	0	0	6	0	0	0	0	0	0	0	1	0	1	1	8	9
07:15 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
07:30 AM	0	0	3	2	3	3	1	0	0	4	0	0	0	0	0	0	1	1	0	2	2	9	11
07:45 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	2	7	2	9	2	13	15
Total	1	0	4	3	5	11	5	0	0	16	0	0	0	0	0	0	4	9	2	13	5	34	39
08:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
08:15 AM	3	0	1	0	4	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	0	9	9
08:30 AM	1	0	1	0	2	6	2	0	0	8	0	0	0	0	0	0	1	0	0	1	0	11	11
08:45 AM	1	0	1	1	2	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	5	6
Total	5	0	3	1	8	11	6	0	0	17	0	0	0	0	0	0	5	0	0	5	1	30	31
Grand Total	6	0	7	4	13	22	11	0	0	33	0	0	0	0	0	0	9	9	2	18	6	64	70
Apprch %	46.2	0	53.8			66.7	33.3	0			0	0	0			0	50	50					
Total %	9.4	0	10.9		20.3	34.4	17.2	0		51.6	0	0	0		0	0	14.1	14.1		28.1	8.6	91.4	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	1	2	0	0	2	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	**3**	**3**	3	1	0	**4**	0	0	0	0	0	1	1	2	9
07:45 AM	0	0	0	0	**4**	0	0	4	0	0	0	0	0	**2**	**7**	**9**	**13**
08:00 AM	0	0	0	0	1	**2**	0	3	0	0	0	0	0	2	0	2	5
Total Volume	1	0	3	4	10	3	0	13	0	0	0	0	0	6	8	14	31
% App. Total	25	0	75		76.9	23.1	0		0	0	0		0	42.9	57.1		
PHF	.250	.000	.250	.333	.625	.375	.000	.813	.000	.000	.000	.000	.000	.750	.286	.389	.596

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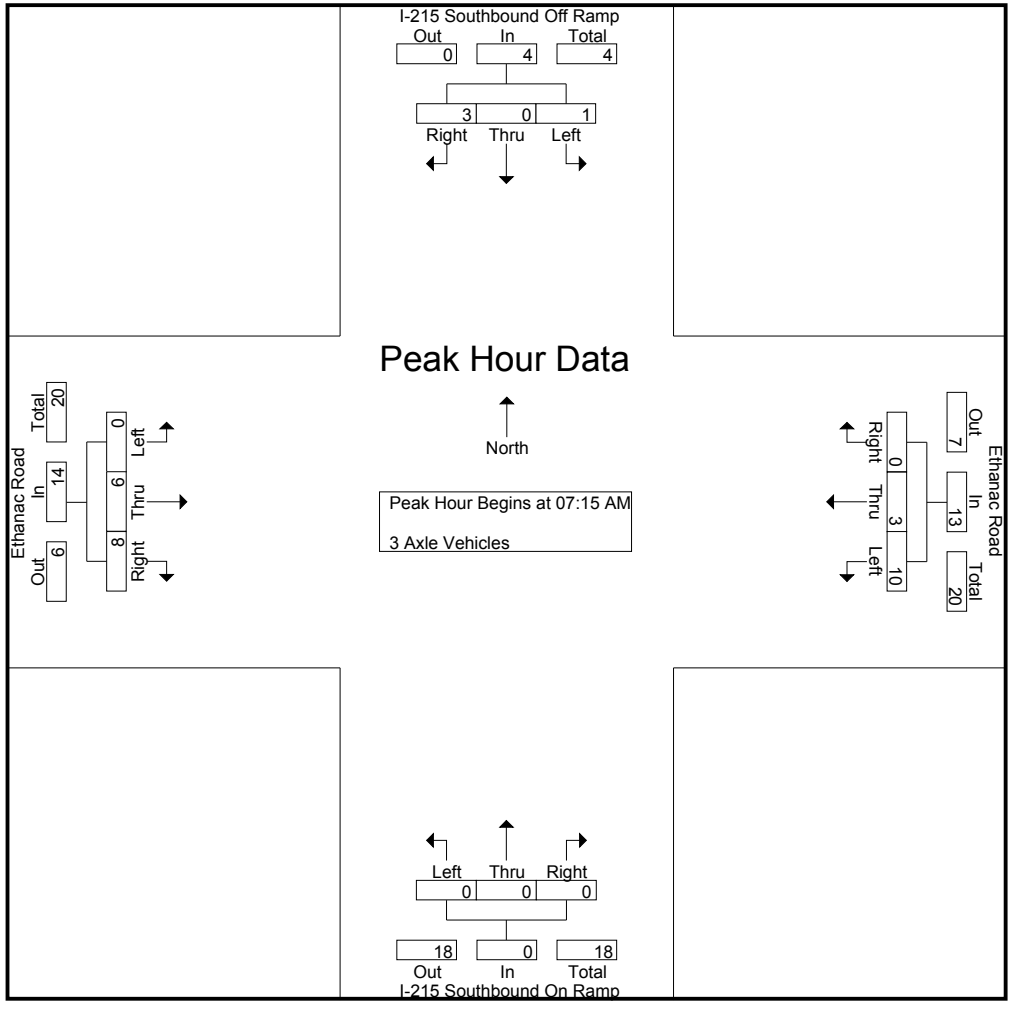
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	**1**	0	0	1	2	0	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	**3**	**3**	3	1	0	**4**	0	0	0	0	0	1	1	2	
+30 mins.	0	0	0	0	**4**	0	0	4	0	0	0	0	0	**2**	**7**	**9**	
+45 mins.	0	0	0	0	1	**2**	0	3	0	0	0	0	0	2	0	2	
Total Volume	1	0	3	4	10	3	0	13	0	0	0	0	0	6	8	14	
% App. Total	25	0	75		76.9	23.1	0		0	0	0		0	42.9	57.1		
PHF	.250	.000	.250	.333	.625	.375	.000	.813	.000	.000	.000	.000	.000	.750	.286	.389	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	3	2	3	0	0	0	0	0	0	0	0	0	0	0	3	2	2	5	4	8	12
07:15 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	6	6
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
07:45 AM	1	0	3	1	4	0	2	0	0	2	0	0	0	0	0	0	7	4	1	11	2	17	19
Total	4	0	8	3	12	0	2	0	0	2	0	0	0	0	0	0	12	8	3	20	6	34	40
08:00 AM	0	0	1	1	1	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	7	8
08:15 AM	2	0	1	0	3	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	0	8	8
08:30 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	7	7
08:45 AM	2	0	2	1	4	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	1	9	10
Total	5	0	5	2	10	3	7	0	0	10	0	0	0	0	0	0	8	3	0	11	2	31	33
Grand Total	9	0	13	5	22	3	9	0	0	12	0	0	0	0	0	0	20	11	3	31	8	65	73
Apprch %	40.9	0	59.1			25	75	0			0	0	0			0	64.5	35.5					
Total %	13.8	0	20		33.8	4.6	13.8	0		18.5	0	0	0		0	0	30.8	16.9		47.7	11	89	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	1	2	3	6
07:30 AM	**2**	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	1	0	**3**	**4**	0	**2**	0	2	0	0	0	0	0	**7**	**4**	**11**	**17**
08:00 AM	0	0	1	1	**1**	2	0	**3**	0	0	0	0	0	2	1	3	7
Total Volume	4	0	6	10	1	4	0	5	0	0	0	0	0	11	7	18	33
% App. Total	40	0	60		20	80	0		0	0	0		0	61.1	38.9		
PHF	.500	.000	.500	.625	.250	.500	.000	.417	.000	.000	.000	.000	.000	.393	.438	.409	.485

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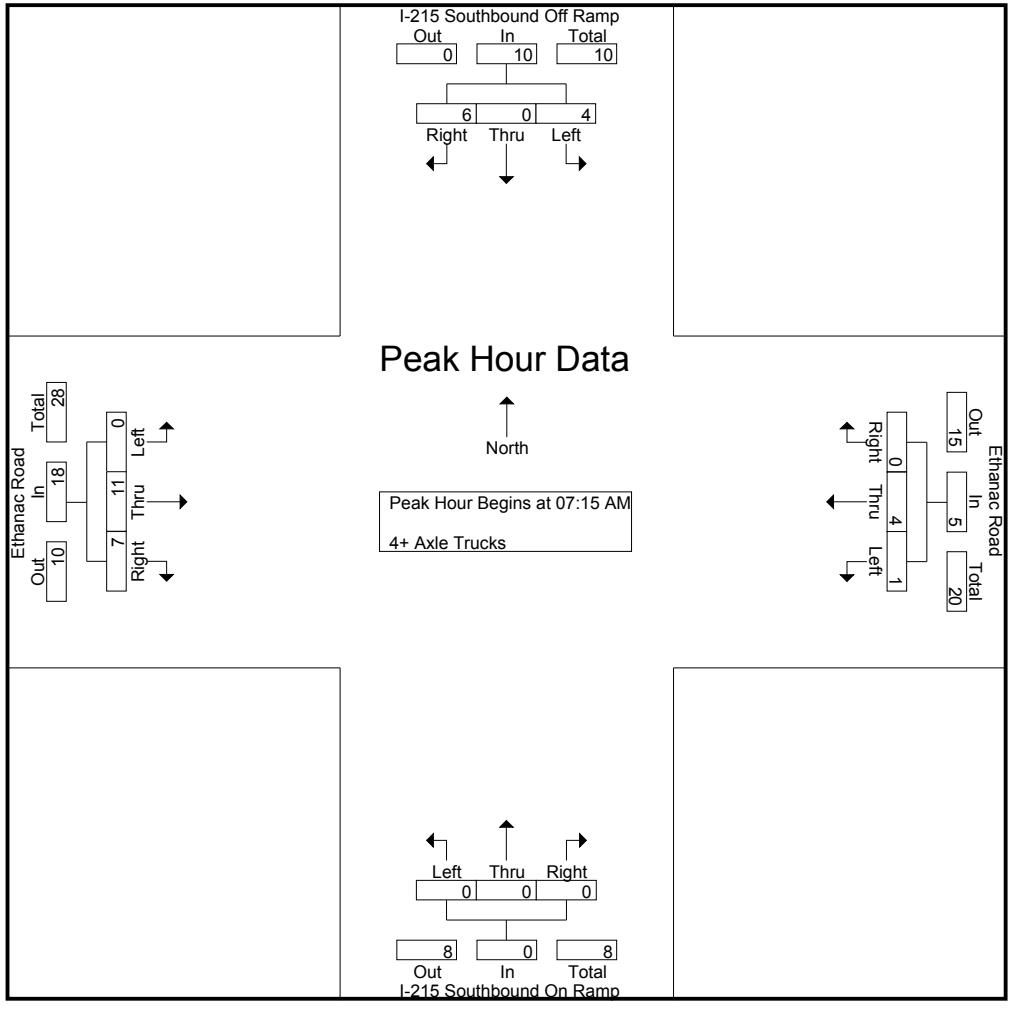
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	0	2	3	0	0	0	0	0	0	0	0	0	1	2	3	
+15 mins.	**2**	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	1	0	**3**	**4**	0	**2**	0	2	0	0	0	0	0	**7**	**4**	**11**	
+45 mins.	0	0	1	1	**1**	2	0	**3**	0	0	0	0	0	2	1	3	
Total Volume	4	0	6	10	1	4	0	5	0	0	0	0	0	11	7	18	
% App. Total	40	0	60		20	80	0		0	0	0		0	61.1	38.9		
PHF	.500	.000	.500	.625	.250	.500	.000	.417	.000	.000	.000	.000	.000	.393	.438	.409	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	32	0	97	42	129	21	161	0	0	182	0	0	0	0	0	0	123	87	37	210	79	521	600
04:15 PM	43	0	88	40	131	25	167	1	0	193	0	0	0	0	0	0	162	101	39	263	79	587	666
04:30 PM	50	0	77	34	127	31	189	1	1	221	0	0	1	1	1	0	145	115	45	260	81	609	690
04:45 PM	55	0	83	33	138	27	181	0	0	208	0	0	0	0	0	0	134	90	30	224	63	570	633
Total	180	0	345	149	525	104	698	2	1	804	0	0	1	1	1	0	564	393	151	957	302	2287	2589
05:00 PM	52	0	94	29	146	27	171	0	0	198	0	0	0	0	0	0	165	93	36	258	65	602	667
05:15 PM	44	1	72	20	117	21	173	0	0	194	0	0	0	0	0	0	146	102	24	248	44	559	603
05:30 PM	56	0	67	28	123	16	154	0	0	170	0	0	0	0	0	0	155	85	31	240	59	533	592
05:45 PM	33	2	87	21	122	16	156	0	0	172	0	0	0	0	0	0	111	82	28	193	49	487	536
Total	185	3	320	98	508	80	654	0	0	734	0	0	0	0	0	0	577	362	119	939	217	2181	2398
Grand Total	365	3	665	247	1033	184	1352	2	1	1538	0	0	1	1	1	0	1141	755	270	1896	519	4468	4987
Apprch %	35.3	0.3	64.4			12	87.9	0.1			0	0	100			0	60.2	39.8					
Total %	8.2	0.1	14.9		23.1	4.1	30.3	0		34.4	0	0	0		0	0	25.5	16.9		42.4	10.4	89.6	
Passenger Vehicles	345	3	649		1241	179	1307	2		1489	0	0	1		2	0	1091	744		2102	0	0	4834
% Passenger Vehicles	94.5	100	97.6	98.8	97	97.3	96.7	100	100	96.8	0	0	100	100	100	0	95.6	98.5	98.9	97	0	0	96.9
Large 2 Axle Vehicles	9	0	5		15	3	29	0		32	0	0	0		0	0	32	8		42	0	0	89
% Large 2 Axle Vehicles	2.5	0	0.8	0.4	1.2	1.6	2.1	0	0	2.1	0	0	0	0	0	0	2.8	1.1	0.7	1.9	0	0	1.8
3 Axle Vehicles	3	0	2		5	0	13	0		13	0	0	0		0	0	5	1		7	0	0	25
% 3 Axle Vehicles	0.8	0	0.3	0	0.4	0	1	0	0	0.8	0	0	0	0	0	0	0.4	0.1	0.4	0.3	0	0	0.5
4+ Axle Trucks	8	0	9		19	2	3	0		5	0	0	0		0	0	13	2		15	0	0	39
% 4+ Axle Trucks	2.2	0	1.4	0.8	1.5	1.1	0.2	0	0	0.3	0	0	0	0	0	0	1.1	0.3	0	0.7	0	0	0.8

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	43	0	88	131	25	167	**1**	193	0	0	0	0	0	162	101	**263**	587
04:30 PM	50	0	77	127	**31**	**189**	1	**221**	0	0	**1**	**1**	0	145	**115**	260	**609**
04:45 PM	**55**	0	83	138	27	181	0	208	0	0	0	0	0	134	90	224	570
05:00 PM	52	0	**94**	**146**	27	171	0	198	0	0	0	0	0	**165**	93	258	602
Total Volume	200	0	342	542	110	708	2	820	0	0	1	1	0	606	399	1005	2368
% App. Total	36.9	0	63.1		13.4	86.3	0.2		0	0	100		0	60.3	39.7		
PHF	.909	.000	.910	.928	.887	.937	.500	.928	.000	.000	.250	.250	.000	.918	.867	.955	.972

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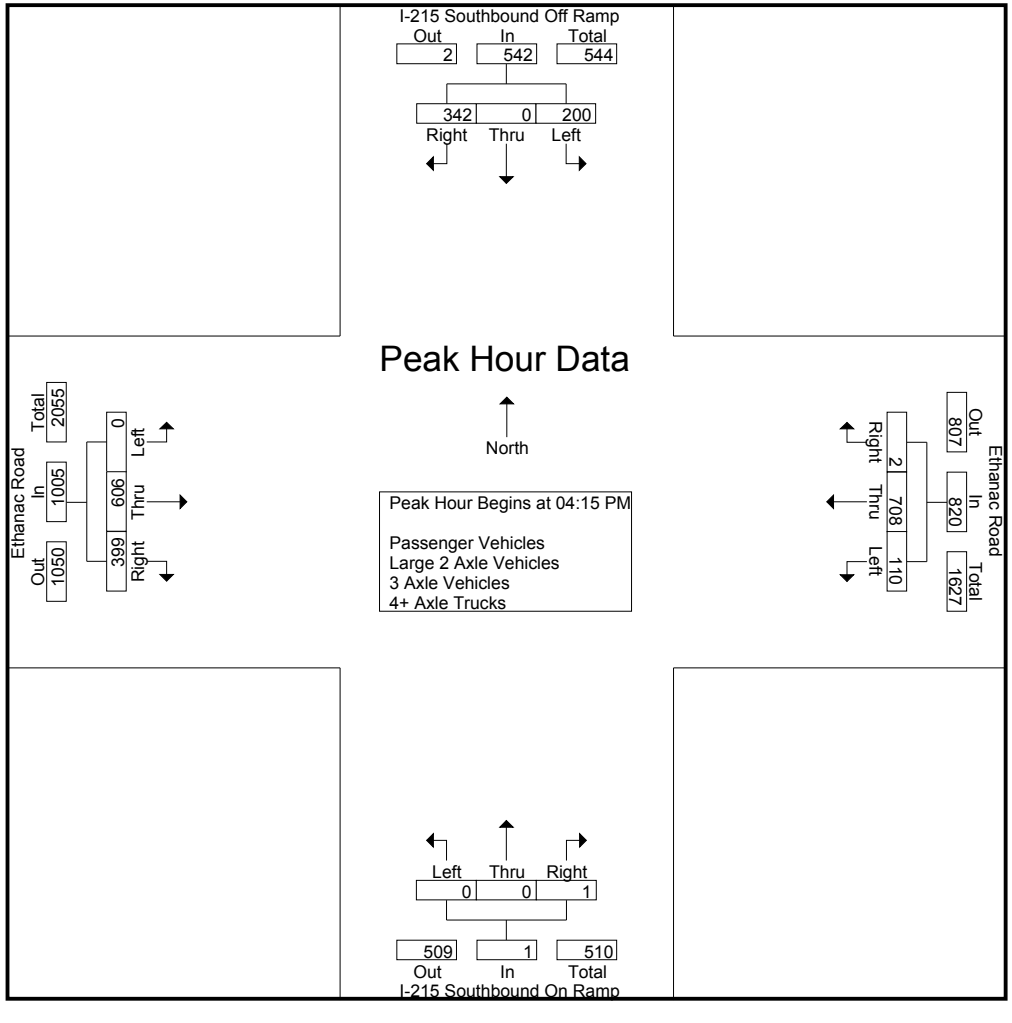
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:30 PM				04:00 PM				04:15 PM				
+0 mins.	43	0	88	131	**31**	**189**	**1**	**221**	0	0	0	0	0	162	101	**263**	
+15 mins.	50	0	77	127	27	181	0	208	0	0	0	0	0	145	**115**	260	
+30 mins.	**55**	0	83	138	27	171	0	198	0	0	**1**	**1**	0	134	90	224	
+45 mins.	52	0	**94**	**146**	21	173	0	194	0	0	0	0	0	**165**	93	258	
Total Volume	200	0	342	542	106	714	1	821	0	0	1	1	0	606	399	1005	
% App. Total	36.9	0	63.1		12.9	87	0.1		0	0	100		0	60.3	39.7		
PHF	.909	.000	.910	.928	.855	.944	.250	.929	.000	.000	.250	.250	.000	.918	.867	.955	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- Passenger Vehicles

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	31	0	95	42	126	20	158	0	0	178	0	0	0	0	0	0	116	84	37	200	79	504	583
04:15 PM	39	0	85	40	124	25	158	1	0	184	0	0	0	0	0	0	155	100	39	255	79	563	642
04:30 PM	44	0	76	34	120	31	186	1	1	218	0	0	1	1	1	0	140	113	44	253	80	592	672
04:45 PM	52	0	80	31	132	25	174	0	0	199	0	0	0	0	0	0	129	90	30	219	61	550	611
Total	166	0	336	147	502	101	676	2	1	779	0	0	1	1	1	0	540	387	150	927	299	2209	2508
05:00 PM	50	0	93	29	143	26	168	0	0	194	0	0	0	0	0	0	160	90	36	250	65	587	652
05:15 PM	43	1	71	20	115	21	168	0	0	189	0	0	0	0	0	0	137	101	23	238	43	542	585
05:30 PM	54	0	64	27	118	16	146	0	0	162	0	0	0	0	0	0	149	85	31	234	58	514	572
05:45 PM	32	2	85	21	119	15	149	0	0	164	0	0	0	0	0	0	105	81	27	186	48	469	517
Total	179	3	313	97	495	78	631	0	0	709	0	0	0	0	0	0	551	357	117	908	214	2112	2326
Grand Total	345	3	649	244	997	179	1307	2	1	1488	0	0	1	1	1	0	1091	744	267	1835	513	4321	4834
Apprch %	34.6	0.3	65.1			12	87.8	0.1			0	0	100			0	59.5	40.5					
Total %	8	0.1	15		23.1	4.1	30.2	0		34.4	0	0	0		0	0	25.2	17.2		42.5	10.6	89.4	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	39	0	85	124	25	158	**1**	184	0	0	0	0	0	155	100	**255**	563
04:30 PM	44	0	76	120	**31**	**186**	1	**218**	0	0	**1**	**1**	0	140	**113**	253	**592**
04:45 PM	**52**	0	80	132	25	174	0	199	0	0	0	0	0	129	90	219	550
05:00 PM	50	0	**93**	**143**	26	168	0	194	0	0	0	0	0	**160**	90	250	587
Total Volume	185	0	334	519	107	686	2	795	0	0	1	1	0	584	393	977	2292
% App. Total	35.6	0	64.4		13.5	86.3	0.3		0	0	100		0	59.8	40.2		
PHF	.889	.000	.898	.907	.863	.922	.500	.912	.000	.000	.250	.250	.000	.913	.869	.958	.968

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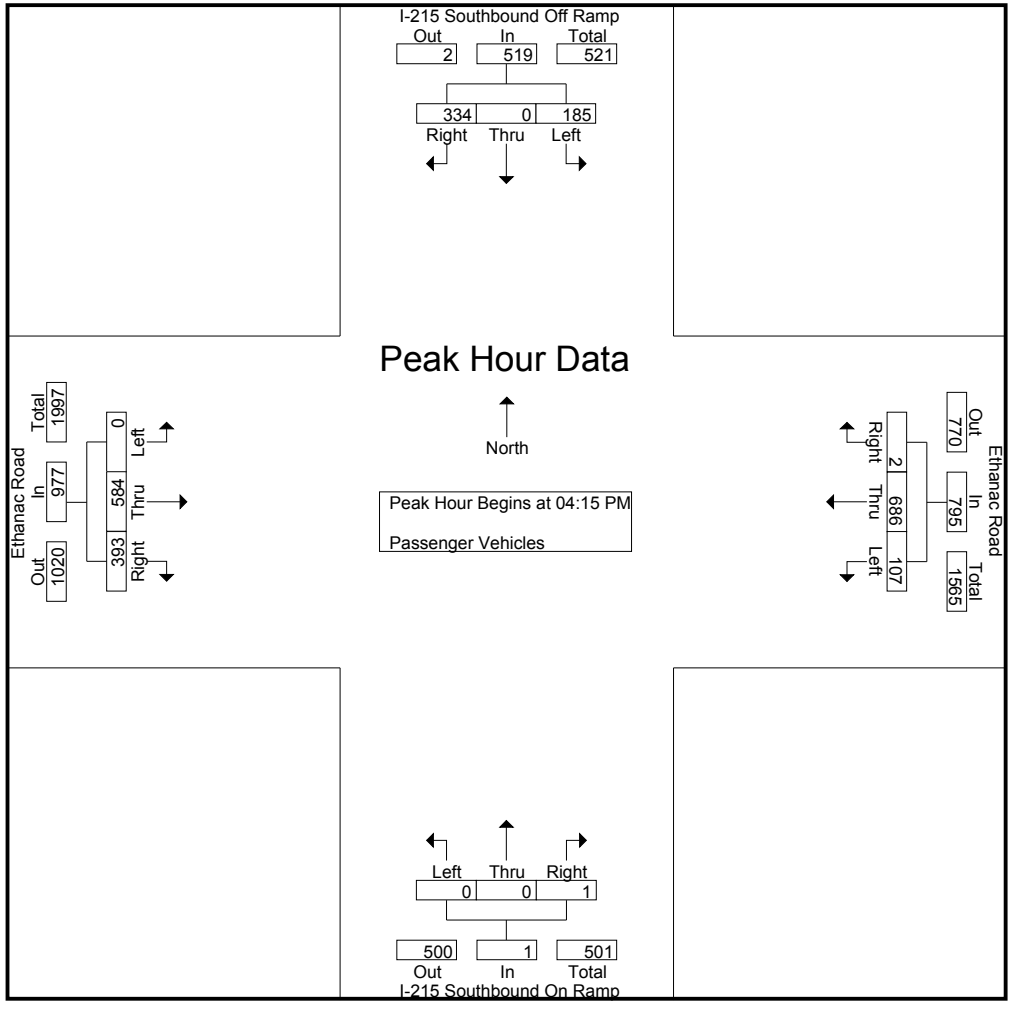
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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.	39	0	85	124	25	158	**1**	184	0	0	0	0	0	155	100	**255**	
+15 mins.	44	0	76	120	**31**	**186**	1	**218**	0	0	**1**	**1**	0	140	**113**	253	
+30 mins.	**52**	0	80	132	25	174	0	199	0	0	0	0	0	129	90	219	
+45 mins.	50	0	**93**	**143**	26	168	0	194	0	0	0	0	0	**160**	90	250	
Total Volume	185	0	334	519	107	686	2	795	0	0	1	1	0	584	393	977	
% App. Total	35.6	0	64.4		13.5	86.3	0.3		0	0	100		0	59.8	40.2		
PHF	.889	.000	.898	.907	.863	.922	.500	.912	.000	.000	.250	.250	.000	.913	.869	.958	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	1	3	0	0	4	0	0	0	0	0	0	2	3	0	5	0	10	10
04:15 PM	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	0	13	13
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	2	1	6	1	9	10
04:45 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	9	9
Total	4	0	1	0	5	2	17	0	0	19	0	0	0	0	0	0	11	6	1	17	1	41	42
05:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	8	8
05:15 PM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	13	13
05:30 PM	2	0	2	1	4	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	1	13	14
05:45 PM	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	5	1	1	6	1	11	12
Total	5	0	4	1	9	1	12	0	0	13	0	0	0	0	0	0	21	2	1	23	2	45	47
Grand Total	9	0	5	1	14	3	29	0	0	32	0	0	0	0	0	0	32	8	2	40	3	86	89
Apprch %	64.3	0	35.7			9.4	90.6	0			0	0	0			0	80	20					
Total %	10.5	0	5.8		16.3	3.5	33.7	0		37.2	0	0	0		0	0	37.2	9.3		46.5	3.4	96.6	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**3**	0	0	**3**	0	**7**	0	**7**	0	0	0	0	0	2	1	3	**13**
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	**2**	**6**	9
04:45 PM	1	0	0	1	**1**	4	0	5	0	0	0	0	0	3	0	3	9
05:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	4	1	5	8
Total Volume	5	0	0	5	1	16	0	17	0	0	0	0	0	13	4	17	39
% App. Total	100	0	0		5.9	94.1	0		0	0	0		0	76.5	23.5		
PHF	.417	.000	.000	.417	.250	.571	.000	.607	.000	.000	.000	.000	.000	.813	.500	.708	.750

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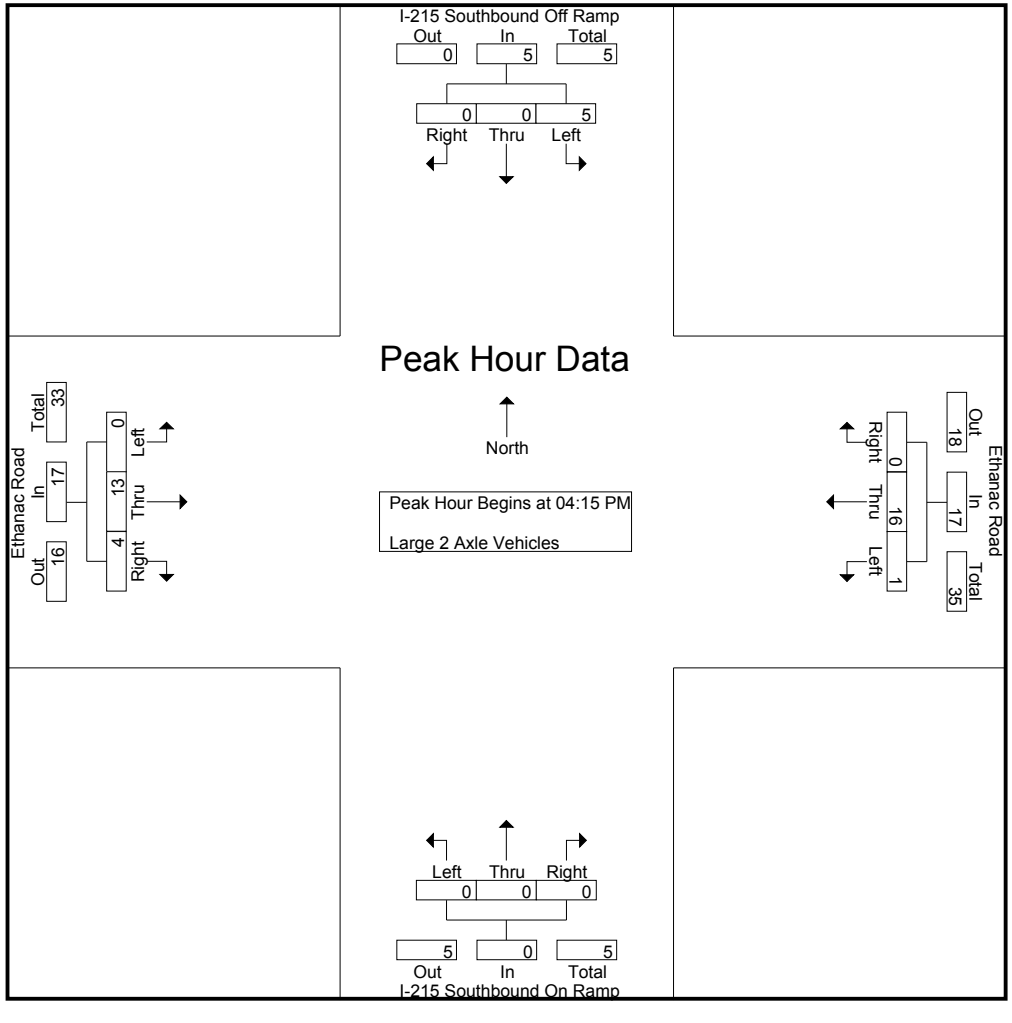
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	**3**	0	0	**3**	0	**7**	0	**7**	0	0	0	0	0	2	1	3	
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	**2**	**6**	
+30 mins.	1	0	0	1	**1**	4	0	5	0	0	0	0	0	3	0	3	
+45 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	4	1	5	
Total Volume	5	0	0	5	1	16	0	17	0	0	0	0	0	13	4	17	
% App. Total	100	0	0		5.9	94.1	0		0	0	0		0	76.5	23.5		
PHF	.417	.000	.000	.417	.250	.571	.000	.607	.000	.000	.000	.000	.000	.813	.500	.708	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	3	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	12	12
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	2	3
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
05:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	5	5
Total	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	0	1	1	1	2	1	12	13
Grand Total	3	0	2	0	5	0	13	0	0	13	0	0	0	0	0	0	5	1	1	6	1	24	25
Apprch %	60	0	40			0	100	0			0	0	0			0	83.3	16.7					
Total %	12.5	0	8.3		20.8	0	54.2	0		54.2	0	0	0		0	0	20.8	4.2		25	4	96	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	**3**	0	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
04:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	3	0	1	4	0	5	0	5	0	0	0	0	0	1	0	1	10
% App. Total	75	0	25		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.250	.000	.417	.000	.417	.000	.000	.000	.000	.000	.250	.000	.250	.625

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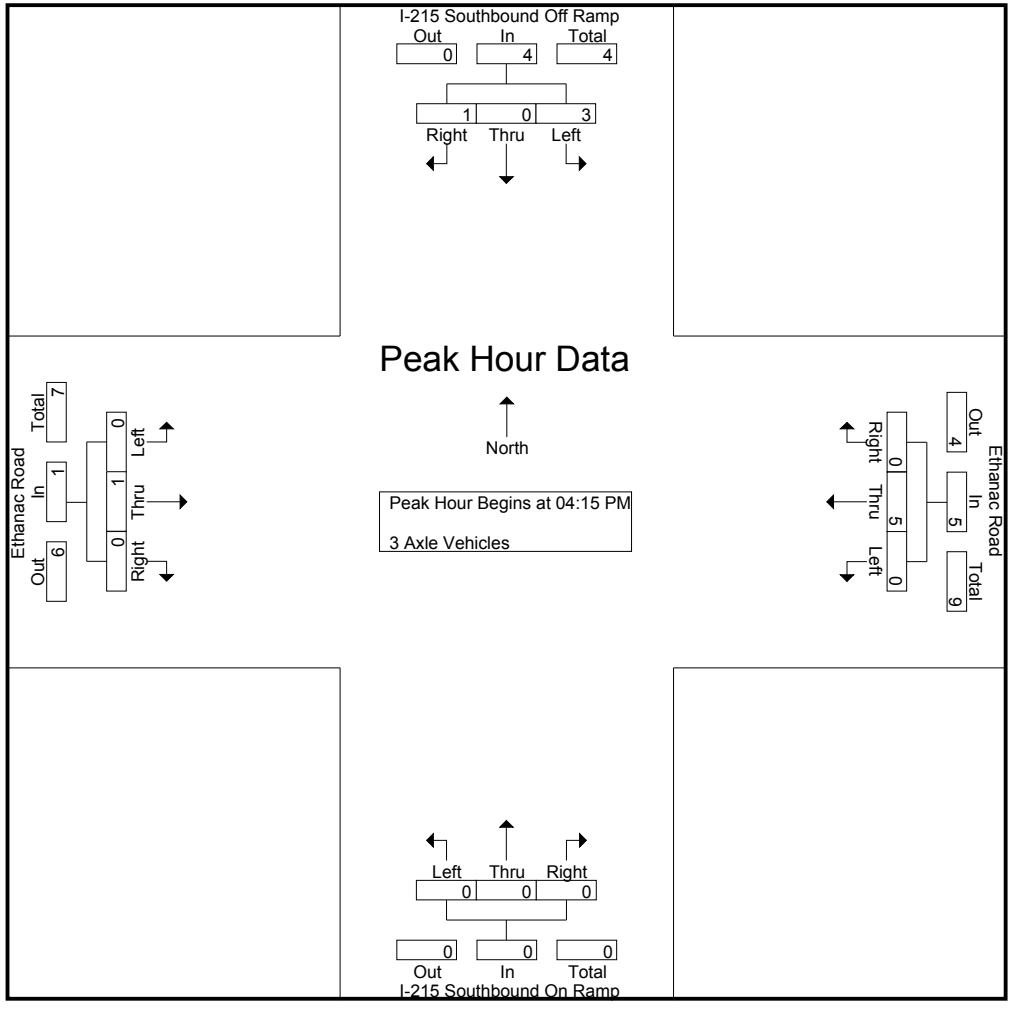
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+15 mins.	**3**	0	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	3	0	1	4	0	5	0	5	0	0	0	0	0	1	0	1	
% App. Total	75	0	25		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.250	.000	.417	.000	.417	.000	.000	.000	.000	.000	.250	.000	.250	

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City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound					Ethanac Road Westbound					I-215 Southbound On Ramp Northbound					Ethanac Road 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	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	4
04:15 PM	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	10	10
04:30 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	4
04:45 PM	2	0	3	2	5	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7	9
Total	7	0	7	2	14	1	1	0	0	2	0	0	0	0	0	0	9	0	0	9	2	25	27
05:00 PM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	0	6	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
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	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	0	4	2	0	6	0	12	12
Grand Total	8	0	9	2	17	2	3	0	0	5	0	0	0	0	0	0	13	2	0	15	2	37	39
Apprch %	47.1	0	52.9			40	60	0			0	0	0			0	86.7	13.3					
Total %	21.6	0	24.3		45.9	5.4	8.1	0		13.5	0	0	0		0	0	35.1	5.4		40.5	5.1	94.9	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	**3**	4	0	**1**	0	**1**	0	0	0	0	0	**5**	0	**5**	**10**
04:30 PM	**3**	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
04:45 PM	2	0	3	**5**	**1**	0	0	1	0	0	0	0	0	1	0	1	7
05:00 PM	1	0	1	2	1	0	0	1	0	0	0	0	0	1	**2**	3	6
Total Volume	7	0	7	14	2	1	0	3	0	0	0	0	0	8	2	10	27
% App. Total	50	0	50		66.7	33.3	0		0	0	0		0	80	20		
PHF	.583	.000	.583	.700	.500	.250	.000	.750	.000	.000	.000	.000	.000	.400	.250	.500	.675

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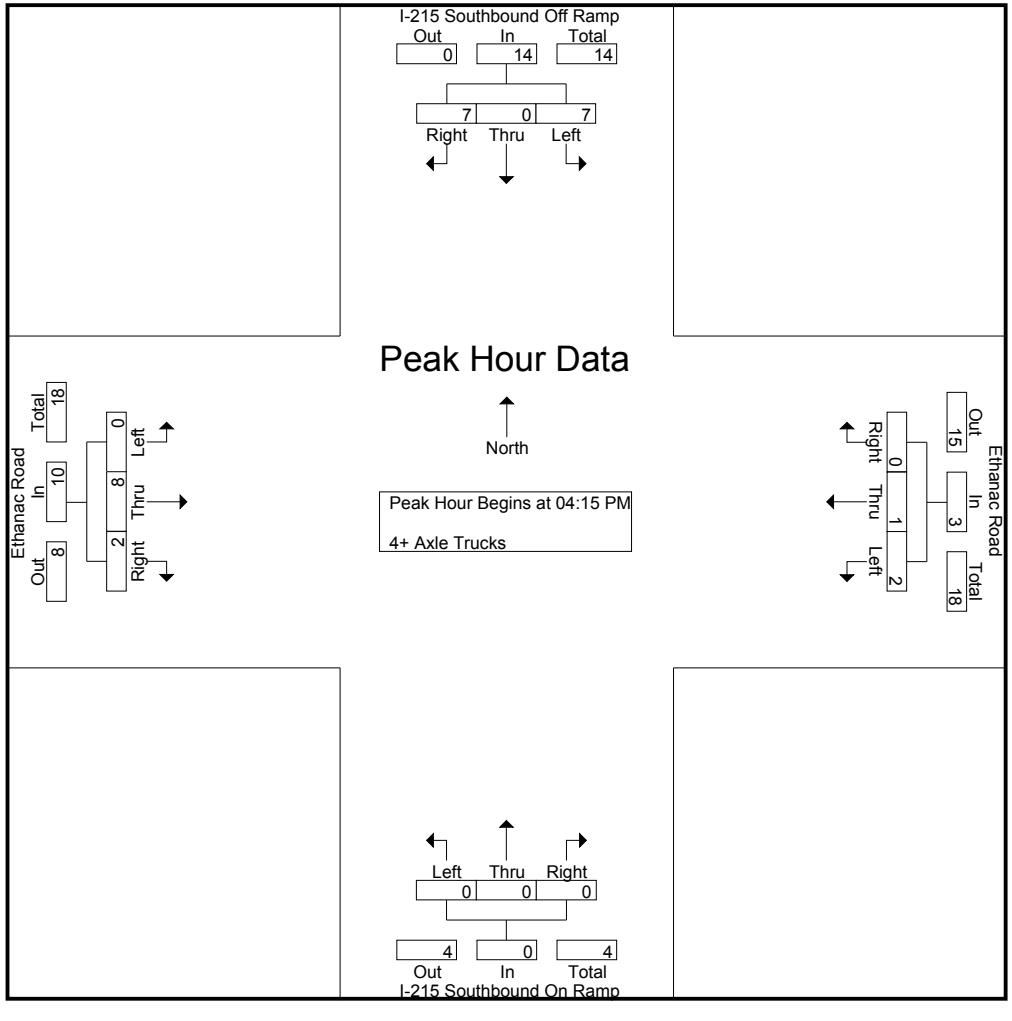
City of Perris
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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City of Perris
N/S: I-215 Southbound Ramps
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File Name : 10_PER_215S_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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	**3**	4	0	**1**	0	**1**	0	0	0	0	0	**5**	0	**5**	
+15 mins.	**3**	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	2	0	3	**5**	**1**	0	0	1	0	0	0	0	0	1	0	1	
+45 mins.	1	0	1	2	1	0	0	1	0	0	0	0	0	1	**2**	3	
Total Volume	7	0	7	14	2	1	0	3	0	0	0	0	0	8	2	10	
% App. Total	50	0	50		66.7	33.3	0		0	0	0		0	80	20		
PHF	.583	.000	.583	.700	.500	.250	.000	.750	.000	.000	.000	.000	.000	.400	.250	.500	

Location: Perris
N/S: I-215 SB Ramps
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Ethanac Road	South Leg I-215 SB Ramps	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	0	0	0	0	0
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	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	2	0	0	4

	North Leg I-215 SB Ramps	East Leg Ethanac Road	South Leg I-215 SB Ramps	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	3

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Location: Perris
N/S: I-215 SB Ramps
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Ethanac Road			Northbound I-215 SB Ramps			Eastbound Ethanac Road			
	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	1	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	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound I-215 SB Ramps			Westbound Ethanac Road			Northbound I-215 SB Ramps			Eastbound Ethanac Road			
	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	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	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:	1	0	0	0	2	0	0	0	0	0	0	0	3

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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	69	55	12	124	47	0	35	25	82	52	102	0	0	154	37	360	397
07:15 AM	0	0	0	0	0	0	68	40	8	108	57	2	25	15	84	47	148	0	0	195	23	387	410
07:30 AM	0	0	0	0	0	0	84	44	5	128	59	0	29	18	88	62	144	0	0	206	23	422	445
07:45 AM	0	0	0	0	0	0	108	40	6	148	67	0	30	15	97	55	136	0	0	191	21	436	457
Total	0	0	0	0	0	0	329	179	31	508	230	2	119	73	351	216	530	0	0	746	104	1605	1709
08:00 AM	0	0	0	0	0	0	113	42	13	155	75	1	26	17	102	52	120	0	0	172	30	429	459
08:15 AM	0	0	0	0	0	0	113	35	7	148	56	0	20	16	76	50	99	0	0	149	23	373	396
08:30 AM	0	0	0	0	0	0	88	27	3	115	68	0	38	25	106	47	67	0	0	114	28	335	363
08:45 AM	0	0	0	0	0	0	77	30	7	107	49	1	37	20	87	52	90	0	0	142	27	336	363
Total	0	0	0	0	0	0	391	134	30	525	248	2	121	78	371	201	376	0	0	577	108	1473	1581
Grand Total	0	0	0	0	0	0	720	313	61	1033	478	4	240	151	722	417	906	0	0	1323	212	3078	3290
Apprch %	0	0	0			0	69.7	30.3			66.2	0.6	33.2			31.5	68.5	0					
Total %	0	0	0		0	0	23.4	10.2		33.6	15.5	0.1	7.8		23.5	13.5	29.4	0		43	6.4	93.6	
Passenger Vehicles	0	0	0		0	0	652	283		992	455	4	205		794	370	843	0		1213	0	0	2999
% Passenger Vehicles	0	0	0	0	0	0	90.6	90.4	93.4	90.7	95.2	100	85.4	86.1	91	88.7	93	0	0	91.7	0	0	91.2
Large 2 Axle Vehicles	0	0	0		0	0	33	12		45	12	0	14		37	27	39	0		66	0	0	148
% Large 2 Axle Vehicles	0	0	0	0	0	0	4.6	3.8	0	4.1	2.5	0	5.8	7.3	4.2	6.5	4.3	0	0	5	0	0	4.5
3 Axle Vehicles	0	0	0		0	0	29	3		32	6	0	14		28	3	11	0		14	0	0	74
% 3 Axle Vehicles	0	0	0	0	0	0	4	1	0	2.9	1.3	0	5.8	5.3	3.2	0.7	1.2	0	0	1.1	0	0	2.2
4+ Axle Trucks	0	0	0		0	0	6	15		25	5	0	7		14	17	13	0		30	0	0	69
% 4+ Axle Trucks	0	0	0	0	0	0	0.8	4.8	6.6	2.3	1	0	2.9	1.3	1.6	4.1	1.4	0	0	2.3	0	0	2.1

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	68	40	108	57	**2**	25	84	47	**148**	0	195	387
07:30 AM	0	0	0	0	0	84	**44**	128	59	0	29	88	**62**	144	0	**206**	422
07:45 AM	0	0	0	0	0	108	40	148	67	0	**30**	97	55	136	0	191	**436**
08:00 AM	0	0	0	0	0	**113**	42	**155**	**75**	1	26	**102**	52	120	0	172	429
Total Volume	0	0	0	0	0	373	166	539	258	3	110	371	216	548	0	764	1674
% App. Total	0	0	0		0	69.2	30.8		69.5	0.8	29.6		28.3	71.7	0		
PHF	.000	.000	.000	.000	.000	.825	.943	.869	.860	.375	.917	.909	.871	.926	.000	.927	.960

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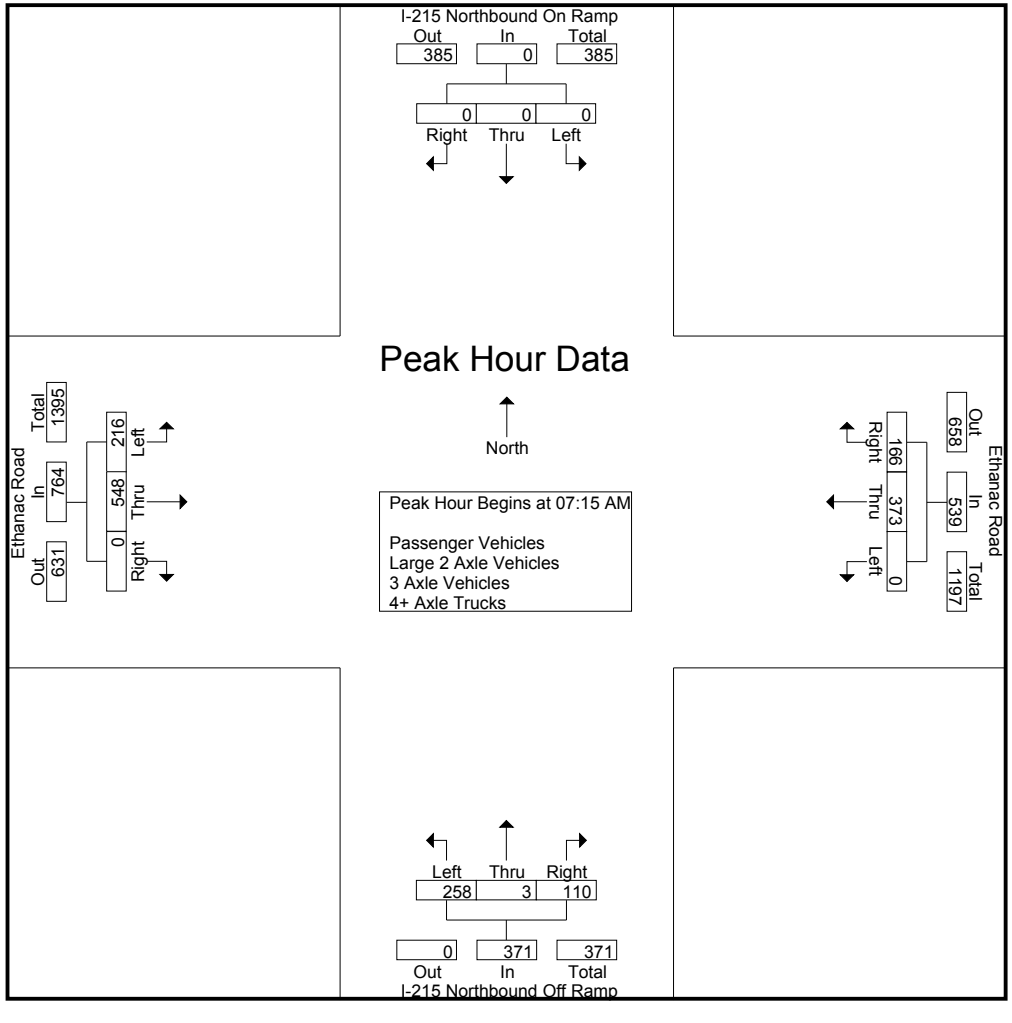
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:30 AM				07:45 AM				07:15 AM				
+0 mins.	0	0	0	0	0	84	**44**	128	67	0	30	97	47	**148**	0	195	
+15 mins.	0	0	0	0	0	108	40	148	**75**	**1**	26	102	**62**	144	0	**206**	
+30 mins.	0	0	0	0	0	**113**	42	**155**	56	0	20	76	55	136	0	191	
+45 mins.	0	0	0	0	0	113	35	148	68	0	**38**	**106**	52	120	0	172	
Total Volume	0	0	0	0	0	418	161	579	266	1	114	381	216	548	0	764	
% App. Total	0	0	0		0	72.2	27.8		69.8	0.3	29.9		28.3	71.7	0		
PHF	.000	.000	.000	.000	.000	.925	.915	.934	.887	.250	.750	.899	.871	.926	.000	.927	

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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023

Groups Printed- Passenger Vehicles

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	59	52	12	111	43	0	29	23	72	45	95	0	0	140	35	323	358
07:15 AM	0	0	0	0	0	0	62	38	8	100	54	2	25	15	81	40	136	0	0	176	23	357	380
07:30 AM	0	0	0	0	0	0	72	40	4	112	58	0	25	15	83	54	140	0	0	194	19	389	408
07:45 AM	0	0	0	0	0	0	100	37	6	137	62	0	25	11	87	46	122	0	0	168	17	392	409
Total	0	0	0	0	0	0	293	167	30	460	217	2	104	64	323	185	493	0	0	678	94	1461	1555
08:00 AM	0	0	0	0	0	0	108	39	12	147	72	1	22	15	95	48	114	0	0	162	27	404	431
08:15 AM	0	0	0	0	0	0	101	28	7	129	54	0	15	12	69	47	92	0	0	139	19	337	356
08:30 AM	0	0	0	0	0	0	76	25	3	101	65	0	33	21	98	43	60	0	0	103	24	302	326
08:45 AM	0	0	0	0	0	0	74	24	5	98	47	1	31	18	79	47	84	0	0	131	23	308	331
Total	0	0	0	0	0	0	359	116	27	475	238	2	101	66	341	185	350	0	0	535	93	1351	1444
Grand Total	0	0	0	0	0	0	652	283	57	935	455	4	205	130	664	370	843	0	0	1213	187	2812	2999
Apprch %	0	0	0			0	69.7	30.3			68.5	0.6	30.9			30.5	69.5	0					
Total %	0	0	0		0	0	23.2	10.1		33.3	16.2	0.1	7.3		23.6	13.2	30	0		43.1	6.2	93.8	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	62	38	100	54	**2**	**25**	81	40	136	0	176	357
07:30 AM	0	0	0	0	0	72	**40**	112	58	0	25	83	**54**	**140**	0	**194**	389
07:45 AM	0	0	0	0	0	100	37	137	62	0	25	87	46	122	0	168	392
08:00 AM	0	0	0	0	0	**108**	39	**147**	**72**	1	22	**95**	48	114	0	162	**404**
Total Volume	0	0	0	0	0	342	154	496	246	3	97	346	188	512	0	700	1542
% App. Total	0	0	0		0	69	31		71.1	0.9	28		26.9	73.1	0		
PHF	.000	.000	.000	.000	.000	.792	.963	.844	.854	.375	.970	.911	.870	.914	.000	.902	.954

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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
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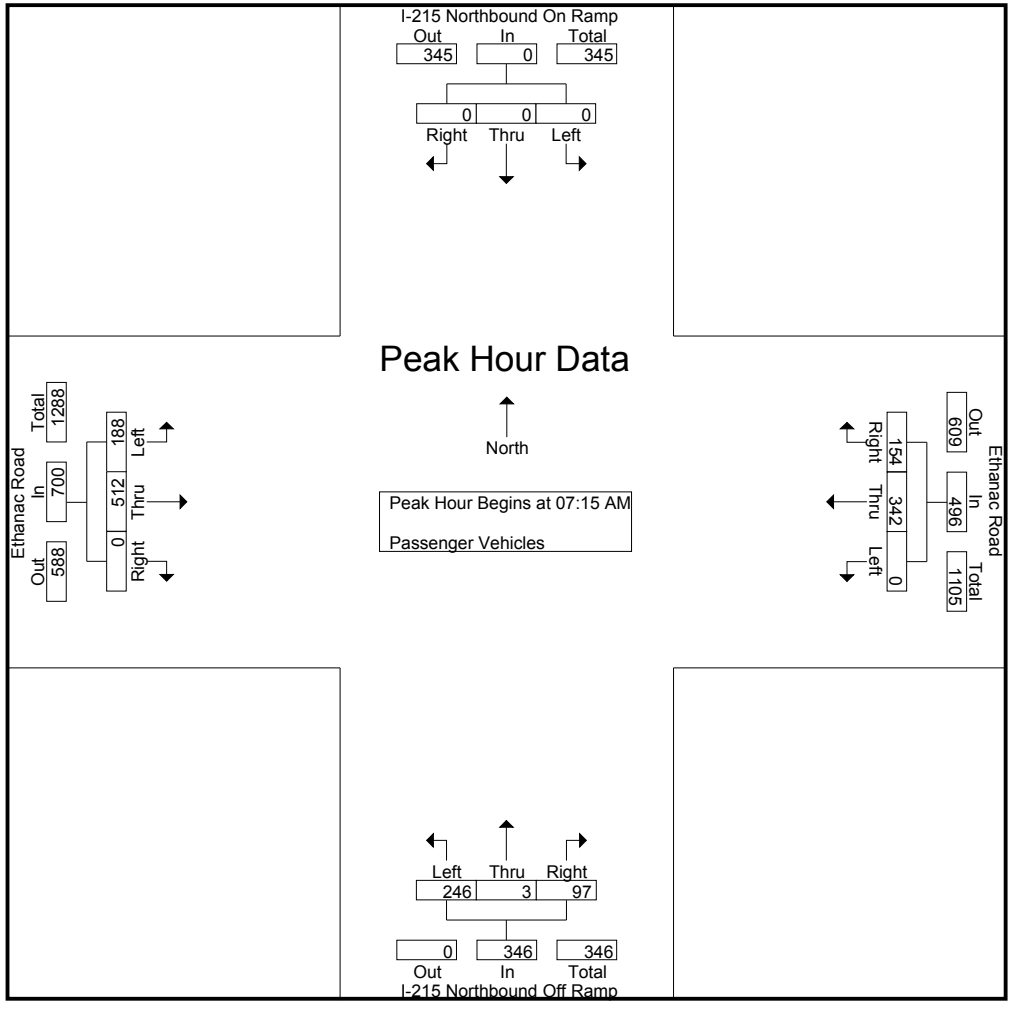

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City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	62	38	100	54	**2**	**25**	81	40	136	0	176	
+15 mins.	0	0	0	0	0	72	**40**	112	58	0	25	83	**54**	**140**	0	**194**	
+30 mins.	0	0	0	0	0	100	37	137	62	0	25	87	46	122	0	168	
+45 mins.	0	0	0	0	0	**108**	39	**147**	**72**	1	22	**95**	48	114	0	162	
Total Volume	0	0	0	0	0	342	154	496	246	3	97	346	188	512	0	700	
% App. Total	0	0	0		0	69	31		71.1	0.9	28		26.9	73.1	0		
PHF	.000	.000	.000	.000	.000	.792	.963	.844	.854	.375	.970	.911	.870	.914	.000	.902	

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City of Perris
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File Name : 11_PER_215N_Eth AM
Site Code : 231186
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Groups Printed- Large 2 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	1	0	8	1	0	3	0	4	5	6	0	0	11	0	23	23
07:15 AM	0	0	0	0	0	0	3	1	0	4	3	0	0	0	3	6	9	0	0	15	0	22	22
07:30 AM	0	0	0	0	0	0	6	3	0	9	1	0	2	2	3	6	2	0	0	8	2	20	22
07:45 AM	0	0	0	0	0	0	7	1	0	8	3	0	2	2	5	3	11	0	0	14	2	27	29
Total	0	0	0	0	0	0	23	6	0	29	8	0	7	4	15	20	28	0	0	48	4	92	96
08:00 AM	0	0	0	0	0	0	2	1	0	3	1	0	2	2	3	2	3	0	0	5	2	11	13
08:15 AM	0	0	0	0	0	0	3	1	0	4	0	0	3	3	3	2	2	0	0	4	3	11	14
08:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	2	2	3	1	4	0	0	5	2	15	17
08:45 AM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	2	2	0	0	4	0	8	8
Total	0	0	0	0	0	0	10	6	0	16	4	0	7	7	11	7	11	0	0	18	7	45	52
Grand Total	0	0	0	0	0	0	33	12	0	45	12	0	14	11	26	27	39	0	0	66	11	137	148
Apprch %	0	0	0			0	73.3	26.7			46.2	0	53.8			40.9	59.1	0					
Total %	0	0	0		0	0	24.1	8.8		32.8	8.8	0	10.2		19	19.7	28.5	0		48.2	7.4	92.6	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	3	1	4	**3**	0	0	3	**6**	9	0	**15**	22
07:30 AM	0	0	0	0	0	6	**3**	**9**	1	0	**2**	3	6	2	0	8	20
07:45 AM	0	0	0	0	0	**7**	1	8	3	0	2	**5**	3	**11**	0	14	**27**
08:00 AM	0	0	0	0	0	2	1	3	1	0	2	3	2	3	0	5	11
Total Volume	0	0	0	0	0	18	6	24	8	0	6	14	17	25	0	42	80
% App. Total	0	0	0		0	75	25		57.1	0	42.9		40.5	59.5	0		
PHF	.000	.000	.000	.000	.000	.643	.500	.667	.667	.000	.750	.700	.708	.568	.000	.700	.741

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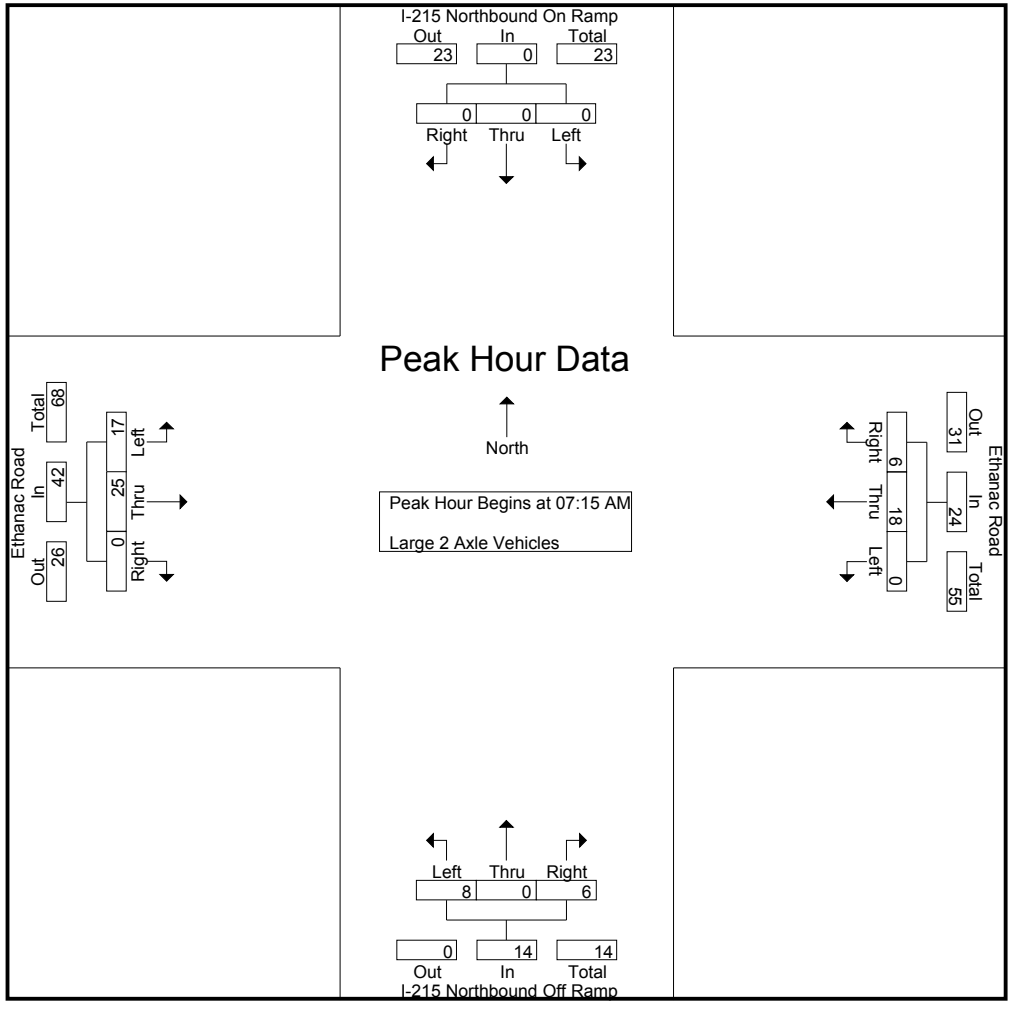
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	3	1	4	**3**	0	0	3	**6**	9	0	**15**	
+15 mins.	0	0	0	0	0	6	**3**	**9**	1	0	**2**	3	6	2	0	8	
+30 mins.	0	0	0	0	0	**7**	1	8	3	0	2	**5**	3	**11**	0	14	
+45 mins.	0	0	0	0	0	2	1	3	1	0	2	3	2	3	0	5	
Total Volume	0	0	0	0	0	18	6	24	8	0	6	14	17	25	0	42	
% App. Total	0	0	0		0	75	25		57.1	0	42.9		40.5	59.5	0		
PHF	.000	.000	.000	.000	.000	.643	.500	.667	.667	.000	.750	.700	.708	.568	.000	.700	

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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	1	0	4	3	0	2	2	5	0	0	0	0	0	2	9	11
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	1	0	0	0	1	0	8	8
07:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	2	2	3	1	0	0	0	1	2	6	8
Total	0	0	0	0	0	0	13	2	0	15	4	0	5	4	9	2	2	0	0	4	4	28	32
08:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	2	0	0	2	0	6	6
08:15 AM	0	0	0	0	0	0	7	1	0	8	0	0	2	1	2	1	3	0	0	4	1	14	15
08:30 AM	0	0	0	0	0	0	6	0	0	6	1	0	2	1	3	0	2	0	0	2	1	11	12
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	3	2	3	0	2	0	0	2	2	7	9
Total	0	0	0	0	0	0	16	1	0	17	2	0	9	4	11	1	9	0	0	10	4	38	42
Grand Total	0	0	0	0	0	0	29	3	0	32	6	0	14	8	20	3	11	0	0	14	8	66	74
Apprch %	0	0	0			0	90.6	9.4			30	0	70			21.4	78.6	0					
Total %	0	0	0		0	0	43.9	4.5		48.5	9.1	0	21.2		30.3	4.5	16.7	0		21.2	10.8	89.2	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	3	0	3	0	0	0	0	0	**2**	0	**2**	5
07:30 AM	0	0	0	0	0	**6**	0	**6**	0	0	1	1	**1**	0	0	1	**8**
07:45 AM	0	0	0	0	0	1	**1**	2	**1**	0	**2**	**3**	1	0	0	1	6
08:00 AM	0	0	0	0	0	1	0	1	1	0	2	3	0	2	0	2	6
Total Volume	0	0	0	0	0	11	1	12	2	0	5	7	2	4	0	6	25
% App. Total	0	0	0		0	91.7	8.3		28.6	0	71.4		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.458	.250	.500	.500	.000	.625	.583	.500	.500	.000	.750	.781

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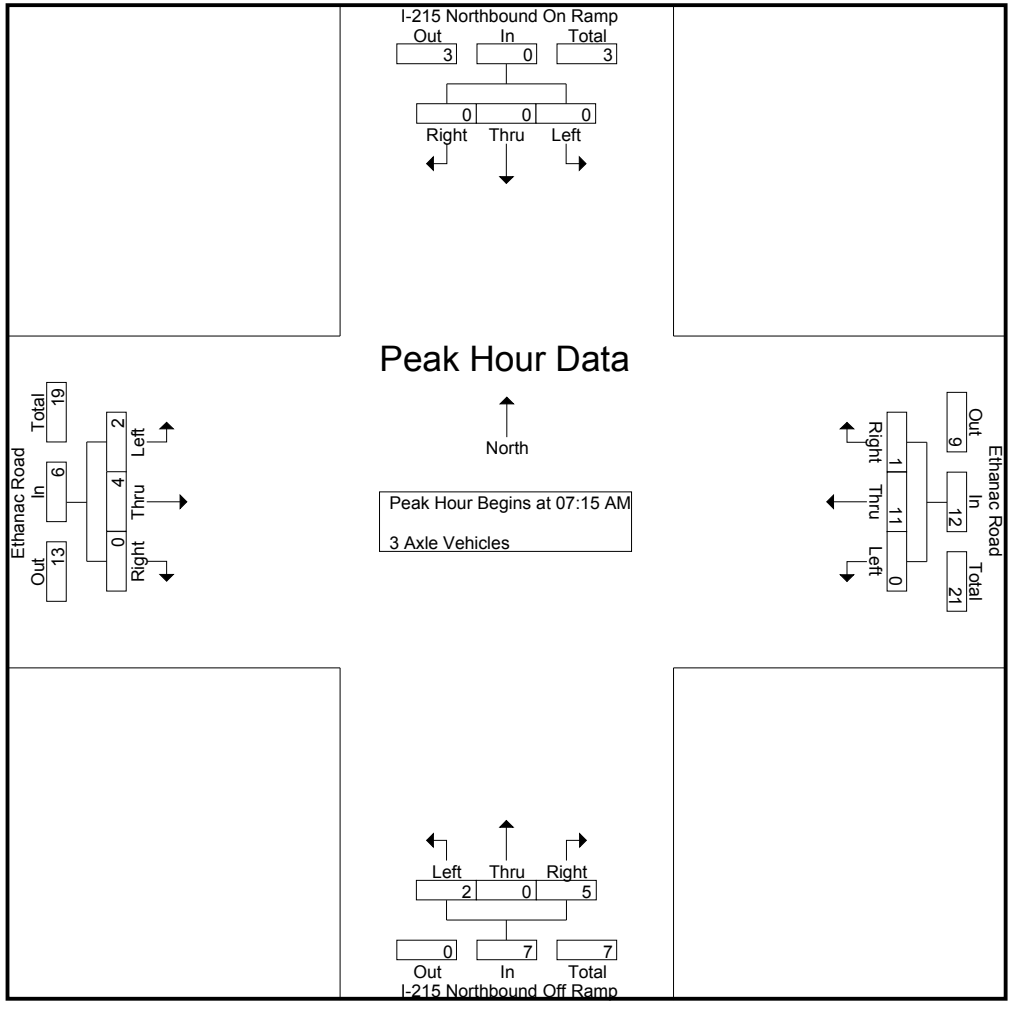
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**2**	0	**2**	
+15 mins.	0	0	0	0	0	**6**	0	**6**	0	0	1	1	**1**	0	0	1	
+30 mins.	0	0	0	0	0	1	**1**	2	**1**	0	**2**	**3**	1	0	0	1	
+45 mins.	0	0	0	0	0	1	0	1	1	0	2	3	0	2	0	2	
Total Volume	0	0	0	0	0	11	1	12	2	0	5	7	2	4	0	6	
% App. Total	0	0	0		0	91.7	8.3		28.6	0	71.4		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.458	.250	.500	.500	.000	.625	.583	.500	.500	.000	.750	

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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	0	0	1	0	1	2	1	0	0	3	0	5	5
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
07:30 AM	0	0	0	0	0	0	0	1	1	1	0	0	1	1	1	1	2	0	0	3	2	5	7
07:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	5	3	0	0	8	0	11	11
Total	0	0	0	0	0	0	0	4	1	4	1	0	3	1	4	9	7	0	0	16	2	24	26
08:00 AM	0	0	0	0	0	0	2	2	1	4	1	0	0	0	1	2	1	0	0	3	1	8	9
08:15 AM	0	0	0	0	0	0	2	5	0	7	2	0	0	0	2	0	2	0	0	2	0	11	11
08:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	1	2	3	1	0	0	4	1	7	8
08:45 AM	0	0	0	0	0	0	1	4	2	5	0	0	3	0	3	3	2	0	0	5	2	13	15
Total	0	0	0	0	0	0	6	11	3	17	4	0	4	1	8	8	6	0	0	14	4	39	43
Grand Total	0	0	0	0	0	0	6	15	4	21	5	0	7	2	12	17	13	0	0	30	6	63	69
Apprch %	0	0	0			0	28.6	71.4			41.7	0	58.3			56.7	43.3	0					
Total %	0	0	0		0	0	9.5	23.8		33.3	7.9	0	11.1		19	27	20.6	0		47.6	8.7	91.3	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	3
07:30 AM	0	0	0	0	0	0	1	1	0	0	**1**	1	1	2	0	3	5
07:45 AM	0	0	0	0	0	0	1	1	**1**	0	1	**2**	**5**	**3**	0	**8**	**11**
08:00 AM	0	0	0	0	0	**2**	**2**	**4**	1	0	0	1	2	1	0	3	8
Total Volume	0	0	0	0	0	2	5	7	2	0	2	4	9	7	0	16	27
% App. Total	0	0	0		0	28.6	71.4		50	0	50		56.2	43.8	0		
PHF	.000	.000	.000	.000	.000	.250	.625	.438	.500	.000	.500	.500	.450	.583	.000	.500	.614

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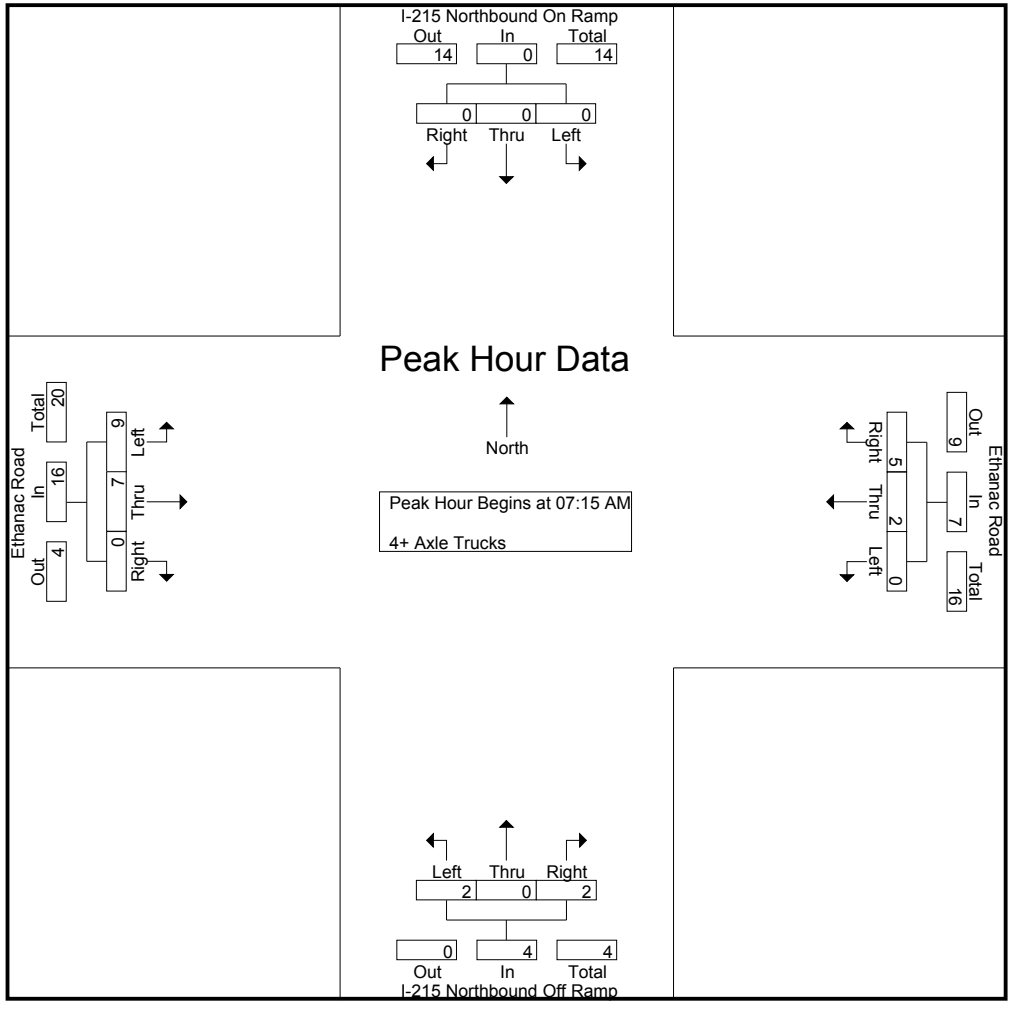
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth AM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	
+15 mins.	0	0	0	0	0	0	1	1	0	0	**1**	1	1	2	0	3	
+30 mins.	0	0	0	0	0	0	1	1	**1**	0	1	**2**	**5**	**3**	0	**8**	
+45 mins.	0	0	0	0	0	**2**	**2**	**4**	1	0	0	1	2	1	0	3	
Total Volume	0	0	0	0	0	2	5	7	2	0	2	4	9	7	0	16	
% App. Total	0	0	0		0	28.6	71.4		50	0	50		56.2	43.8	0		
PHF	.000	.000	.000	.000	.000	.250	.625	.438	.500	.000	.500	.500	.450	.583	.000	.500	

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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

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

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	94	63	10	157	92	0	45	24	137	49	108	0	0	157	34	451	485
04:15 PM	0	0	0	0	0	0	99	47	15	146	90	0	30	19	120	61	125	0	0	186	34	452	486
04:30 PM	0	0	0	0	0	0	119	50	14	169	99	0	42	26	141	70	140	0	0	210	40	520	560
04:45 PM	0	0	0	0	0	0	106	35	7	141	97	1	37	21	135	54	118	0	0	172	28	448	476
Total	0	0	0	0	0	0	418	195	46	613	378	1	154	90	533	234	491	0	0	725	136	1871	2007
05:00 PM	0	0	0	0	0	0	105	39	6	144	87	2	32	21	121	82	150	0	0	232	27	497	524
05:15 PM	0	0	0	0	0	0	86	25	3	111	103	1	27	15	131	52	132	0	0	184	18	426	444
05:30 PM	0	0	0	0	0	0	95	19	9	114	80	1	37	12	118	64	148	0	0	212	21	444	465
05:45 PM	0	0	0	0	0	0	75	18	8	93	96	0	24	16	120	41	103	0	0	144	24	357	381
Total	0	0	0	0	0	0	361	101	26	462	366	4	120	64	490	239	533	0	0	772	90	1724	1814
Grand Total	0	0	0	0	0	0	779	296	72	1075	744	5	274	154	1023	473	1024	0	0	1497	226	3595	3821
Apprch %	0	0	0			0	72.5	27.5			72.7	0.5	26.8			31.6	68.4	0					
Total %	0	0	0		0	0	21.7	8.2		29.9	20.7	0.1	7.6		28.5	13.2	28.5	0		41.6	5.9	94.1	
Passenger Vehicles	0	0	0		0	0	764	282		1113	704	4	243		1088	444	986	0		1430	0	0	3631
% Passenger Vehicles	0	0	0	0	0	0	98.1	95.3	93.1	97	94.6	80	88.7	89	92.4	93.9	96.3	0	0	95.5	0	0	95
Large 2 Axle Vehicles	0	0	0		0	0	10	9		22	25	1	25		66	17	20	0		37	0	0	125
% Large 2 Axle Vehicles	0	0	0	0	0	0	1.3	3	4.2	1.9	3.4	20	9.1	9.7	5.6	3.6	2	0	0	2.5	0	0	3.3
3 Axle Vehicles	0	0	0		0	0	3	0		3	12	0	1		14	5	4	0		9	0	0	26
% 3 Axle Vehicles	0	0	0	0	0	0	0.4	0	0	0.3	1.6	0	0.4	0.6	1.2	1.1	0.4	0	0	0.6	0	0	0.7
4+ Axle Trucks	0	0	0		0	0	2	5		9	3	0	5		9	7	14	0		21	0	0	39
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	1.7	2.8	0.8	0.4	0	1.8	0.6	0.8	1.5	1.4	0	0	1.4	0	0	1

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	99	47	146	90	0	30	120	61	125	0	186	452
04:30 PM	0	0	0	0	0	**119**	**50**	**169**	**99**	0	**42**	**141**	70	140	0	210	**520**
04:45 PM	0	0	0	0	0	106	35	141	97	1	37	135	54	118	0	172	448
05:00 PM	0	0	0	0	0	105	39	144	87	**2**	32	121	**82**	**150**	0	**232**	497
Total Volume	0	0	0	0	0	429	171	600	373	3	141	517	267	533	0	800	1917
% App. Total	0	0	0		0	71.5	28.5		72.1	0.6	27.3		33.4	66.6	0		
PHF	.000	.000	.000	.000	.000	.901	.855	.888	.942	.375	.839	.917	.814	.888	.000	.862	.922

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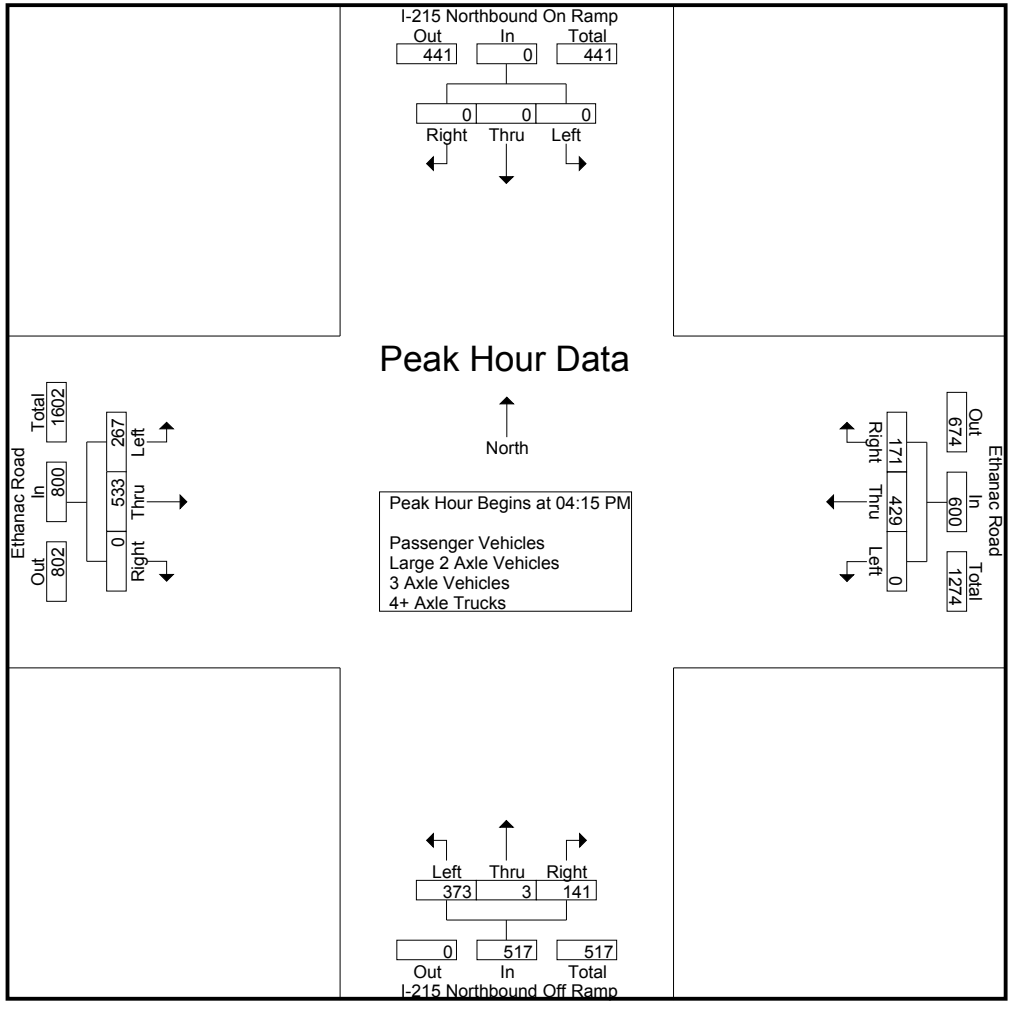
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:15 PM				
+0 mins.	0	0	0	0	0	94	**63**	157	92	0	**45**	137	61	125	0	186	
+15 mins.	0	0	0	0	0	99	47	146	90	0	30	120	70	140	0	210	
+30 mins.	0	0	0	0	0	**119**	50	**169**	**99**	0	42	**141**	54	118	0	172	
+45 mins.	0	0	0	0	0	106	35	141	97	**1**	37	135	**82**	**150**	0	**232**	
Total Volume	0	0	0	0	0	418	195	613	378	1	154	533	267	533	0	800	
% App. Total	0	0	0		0	68.2	31.8		70.9	0.2	28.9		33.4	66.6	0		
PHF	.000	.000	.000	.000	.000	.878	.774	.907	.955	.250	.856	.945	.814	.888	.000	.862	

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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Passenger Vehicles

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	92	57	9	149	90	0	39	20	129	46	102	0	0	148	29	426	455
04:15 PM	0	0	0	0	0	0	95	46	15	141	85	0	26	16	111	57	118	0	0	175	31	427	458
04:30 PM	0	0	0	0	0	0	118	49	13	167	96	0	40	24	136	68	131	0	0	199	37	502	539
04:45 PM	0	0	0	0	0	0	103	34	6	137	91	1	34	20	126	50	115	0	0	165	26	428	454
Total	0	0	0	0	0	0	408	186	43	594	362	1	139	80	502	221	466	0	0	687	123	1783	1906
05:00 PM	0	0	0	0	0	0	105	38	6	143	84	1	29	18	114	80	146	0	0	226	24	483	507
05:15 PM	0	0	0	0	0	0	85	23	2	108	96	1	24	15	121	45	129	0	0	174	17	403	420
05:30 PM	0	0	0	0	0	0	94	18	9	112	73	1	31	10	105	62	143	0	0	205	19	422	441
05:45 PM	0	0	0	0	0	0	72	17	7	89	89	0	20	14	109	36	102	0	0	138	21	336	357
Total	0	0	0	0	0	0	356	96	24	452	342	3	104	57	449	223	520	0	0	743	81	1644	1725
Grand Total	0	0	0	0	0	0	764	282	67	1046	704	4	243	137	951	444	986	0	0	1430	204	3427	3631
Apprch %	0	0	0			0	73	27			74	0.4	25.6			31	69	0					
Total %	0	0	0		0	0	22.3	8.2		30.5	20.5	0.1	7.1		27.8	13	28.8	0		41.7	5.6	94.4	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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	95	46	141	85	0	26	111	57	118	0	175	427
04:30 PM	0	0	0	0	0	**118**	**49**	**167**	**96**	0	**40**	**136**	68	131	0	199	**502**
04:45 PM	0	0	0	0	0	103	34	137	91	**1**	34	126	50	115	0	165	428
05:00 PM	0	0	0	0	0	105	38	143	84	1	29	114	**80**	**146**	0	**226**	483
Total Volume	0	0	0	0	0	421	167	588	356	2	129	487	255	510	0	765	1840
% App. Total	0	0	0		0	71.6	28.4		73.1	0.4	26.5		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.892	.852	.880	.927	.500	.806	.895	.797	.873	.000	.846	.916

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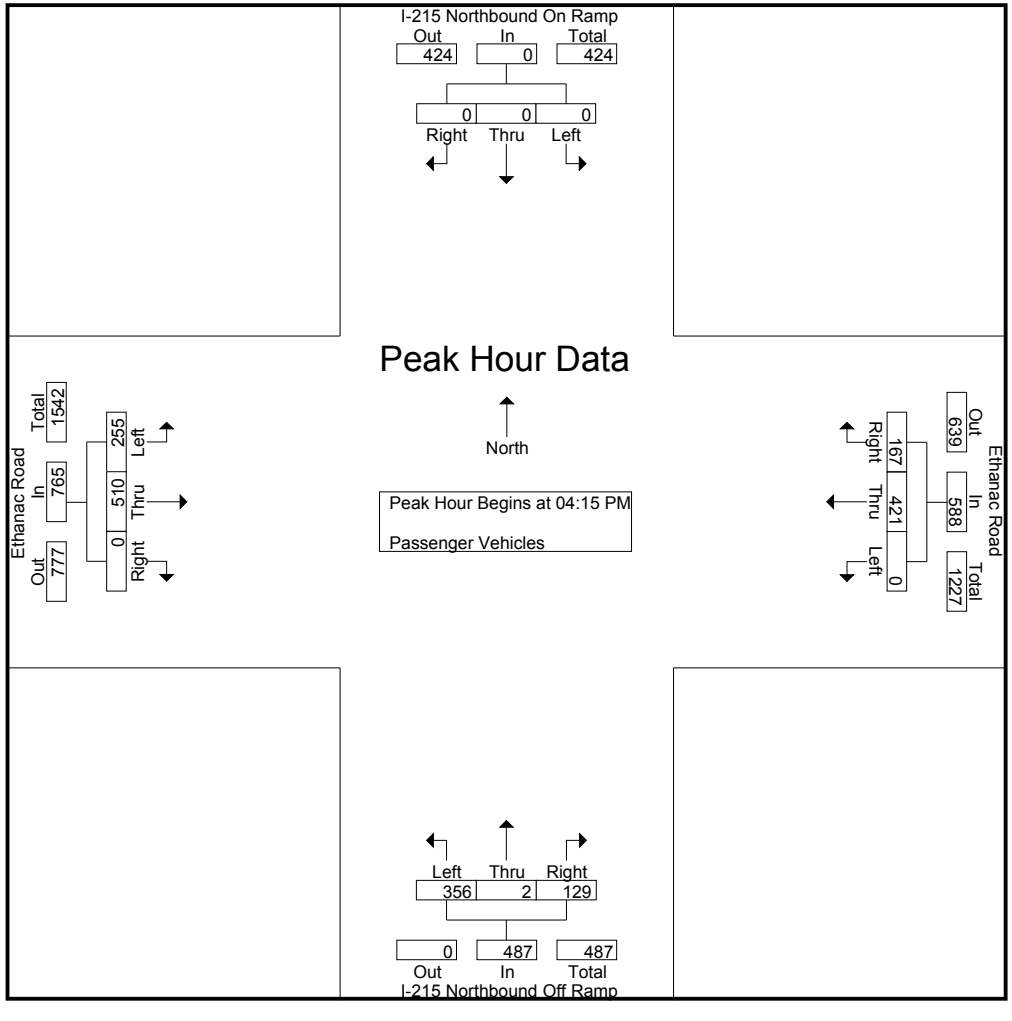
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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	95	46	141	85	0	26	111	57	118	0	175	
+15 mins.	0	0	0	0	0	**118**	**49**	**167**	**96**	0	**40**	**136**	68	131	0	199	
+30 mins.	0	0	0	0	0	103	34	137	91	**1**	34	126	50	115	0	165	
+45 mins.	0	0	0	0	0	105	38	143	84	1	29	114	**80**	**146**	0	**226**	
Total Volume	0	0	0	0	0	421	167	588	356	2	129	487	255	510	0	765	
% App. Total	0	0	0		0	71.6	28.4		73.1	0.4	26.5		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.892	.852	.880	.927	.500	.806	.895	.797	.873	.000	.846	

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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	3	1	4	2	0	5	4	7	0	2	0	0	2	5	13	18
04:15 PM	0	0	0	0	0	0	4	1	0	5	3	0	4	3	7	1	4	0	0	5	3	17	20
04:30 PM	0	0	0	0	0	0	1	0	0	1	3	0	2	2	5	2	2	0	0	4	2	10	12
04:45 PM	0	0	0	0	0	0	1	0	0	1	3	0	1	1	4	2	1	0	0	3	1	8	9
Total	0	0	0	0	0	0	7	4	1	11	11	0	12	10	23	5	9	0	0	14	11	48	59
05:00 PM	0	0	0	0	0	0	0	1	0	1	2	1	2	2	5	1	3	0	0	4	2	10	12
05:15 PM	0	0	0	0	0	0	1	2	1	3	6	0	3	0	9	5	3	0	0	8	1	20	21
05:30 PM	0	0	0	0	0	0	0	1	0	1	4	0	6	2	10	2	4	0	0	6	2	17	19
05:45 PM	0	0	0	0	0	0	2	1	1	3	2	0	2	1	4	4	1	0	0	5	2	12	14
Total	0	0	0	0	0	0	3	5	2	8	14	1	13	5	28	12	11	0	0	23	7	59	66
Grand Total	0	0	0	0	0	0	10	9	3	19	25	1	25	15	51	17	20	0	0	37	18	107	125
Apprch %	0	0	0			0	52.6	47.4			49	2	49			45.9	54.1	0					
Total %	0	0	0		0	0	9.3	8.4		17.8	23.4	0.9	23.4		47.7	15.9	18.7	0		34.6	14.4	85.6	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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**	**1**	**5**	**3**	0	**4**	**7**	1	**4**	0	**5**	**17**
04:30 PM	0	0	0	0	0	1	0	1	3	0	2	5	**2**	2	0	4	10
04:45 PM	0	0	0	0	0	1	0	1	3	0	1	4	2	1	0	3	8
05:00 PM	0	0	0	0	0	0	1	1	2	**1**	2	5	1	3	0	4	10
Total Volume	0	0	0	0	0	6	2	8	11	1	9	21	6	10	0	16	45
% App. Total	0	0	0		0	75	25		52.4	4.8	42.9		37.5	62.5	0		
PHF	.000	.000	.000	.000	.000	.375	.500	.400	.917	.250	.563	.750	.750	.625	.000	.800	.662

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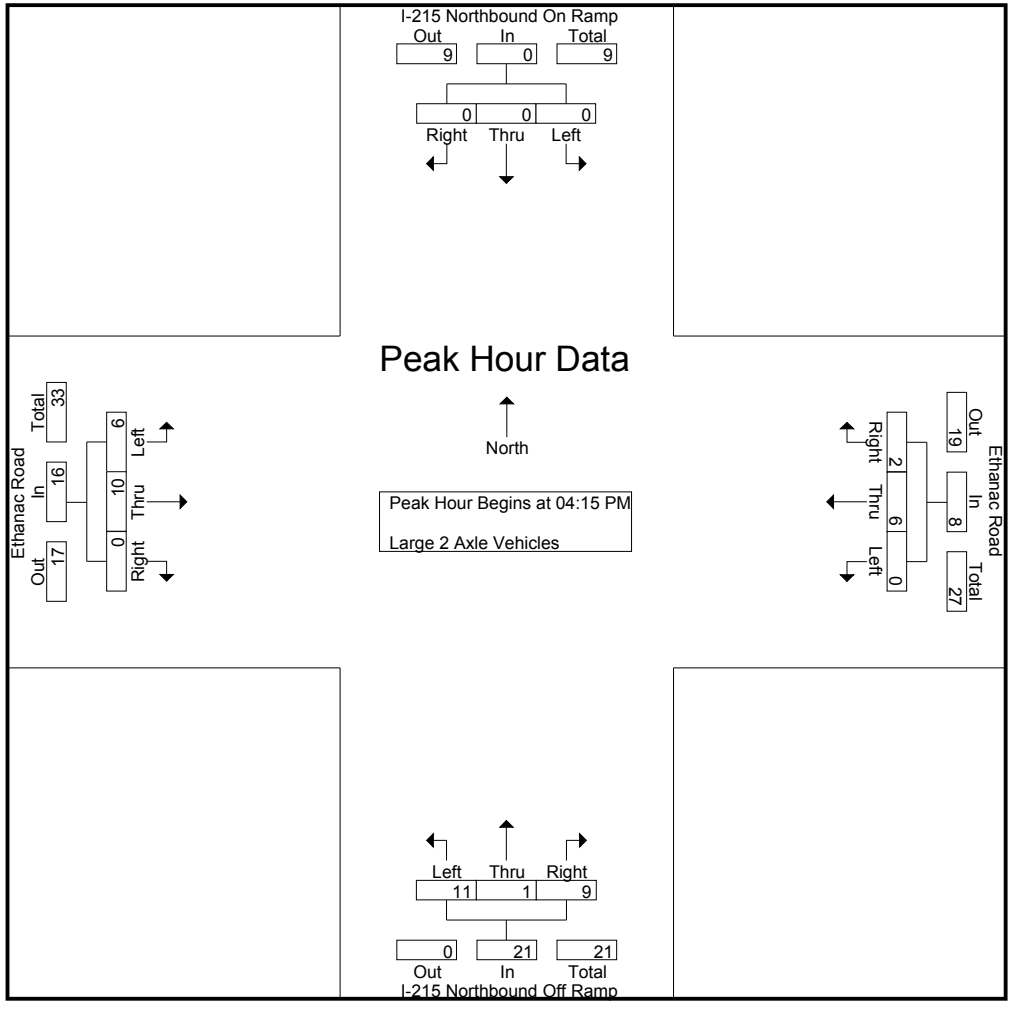
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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**	**1**	**5**	**3**	0	**4**	**7**	1	**4**	0	**5**	
+15 mins.	0	0	0	0	0	1	0	1	3	0	2	5	**2**	2	0	4	
+30 mins.	0	0	0	0	0	1	0	1	3	0	1	4	2	1	0	3	
+45 mins.	0	0	0	0	0	0	1	1	2	**1**	2	5	1	3	0	4	
Total Volume	0	0	0	0	0	6	2	8	11	1	9	21	6	10	0	16	
% App. Total	0	0	0		0	75	25		52.4	4.8	42.9		37.5	62.5	0		
PHF	.000	.000	.000	.000	.000	.375	.500	.400	.917	.250	.563	.750	.750	.625	.000	.800	

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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	3	1	0	0	4	0	5	5
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	4	4
Total	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	4	4	0	0	8	0	13	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	4	4
05:45 PM	0	0	0	0	0	0	1	0	0	1	3	0	1	1	4	1	0	0	0	1	1	6	7
Total	0	0	0	0	0	0	2	0	0	2	8	0	1	1	9	1	0	0	0	1	1	12	13
Grand Total	0	0	0	0	0	0	3	0	0	3	12	0	1	1	13	5	4	0	0	9	1	25	26
Apprch %	0	0	0			0	100	0			92.3	0	7.7			55.6	44.4	0					
Total %	0	0	0		0	0	12	0		12	48	0	4		52	20	16	0		36	3.8	96.2	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
04:45 PM	0	0	0	0	0	0	0	0	**3**	0	0	**3**	**1**	0	0	1	**4**
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	5	0	0	5	1	3	0	4	9
% App. Total	0	0	0		0	0	0		100	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.250	.250	.000	.333	.563

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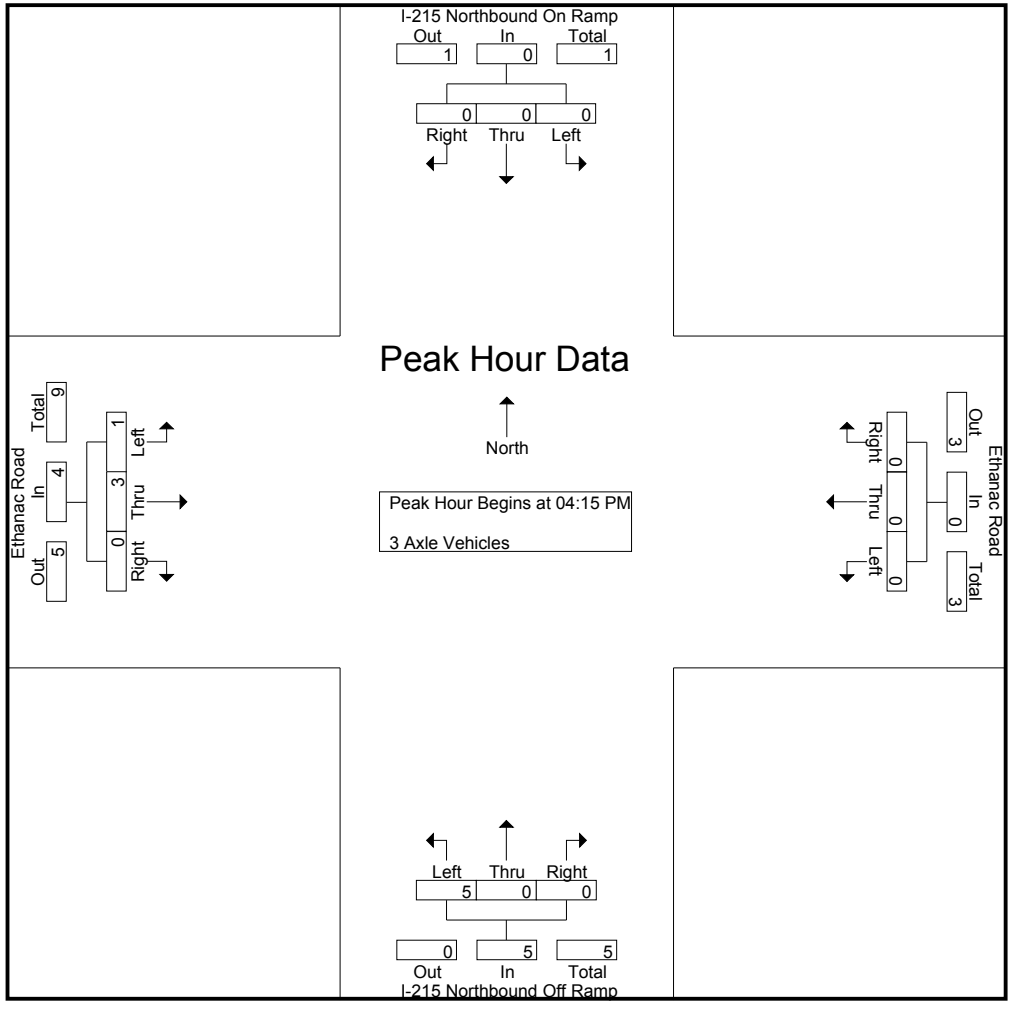
City of Perris
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	
+30 mins.	0	0	0	0	0	0	0	0	**3**	0	0	**3**	**1**	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	5	0	0	5	1	3	0	4	
% App. Total	0	0	0		0	0	0		100	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.250	.250	.000	.333	

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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound					Ethanac Road Westbound					I-215 Northbound Off Ramp Northbound					Ethanac Road 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	3	0	3	0	0	1	0	1	0	3	0	0	3	0	7	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	3	0	0	6	0	7	7
04:30 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	4	0	0	4	1	5	6
04:45 PM	0	0	0	0	0	0	2	1	1	3	0	0	2	0	2	1	2	0	0	3	1	8	9
Total	0	0	0	0	0	0	2	5	2	7	1	0	3	0	4	4	12	0	0	16	2	27	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	2	1	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	1	4	3	2	0	0	5	1	9	10
Grand Total	0	0	0	0	0	0	2	5	2	7	3	0	5	1	8	7	14	0	0	21	3	36	39
Apprch %	0	0	0			0	28.6	71.4			37.5	0	62.5			33.3	66.7	0					
Total %	0	0	0		0	0	5.6	13.9		19.4	8.3	0	13.9		22.2	19.4	38.9	0		58.3	7.7	92.3	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	**3**	3	0	**6**	7
04:30 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**4**	0	4	5
04:45 PM	0	0	0	0	0	**2**	1	**3**	0	0	**2**	**2**	1	2	0	3	**8**
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2	3
Total Volume	0	0	0	0	0	2	2	4	1	0	3	4	5	10	0	15	23
% App. Total	0	0	0		0	50	50		25	0	75		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.500	.333	.250	.000	.375	.500	.417	.625	.000	.625	.719

Counts Unlimited, Inc.
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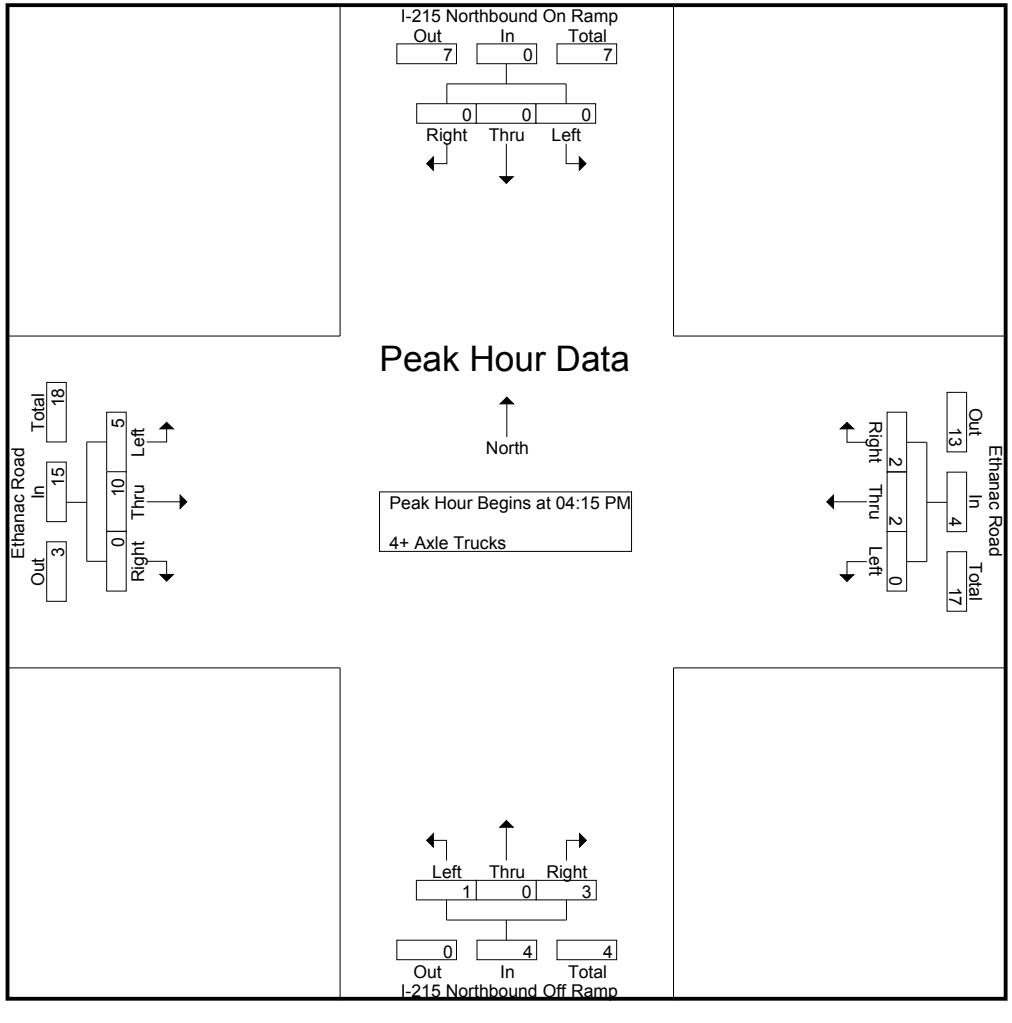
(951) 268-6268

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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023
Page No : 2



Counts Unlimited, Inc.
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(951) 268-6268

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

File Name : 11_PER_215N_Eth PM
Site Code : 231186
Start Date : 12/12/2023

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	**3**	3	0	**6**	
+15 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**4**	0	4	
+30 mins.	0	0	0	0	0	**2**	1	**3**	0	0	**2**	**2**	1	2	0	3	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2	
Total Volume	0	0	0	0	0	2	2	4	1	0	3	4	5	10	0	15	
% App. Total	0	0	0		0	50	50		25	0	75		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.500	.333	.250	.000	.375	.500	.417	.625	.000	.625	

Location: Perris
N/S: I-215 NB Ramps
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Ethanac Road	South Leg I-215 NB Ramps	West Leg Ethanac Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	0	2	0	4

	North Leg I-215 NB Ramps	East Leg Ethanac Road	South Leg I-215 NB Ramps	West Leg Ethanac Road	
	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	1	0	1
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	1	0	1

Location: Perris
N/S: I-215 NB Ramps
E/W: Ethanac Road

Date: 12/12/2023
Day: Tuesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Ethanac Road			Northbound I-215 NB Ramps			Eastbound Ethanac Road			
	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	1	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	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound I-215 NB Ramps			Westbound Ethanac Road			Northbound I-215 NB Ramps			Eastbound Ethanac Road			
	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	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	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	2	0	0	0	0	0	1	0	3

Counts Unlimited, Inc.

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City of Perris
Murrieta Road
N/ Ethanac Road
24 Hour Directional Classification Count

PER002
Site Code: 051-231186

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
12/12/23	0	10	0	0	1	0	0	0	0	0	0	0	0	11
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
04:00	0	17	5	0	1	0	0	0	0	0	0	0	0	23
05:00	0	26	13	0	0	0	0	0	0	0	0	0	0	39
06:00	0	63	23	0	1	0	0	0	**1**	0	0	0	**1**	89
07:00	0	105	**32**	**3**	**2**	0	0	0	0	0	0	0	0	142
08:00	0	**118**	31	1	2	0	0	0	0	0	0	0	0	**152**
09:00	0	94	20	3	2	1	0	1	0	0	0	0	0	121
10:00	0	72	22	0	2	**2**	0	**2**	0	0	0	0	0	100
11:00	**1**	91	22	0	2	1	0	0	0	0	0	0	0	117
12 PM	0	82	29	0	1	1	0	0	0	0	0	0	0	113
13:00	0	107	26	0	**4**	**2**	0	0	0	0	0	0	0	139
14:00	0	**133**	29	**3**	3	0	0	**1**	0	0	0	0	0	169
15:00	1	133	**45**	1	2	2	0	1	0	0	0	0	0	**185**
16:00	0	123	34	0	2	0	0	1	0	0	0	0	0	160
17:00	**2**	118	22	0	0	0	0	0	0	0	0	0	0	142
18:00	0	95	19	0	1	0	0	0	0	0	0	0	0	115
19:00	0	74	13	0	1	0	0	0	0	0	0	0	0	88
20:00	0	57	8	0	0	0	0	0	0	0	0	0	0	65
21:00	0	46	5	0	2	0	0	0	0	0	0	0	0	53
22:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
23:00	1	18	1	0	0	1	0	0	0	0	0	0	0	21
Total	5	1617	408	11	29	10	0	6	1	0	0	0	1	2088
Percent	0.2%	77.4%	19.5%	0.5%	1.4%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	07:00	07:00	10:00		10:00	06:00				06:00	08:00
Vol.	1	118	32	3	2	2		2	1				1	152
PM Peak	17:00	14:00	15:00	14:00	13:00	13:00		14:00						15:00
Vol.	2	133	45	3	4	2		1						185
Grand Total	5	1617	408	11	29	10	0	6	1	0	0	0	1	2088
Percent	0.2%	77.4%	19.5%	0.5%	1.4%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

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City of Perris
Murrieta Road
N/ Ethanac Road
24 Hour Directional Classification Count

PER002
Site Code: 051-231186

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
12/12/23	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
04:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
05:00	0	33	13	0	1	0	0	0	0	0	0	0	0	47
06:00	0	46	21	0	1	0	0	0	0	0	**1**	0	0	69
07:00	0	**116**	23	**4**	1	**1**	0	0	0	0	0	0	0	**145**
08:00	0	80	**24**	1	2	0	0	0	0	0	0	0	0	107
09:00	**1**	70	14	0	**3**	0	0	0	0	0	0	0	0	88
10:00	0	70	23	1	1	1	0	0	0	0	0	0	0	96
11:00	0	76	19	0	1	0	**1**	0	0	0	0	0	0	97
12 PM	0	92	18	1	**2**	**1**	**1**	0	0	0	0	0	0	115
13:00	0	112	23	0	1	1	0	0	0	0	0	0	0	137
14:00	0	95	31	**3**	1	1	0	0	0	0	0	0	0	131
15:00	**1**	**133**	**40**	0	1	0	0	0	**1**	0	0	0	0	**176**
16:00	0	132	37	0	1	0	0	0	0	0	0	0	0	170
17:00	1	116	28	0	0	1	0	**1**	0	0	0	0	0	147
18:00	0	68	12	0	1	0	0	1	0	0	0	0	0	82
19:00	0	47	8	0	0	0	0	0	0	0	0	0	0	55
20:00	0	26	4	1	1	0	0	0	0	0	0	0	0	32
21:00	0	34	1	0	0	0	0	0	0	0	0	0	0	35
22:00	0	16	5	0	1	0	0	0	0	0	0	0	0	22
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Total	3	1423	352	11	20	6	2	2	1	0	1	0	0	1821
Percent	0.2%	78.1%	19.3%	0.6%	1.1%	0.3%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	
AM Peak	09:00	07:00	08:00	07:00	09:00	07:00	11:00				06:00			07:00
Vol.	1	116	24	4	3	1	1				1			145
PM Peak	15:00	15:00	15:00	14:00	12:00	12:00	12:00	17:00	15:00					15:00
Vol.	1	133	40	3	2	1	1	1	1					176
Grand Total	3	1423	352	11	20	6	2	2	1	0	1	0	0	1821
Percent	0.2%	78.1%	19.3%	0.6%	1.1%	0.3%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	

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City of Perris
Murrieta Road
N/ Ethanac Road
24 Hour Directional Classification Count
Northbound, Southbound

PER002
Site Code: 051-231186

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
12/12/23	0	17	1	0	1	0	0	0	0	0	0	0	0	19
01:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
04:00	0	33	10	0	1	0	0	0	0	0	0	0	0	44
05:00	0	59	26	0	1	0	0	0	0	0	0	0	0	86
06:00	0	109	44	0	2	0	0	0	**1**	0	**1**	0	**1**	158
07:00	0	**221**	**55**	**7**	3	1	0	0	0	0	0	0	0	**287**
08:00	0	198	55	2	4	0	0	0	0	0	0	0	0	259
09:00	**1**	164	34	3	**5**	1	0	1	0	0	0	0	0	209
10:00	0	142	45	1	3	**3**	0	**2**	0	0	0	0	0	196
11:00	1	167	41	0	3	1	**1**	0	0	0	0	0	0	214
12 PM	0	174	47	1	3	2	**1**	0	0	0	0	0	0	228
13:00	0	219	49	0	**5**	**3**	0	0	0	0	0	0	0	276
14:00	0	228	60	**6**	4	1	0	**1**	0	0	0	0	0	300
15:00	2	**266**	**85**	1	3	2	0	1	**1**	0	0	0	0	**361**
16:00	0	255	71	0	3	0	0	1	0	0	0	0	0	330
17:00	**3**	234	50	0	0	1	0	1	0	0	0	0	0	289
18:00	0	163	31	0	2	0	0	1	0	0	0	0	0	197
19:00	0	121	21	0	1	0	0	0	0	0	0	0	0	143
20:00	0	83	12	1	1	0	0	0	0	0	0	0	0	97
21:00	0	80	6	0	2	0	0	0	0	0	0	0	0	88
22:00	0	37	10	0	1	0	0	0	0	0	0	0	0	48
23:00	1	27	2	0	0	1	0	0	0	0	0	0	0	31
Total	8	3040	760	22	49	16	2	8	2	0	1	0	1	3909
Percent	0.2%	77.8%	19.4%	0.6%	1.3%	0.4%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	07:00	09:00	10:00	11:00	10:00	06:00		06:00		06:00	07:00
Vol.	1	221	55	7	5	3	1	2	1		1		1	287
PM Peak	17:00	15:00	15:00	14:00	13:00	13:00	12:00	14:00	15:00					15:00
Vol.	3	266	85	6	5	3	1	1	1					361
Grand Total	8	3040	760	22	49	16	2	8	2	0	1	0	1	3909
Percent	0.2%	77.8%	19.4%	0.6%	1.3%	0.4%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

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City of Perris
McLaughlin Road
W/ Murrieta Road
24 Hour Directional Classification Count

PER001
Site Code: 051-231186

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
12/12/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
07:00	0	**10**	1	0	0	0	0	0	0	0	0	0	0	**11**
08:00	0	8	0	0	**1**	0	0	0	0	0	0	0	0	9
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	**1**	7	0	0	1	0	0	0	0	0	0	0	0	9
11:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12 PM	0	**7**	2	0	0	0	0	0	0	0	0	0	0	9
13:00	0	5	**5**	0	0	0	0	0	0	0	0	0	0	**10**
14:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
15:00	0	2	3	0	**1**	0	0	0	0	0	0	0	0	6
16:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
17:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	88	20	0	3	0	0	0	0	0	0	0	0	112
Percent	0.9%	78.6%	17.9%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	04:00		08:00									07:00
Vol.	1	10	1		1									11
PM Peak		12:00	13:00		15:00									13:00
Vol.		7	5		1									10
Grand Total	1	88	20	0	3	0	0	0	0	0	0	0	0	112
Percent	0.9%	78.6%	17.9%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Perris
McLaughlin Road
W/ Murrieta Road
24 Hour Directional Classification Count

PER001
Site Code: 051-231186

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
12/12/23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	4	**2**	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	**10**	1	0	0	0	0	0	0	0	0	0	0	**11**
09:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12 PM	0	**10**	3	0	0	0	0	0	0	0	0	0	0	**13**
13:00	**1**	3	1	0	0	0	0	0	0	0	0	0	0	5
14:00	0	4	**4**	0	0	0	0	0	0	0	0	0	0	8
15:00	0	6	3	0	**1**	0	0	0	0	0	0	0	0	10
16:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
17:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	93	19	0	2	0	0	0	0	0	0	0	0	115
Percent	0.9%	80.9%	16.5%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	03:00											08:00
Vol.		10	2											11
PM Peak	13:00	12:00	14:00		15:00									12:00
Vol.	1	10	4		1									13
Grand Total	1	93	19	0	2	0	0	0	0	0	0	0	0	115
Percent	0.9%	80.9%	16.5%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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City of Perris
McLaughlin Road
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24 Hour Directional Classification Count
Eastbound, Westbound

PER001
Site Code: 051-231186

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
12/12/23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
07:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
08:00	0	**18**	1	0	**1**	0	0	0	0	0	0	0	0	**20**
09:00	0	6	**3**	0	0	0	0	0	0	0	0	0	0	9
10:00	**1**	8	0	0	1	0	0	0	0	0	0	0	0	10
11:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12 PM	0	**17**	5	0	0	0	0	0	0	0	0	0	0	**22**
13:00	**1**	8	6	0	0	0	0	0	0	0	0	0	0	15
14:00	0	8	**7**	0	0	0	0	0	0	0	0	0	0	15
15:00	0	8	6	0	**2**	0	0	0	0	0	0	0	0	16
16:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
17:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
18:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	181	39	0	5	0	0	0	0	0	0	0	0	227
Percent	0.9%	79.7%	17.2%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	09:00		08:00									08:00
Vol.	1	18	3		1									20
PM Peak	13:00	12:00	14:00		15:00									12:00
Vol.	1	17	7		2									22
Grand Total	2	181	39	0	5	0	0	0	0	0	0	0	0	227
Percent	0.9%	79.7%	17.2%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 24, 2022 **CITY:** Perris

JOB #: SC3431 **LOCATION:** Case south of Ellis

AM TIME	1	2	3	4	TOTAL	PM Time	1	2	3	4	TOTAL
0:00	7	0	0	0	7	12:00	58	10	3	1	72
0:15	3	0	0	0	3	12:15	51	8	2	1	62
0:30	4	0	0	0	4	12:30	65	9	2	5	81
0:45	7	0	0	0	7	12:45	59	6	6	1	72
1:00	3	0	0	0	3	13:00	65	4	1	2	72
1:15	4	0	1	0	5	13:15	61	7	1	2	71
1:30	3	0	0	0	3	13:30	65	10	2	1	78
1:45	2	0	0	0	2	13:45	56	7	4	2	69
2:00	0	0	0	0	0	14:00	82	10	4	0	96
2:15	6	0	0	0	6	14:15	72	10	1	4	87
2:30	5	0	0	0	5	14:30	65	5	0	1	71
2:45	4	1	0	0	5	14:45	64	4	2	2	72
3:00	3	2	0	0	5	15:00	68	3	3	1	75
3:15	8	0	0	0	8	15:15	84	8	3	1	96
3:30	4	0	1	0	5	15:30	78	10	2	2	92
3:45	7	0	0	0	7	15:45	63	9	5	5	82
4:00	10	0	0	0	10	16:00	66	8	0	1	75
4:15	16	0	0	0	16	16:15	79	12	4	1	96
4:30	17	2	0	0	19	16:30	60	7	2	1	70
4:45	30	0	0	0	30	16:45	58	6	3	3	70
5:00	26	3	0	0	29	17:00	67	7	3	2	79
5:15	20	1	0	0	21	17:15	67	3	0	1	71
5:30	37	2	2	0	41	17:30	71	7	2	0	80
5:45	41	1	0	1	43	17:45	59	3	8	0	70
6:00	35	6	0	0	41	18:00	59	5	4	1	69
6:15	40	2	2	1	45	18:15	58	4	2	1	65
6:30	48	2	2	0	52	18:30	48	4	4	0	56
6:45	55	5	0	0	60	18:45	49	4	1	0	54
7:00	59	6	1	1	67	19:00	40	3	4	0	47
7:15	70	3	2	1	76	19:15	37	4	4	0	45
7:30	80	4	3	1	88	19:30	47	2	3	0	52
7:45	73	8	0	0	81	19:45	46	6	3	0	55
8:00	51	4	0	3	58	20:00	39	4	1	1	45
8:15	53	7	3	2	65	20:15	26	4	0	0	30
8:30	55	12	1	1	69	20:30	40	3	0	0	43
8:45	48	4	3	1	56	20:45	40	1	0	0	41
9:00	32	5	0	3	40	21:00	22	3	0	0	25
9:15	49	7	1	1	58	21:15	22	3	0	0	25
9:30	50	5	3	2	60	21:30	17	2	0	1	20
9:45	61	5	0	4	70	21:45	21	1	0	0	22
10:00	46	8	0	0	54	22:00	16	2	0	0	18
10:15	44	3	2	0	49	22:15	20	1	0	0	21
10:30	53	7	2	2	64	22:30	15	0	0	0	15
10:45	43	5	0	0	48	22:45	17	0	0	0	17
11:00	49	3	2	2	56	23:00	14	0	0	0	14
11:15	51	4	5	5	65	23:15	9	2	0	0	11
11:30	42	6	2	1	51	23:30	10	0	1	0	11
11:45	55	6	3	1	65	23:45	14	0	0	0	14
TOTAL	1,509	139	41	33	1,722	TOTAL	2,309	231	90	44	2,674
				AM PEAK	7:00 AM					AM PEAK	3:30 PM
				AM PEAK	312					AM PEAK	345

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,818	370	131	77	4,396
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	86.9%	8.4%	3.0%	1.8%	100.0%
CLASS 3	3-AXLE TRUCKS						
CLASS 4	4 OR MORE AXLE TRUCKS	TOTAL: ALL	7,298	679	246	139	8,362
		% OF TOTAL	87.3%	8.1%	2.9%	1.7%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 24, 2022 **CITY:** Perris

JOB #: SC3431 **LOCATION:** Case south of Ellis

AM TIME	1	2	3	4	TOTAL	PM Time	1	2	3	4	TOTAL
0:00	7	1	0	0	8	12:00	57	7	0	2	66
0:15	6	0	0	0	6	12:15	48	7	1	2	58
0:30	2	0	0	0	2	12:30	52	2	1	0	55
0:45	2	0	0	0	2	12:45	45	4	2	0	51
1:00	4	0	0	0	4	13:00	51	4	3	2	60
1:15	4	0	0	0	4	13:15	61	5	5	2	73
1:30	5	0	0	0	5	13:30	82	7	5	0	94
1:45	1	0	0	0	1	13:45	58	12	2	2	74
2:00	5	0	0	0	5	14:00	48	7	1	2	58
2:15	2	0	1	0	3	14:15	72	9	1	0	82
2:30	4	0	0	0	4	14:30	55	4	3	0	62
2:45	2	0	0	0	2	14:45	75	5	4	0	84
3:00	1	1	0	0	2	15:00	79	8	4	2	93
3:15	3	0	0	0	3	15:15	75	8	0	1	84
3:30	5	0	0	0	5	15:30	90	5	1	1	97
3:45	5	1	0	0	6	15:45	82	5	0	1	88
4:00	8	1	0	0	9	16:00	85	8	1	0	94
4:15	3	2	0	0	5	16:15	68	4	1	0	73
4:30	3	1	0	0	4	16:30	85	3	1	2	91
4:45	8	5	2	0	15	16:45	86	11	0	0	97
5:00	20	0	1	0	21	17:00	89	4	1	0	94
5:15	15	5	2	1	23	17:15	87	4	1	1	93
5:30	32	3	8	2	45	17:30	63	4	0	0	67
5:45	16	1	4	0	21	17:45	88	4	1	1	94
6:00	24	3	4	0	31	18:00	54	4	1	0	59
6:15	26	8	8	3	45	18:15	56	1	0	0	57
6:30	36	4	9	4	53	18:30	58	2	0	0	60
6:45	29	8	0	0	37	18:45	63	4	0	0	67
7:00	26	6	5	0	37	19:00	49	0	0	0	49
7:15	30	3	1	1	35	19:15	53	0	1	1	55
7:30	42	3	1	0	46	19:30	39	0	0	1	40
7:45	41	6	3	2	52	19:45	31	2	1	0	34
8:00	50	7	4	1	62	20:00	39	0	0	0	39
8:15	55	6	0	2	63	20:15	48	3	0	0	51
8:30	34	4	2	3	43	20:30	39	0	0	0	39
8:45	43	7	2	1	53	20:45	23	2	0	0	25
9:00	37	3	1	1	42	21:00	33	0	0	0	33
9:15	52	9	2	4	67	21:15	22	1	1	0	24
9:30	39	2	2	4	47	21:30	21	1	0	0	22
9:45	33	9	0	2	44	21:45	12	0	0	1	13
10:00	46	4	1	1	52	22:00	6	0	0	0	6
10:15	40	4	2	1	47	22:15	17	1	0	0	18
10:30	27	5	0	0	32	22:30	8	0	0	0	8
10:45	36	7	0	1	44	22:45	8	0	0	0	8
11:00	34	2	1	1	38	23:00	8	1	0	0	9
11:15	44	4	2	1	51	23:15	13	0	0	0	13
11:30	51	5	2	2	60	23:30	4	1	0	0	5
11:45	51	5	2	0	58	23:45	6	0	0	0	6
TOTAL	1,089	145	72	38	1,344	TOTAL	2,391	164	43	24	2,622
				AM PEAK H	7:30 AM					AM PEAK	4:30 PM
				AM PEAK V	223					AM PEAK	375

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	3,480	309	115	62	3,966
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	87.7%	7.8%	2.9%	1.6%	100.0%
CLASS 3	3-AXLE TRUCKS						
CLASS 4	4 OR MORE AXLE TRUCKS						

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City of Perris
Case Road
N/ Ethanac Road
24 Hour Directional Classification Count

PER003
Site Code: 051-231186

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
12/12/23	0	29	3	0	1	0	0	0	0	0	0	0	0	33
01:00	0	25	1	0	0	0	0	0	1	0	0	0	0	27
02:00	0	22	2	0	0	0	0	0	1	0	0	0	0	25
03:00	0	41	3	0	3	0	0	0	1	0	0	0	0	48
04:00	**1**	102	19	0	1	0	1	0	1	0	**1**	0	0	126
05:00	0	123	30	0	3	1	0	0	1	0	0	0	0	158
06:00	0	204	78	**2**	**13**	0	1	**2**	**2**	0	0	0	0	302
07:00	0	280	140	2	7	1	1	2	2	0	1	0	0	436
08:00	1	413	121	1	5	1	**3**	1	0	**1**	0	0	0	547
09:00	1	383	140	0	8	**2**	2	0	2	0	0	0	0	538
10:00	1	**477**	134	1	6	0	1	1	0	0	0	0	0	**621**
11:00	0	445	**145**	1	5	0	0	1	1	0	0	0	0	598
12 PM	1	448	**150**	1	4	**1**	0	0	0	0	0	0	0	605
13:00	1	508	137	0	4	1	0	0	**2**	0	0	0	0	653
14:00	**2**	536	142	**2**	**8**	0	0	0	1	0	0	0	0	**691**
15:00	1	**558**	121	0	5	0	0	**1**	1	0	0	0	0	687
16:00	0	489	134	1	2	0	0	0	0	0	0	0	0	626
17:00	0	459	102	0	2	0	0	0	0	0	0	0	0	563
18:00	0	446	70	1	1	0	0	0	0	0	0	0	0	518
19:00	1	283	53	1	1	0	0	0	0	0	0	0	0	339
20:00	0	221	34	1	3	0	0	1	1	0	0	0	0	261
21:00	2	129	21	0	0	0	0	0	0	0	0	0	0	152
22:00	0	78	12	0	2	0	0	0	0	0	0	0	0	92
23:00	0	57	2	0	1	0	0	0	1	0	0	0	0	61
Total	12	6756	1794	14	85	7	9	9	18	1	2	0	0	8707
Percent	0.1%	77.6%	20.6%	0.2%	1.0%	0.1%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	10:00	11:00	06:00	06:00	09:00	08:00	06:00	06:00	08:00	04:00			10:00
Vol.	1	477	145	2	13	2	3	2	2	1	1			621
PM Peak	14:00	15:00	12:00	14:00	14:00	12:00		15:00	13:00					14:00
Vol.	2	558	150	2	8	1		1	2					691
Grand Total	12	6756	1794	14	85	7	9	9	18	1	2	0	0	8707
Percent	0.1%	77.6%	20.6%	0.2%	1.0%	0.1%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

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24 Hour Directional Classification Count

PER003
Site Code: 051-231186

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
12/12/23	0	47	10	0	4	0	0	0	1	0	0	0	0	62
01:00	1	38	2	0	2	0	0	0	1	0	0	0	0	44
02:00	0	23	3	0	0	0	0	0	2	0	0	0	0	28
03:00	0	36	4	0	1	1	0	0	2	0	**1**	0	0	45
04:00	0	64	22	0	1	0	0	0	2	0	1	0	0	90
05:00	0	99	39	0	4	3	**1**	0	0	0	1	0	0	147
06:00	0	171	50	1	15	**6**	0	0	5	0	0	0	0	248
07:00	0	208	115	1	**20**	5	0	**12**	**6**	0	1	0	0	368
08:00	1	312	119	**2**	18	2	0	0	3	0	0	0	0	457
09:00	1	363	111	1	15	1	0	0	2	**1**	0	0	0	495
10:00	0	349	134	1	15	2	0	0	1	0	0	0	0	502
11:00	**2**	**478**	**136**	0	10	3	0	1	2	0	0	0	0	**632**
12 PM	2	478	141	**1**	6	**2**	0	2	**3**	0	0	0	0	635
13:00	**3**	482	135	1	**15**	1	0	**3**	3	0	0	0	0	643
14:00	1	487	**144**	1	8	2	0	0	3	0	0	0	0	646
15:00	0	**526**	131	0	6	1	**1**	0	1	0	**3**	0	0	**669**
16:00	1	507	137	0	3	0	0	2	1	0	0	0	0	651
17:00	0	478	115	1	7	0	0	2	1	0	0	0	0	604
18:00	0	388	90	0	3	2	0	1	1	0	0	0	0	485
19:00	3	313	55	1	3	0	0	0	0	0	0	0	0	375
20:00	0	249	37	0	1	1	0	0	1	0	0	0	0	289
21:00	2	160	29	1	3	0	0	0	0	0	0	0	0	195
22:00	0	124	22	0	1	0	0	0	0	0	0	0	0	147
23:00	0	68	7	0	2	0	0	0	2	0	0	0	0	79
Total	17	6448	1788	12	163	32	2	23	43	1	7	0	0	8536
Percent	0.2%	75.5%	20.9%	0.1%	1.9%	0.4%	0.0%	0.3%	0.5%	0.0%	0.1%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	06:00	05:00	07:00	07:00	09:00	03:00			11:00
Vol.	2	478	136	2	20	6	1	12	6	1	1			632
PM Peak	13:00	15:00	14:00	12:00	13:00	12:00	15:00	13:00	12:00		15:00			15:00
Vol.	3	526	144	1	15	2	1	3	3		3			669
Grand Total	17	6448	1788	12	163	32	2	23	43	1	7	0	0	8536
Percent	0.2%	75.5%	20.9%	0.1%	1.9%	0.4%	0.0%	0.3%	0.5%	0.0%	0.1%	0.0%	0.0%	

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City of Perris
Case Road
N/ Ethanac Road
24 Hour Directional Classification Count
Northbound, Southbound

PER003
Site Code: 051-231186

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
12/12/23	0	76	13	0	5	0	0	0	1	0	0	0	0	95
01:00	1	63	3	0	2	0	0	0	2	0	0	0	0	71
02:00	0	45	5	0	0	0	0	0	3	0	0	0	0	53
03:00	0	77	7	0	4	1	0	0	3	0	1	0	0	93
04:00	1	166	41	0	2	0	1	0	3	0	**2**	0	0	216
05:00	0	222	69	0	7	4	1	0	1	0	1	0	0	305
06:00	0	375	128	**3**	**28**	**6**	1	2	7	0	0	0	0	550
07:00	0	488	255	3	27	6	1	**14**	**8**	0	2	0	0	804
08:00	**2**	725	240	3	23	3	**3**	1	3	**1**	0	0	0	1004
09:00	2	746	251	1	23	3	2	0	4	1	0	0	0	1033
10:00	1	826	268	2	21	2	1	1	1	0	0	0	0	1123
11:00	2	**923**	**281**	1	15	3	0	2	3	0	0	0	0	**1230**
12 PM	3	926	**291**	2	10	**3**	0	2	3	0	0	0	0	1240
13:00	**4**	990	272	1	**19**	2	0	**3**	**5**	0	0	0	0	1296
14:00	3	1023	286	**3**	16	2	0	0	4	0	0	0	0	1337
15:00	1	**1084**	252	0	11	1	**1**	1	2	0	**3**	0	0	**1356**
16:00	1	996	271	1	5	0	0	2	1	0	0	0	0	1277
17:00	0	937	217	1	9	0	0	2	1	0	0	0	0	1167
18:00	0	834	160	1	4	2	0	1	1	0	0	0	0	1003
19:00	4	596	108	2	4	0	0	0	0	0	0	0	0	714
20:00	0	470	71	1	4	1	0	1	2	0	0	0	0	550
21:00	4	289	50	1	3	0	0	0	0	0	0	0	0	347
22:00	0	202	34	0	3	0	0	0	0	0	0	0	0	239
23:00	0	125	9	0	3	0	0	0	3	0	0	0	0	140
Total	29	13204	3582	26	248	39	11	32	61	2	9	0	0	17243
Percent	0.2%	76.6%	20.8%	0.2%	1.4%	0.2%	0.1%	0.2%	0.4%	0.0%	0.1%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	06:00	06:00	06:00	08:00	07:00	07:00	08:00	04:00			11:00
Vol.	2	923	281	3	28	6	3	14	8	1	2			1230
PM Peak	13:00	15:00	12:00	14:00	13:00	12:00	15:00	13:00	13:00		15:00			15:00
Vol.	4	1084	291	3	19	3	1	3	5		3			1356
Grand Total	29	13204	3582	26	248	39	11	32	61	2	9	0	0	17243
Percent	0.2%	76.6%	20.8%	0.2%	1.4%	0.2%	0.1%	0.2%	0.4%	0.0%	0.1%	0.0%	0.0%	

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City of Perris
Ethanac Road
B/ Case Road - Interstate 215 Southbound Ramps
24 Hour Directional Classification Count

PER004
Site Code: 051-231186

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
12/12/23	0	63	10	0	3	1	0	0	2	0	1	0	0	80
01:00	1	72	3	0	2	0	0	0	1	0	0	0	0	79
02:00	0	62	2	0	1	1	0	0	4	0	0	0	0	70
03:00	0	103	15	0	6	3	0	0	6	0	1	0	0	134
04:00	0	227	73	0	8	2	0	2	11	0	1	0	0	324
05:00	1	330	109	0	15	**23**	**1**	2	6	0	**3**	0	0	490
06:00	3	456	129	6	30	22	0	2	13	0	0	0	**1**	662
07:00	0	**777**	**224**	**9**	**50**	12	0	**31**	**17**	0	1	0	0	**1121**
08:00	1	573	177	2	29	5	0	1	10	**1**	0	0	0	799
09:00	3	550	166	3	27	8	0	1	13	1	0	0	0	772
10:00	1	451	175	1	20	15	1	5	14	0	0	0	0	683
11:00	**4**	558	182	3	13	14	1	4	10	0	0	0	0	789
12 PM	2	582	173	7	16	**20**	**1**	6	**16**	0	0	0	0	823
13:00	**4**	**743**	203	4	20	12	0	4	15	0	1	0	0	**1006**
14:00	3	708	195	**8**	**32**	9	1	4	8	0	1	0	0	969
15:00	1	732	202	4	23	7	1	**8**	11	**1**	**5**	0	0	995
16:00	2	709	**228**	0	14	4	0	3	8	1	2	0	0	971
17:00	1	704	199	1	17	2	0	4	3	0	0	0	0	931
18:00	0	514	119	0	7	3	0	2	2	0	2	0	0	649
19:00	3	391	85	2	12	0	0	0	4	0	0	0	0	497
20:00	0	284	58	0	6	1	0	1	1	1	0	0	0	352
21:00	1	207	40	0	4	1	0	1	0	0	0	0	0	254
22:00	0	157	23	0	0	2	0	0	1	0	0	0	0	183
23:00	0	79	9	0	5	1	0	0	4	0	0	0	0	98
Total	31	10032	2799	50	360	168	6	81	180	5	18	0	1	13731
Percent	0.2%	73.1%	20.4%	0.4%	2.6%	1.2%	0.0%	0.6%	1.3%	0.0%	0.1%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	07:00	05:00	05:00	07:00	07:00	08:00	05:00		06:00	07:00
Vol.	4	777	224	9	50	23	1	31	17	1	3		1	1121
PM Peak	13:00	13:00	16:00	14:00	14:00	12:00	12:00	15:00	12:00	15:00	15:00			13:00
Vol.	4	743	228	8	32	20	1	8	16	1	5			1006
Grand Total	31	10032	2799	50	360	168	6	81	180	5	18	0	1	13731
Percent	0.2%	73.1%	20.4%	0.4%	2.6%	1.2%	0.0%	0.6%	1.3%	0.0%	0.1%	0.0%	0.0%	

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City of Perris
Ethanac Road
B/ Case Road - Interstate 215 Southbound Ramps
24 Hour Directional Classification Count

PER004
Site Code: 051-231186

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
12/12/23	0	71	4	0	2	2	0	0	1	0	0	0	0	80
01:00	1	57	4	0	2	2	0	0	2	0	0	0	0	68
02:00	0	41	3	0	1	3	0	0	3	0	0	0	0	51
03:00	0	66	10	0	5	1	0	0	1	0	1	0	0	84
04:00	1	120	31	0	5	2	0	2	5	0	3	0	0	169
05:00	0	181	78	0	10	6	0	1	11	0	2	0	0	289
06:00	0	295	161	**4**	**27**	10	0	7	9	0	**5**	0	0	518
07:00	0	477	**201**	4	16	6	0	**9**	10	0	1	0	0	724
08:00	**2**	**557**	176	4	12	7	0	4	10	**1**	0	0	0	**773**
09:00	0	415	169	1	17	**12**	4	5	**14**	0	0	0	0	637
10:00	2	483	157	3	11	7	2	3	11	0	0	0	0	679
11:00	2	514	162	4	12	11	**7**	4	11	0	0	0	0	727
12 PM	1	526	180	5	**23**	9	**8**	2	**12**	0	1	0	0	767
13:00	1	610	181	2	20	10	3	0	12	0	0	0	0	839
14:00	1	755	213	**6**	17	10	0	3	11	0	1	0	0	1017
15:00	**4**	**802**	202	2	18	6	2	0	10	**1**	**7**	0	0	**1054**
16:00	1	776	**241**	2	10	3	4	**6**	5	0	1	0	0	1049
17:00	2	788	180	0	7	6	5	0	2	0	2	0	0	992
18:00	0	711	119	1	5	**13**	5	0	1	1	2	0	0	858
19:00	1	456	85	1	7	3	0	0	2	0	0	0	0	555
20:00	0	377	62	2	4	0	0	0	5	0	0	0	0	450
21:00	1	240	41	1	1	1	0	0	5	0	0	0	0	290
22:00	0	167	20	0	4	2	0	0	3	0	0	0	0	196
23:00	0	125	11	1	2	2	0	1	3	0	1	0	0	146
Total	20	9610	2691	43	238	134	40	47	159	3	27	0	0	13012
Percent	0.2%	73.9%	20.7%	0.3%	1.8%	1.0%	0.3%	0.4%	1.2%	0.0%	0.2%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	06:00	06:00	09:00	11:00	07:00	09:00	08:00	06:00			08:00
Vol.	2	557	201	4	27	12	7	9	14	1	5			773
PM Peak	15:00	15:00	16:00	14:00	12:00	18:00	12:00	16:00	12:00	15:00	15:00			15:00
Vol.	4	802	241	6	23	13	8	6	12	1	7			1054
Grand Total	20	9610	2691	43	238	134	40	47	159	3	27	0	0	13012
Percent	0.2%	73.9%	20.7%	0.3%	1.8%	1.0%	0.3%	0.4%	1.2%	0.0%	0.2%	0.0%	0.0%	

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City of Perris
Ethanac Road
B/ Case Road - Interstate 215 Southbound Ramps
24 Hour Directional Classification Count
Eastbound, Westbound

PER004
Site Code: 051-231186

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
12/12/23	0	134	14	0	5	3	0	0	3	0	1	0	0	160
01:00	2	129	7	0	4	2	0	0	3	0	0	0	0	147
02:00	0	103	5	0	2	4	0	0	7	0	0	0	0	121
03:00	0	169	25	0	11	4	0	0	7	0	2	0	0	218
04:00	1	347	104	0	13	4	0	4	16	0	4	0	0	493
05:00	1	511	187	0	25	29	1	3	17	0	**5**	0	0	779
06:00	3	751	290	10	57	**32**	0	9	22	0	5	0	**1**	1180
07:00	0	**1254**	**425**	**13**	**66**	18	0	**40**	**27**	0	2	0	0	**1845**
08:00	3	1130	353	6	41	12	0	5	20	**2**	0	0	0	1572
09:00	3	965	335	4	44	20	4	6	27	1	0	0	0	1409
10:00	3	934	332	4	31	22	3	8	25	0	0	0	0	1362
11:00	**6**	1072	344	7	25	25	**8**	8	21	0	0	0	0	1516
12 PM	3	1108	353	12	39	**29**	**9**	8	**28**	0	1	0	0	1590
13:00	**5**	1353	384	6	40	22	3	4	27	0	1	0	0	1845
14:00	4	1463	408	**14**	**49**	19	1	7	19	0	2	0	0	1986
15:00	5	**1534**	404	6	41	13	3	8	21	**2**	**12**	0	0	**2049**
16:00	3	1485	**469**	2	24	7	4	**9**	13	1	3	0	0	2020
17:00	3	1492	379	1	24	8	5	4	5	0	2	0	0	1923
18:00	0	1225	238	1	12	16	5	2	3	1	4	0	0	1507
19:00	4	847	170	3	19	3	0	0	6	0	0	0	0	1052
20:00	0	661	120	2	10	1	0	1	6	1	0	0	0	802
21:00	2	447	81	1	5	2	0	1	5	0	0	0	0	544
22:00	0	324	43	0	4	4	0	0	4	0	0	0	0	379
23:00	0	204	20	1	7	3	0	1	7	0	1	0	0	244
Total	51	19642	5490	93	598	302	46	128	339	8	45	0	1	26743
Percent	0.2%	73.4%	20.5%	0.3%	2.2%	1.1%	0.2%	0.5%	1.3%	0.0%	0.2%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	07:00	06:00	11:00	07:00	07:00	08:00	05:00		06:00	07:00
Vol.	6	1254	425	13	66	32	8	40	27	2	5		1	1845
PM Peak	13:00	15:00	16:00	14:00	14:00	12:00	12:00	16:00	12:00	15:00	15:00			15:00
Vol.	5	1534	469	14	49	29	9	9	28	2	12			2049
Grand Total	51	19642	5490	93	598	302	46	128	339	8	45	0	1	26743
Percent	0.2%	73.4%	20.5%	0.3%	2.2%	1.1%	0.2%	0.5%	1.3%	0.0%	0.2%	0.0%	0.0%	

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 24, 2022 **CITY:** Perris

JOB #: SC3431 **LOCATION:** Bonnie west of I-215 SB Ramps

AM TIME	1	2	3	4	TOTAL	PM Time	1	2	3	4	TOTAL
0:00	7	0	0	0	7	12:00	32	7	0	3	42
0:15	4	0	0	0	4	12:15	29	8	1	4	42
0:30	1	0	0	0	1	12:30	41	3	2	0	46
0:45	4	0	0	0	4	12:45	38	5	2	0	45
1:00	3	0	0	0	3	13:00	43	3	1	3	50
1:15	3	0	0	0	3	13:15	42	6	5	1	54
1:30	2	0	0	0	2	13:30	55	5	4	3	67
1:45	0	0	0	0	0	13:45	40	6	1	3	50
2:00	1	0	0	0	1	14:00	35	7	2	1	45
2:15	4	0	0	0	4	14:15	38	6	1	2	47
2:30	2	0	1	0	3	14:30	45	4	1	1	51
2:45	2	0	0	1	3	14:45	56	6	5	0	67
3:00	3	1	0	0	4	15:00	51	6	1	3	61
3:15	2	0	0	0	2	15:15	58	7	1	1	67
3:30	4	0	0	0	4	15:30	71	5	0	1	77
3:45	2	1	0	0	3	15:45	58	4	4	2	68
4:00	5	0	0	0	5	16:00	54	3	0	1	58
4:15	3	1	0	0	4	16:15	54	4	0	0	58
4:30	3	1	0	0	4	16:30	62	5	0	1	68
4:45	0	5	3	0	8	16:45	64	5	0	0	69
5:00	10	1	0	0	11	17:00	70	4	1	1	76
5:15	6	4	2	1	13	17:15	51	2	1	3	57
5:30	22	4	7	1	34	17:30	46	1	2	1	50
5:45	11	4	5	1	21	17:45	86	6	0	0	92
6:00	11	3	3	1	18	18:00	35	5	2	0	42
6:15	18	7	3	2	30	18:15	59	5	0	0	64
6:30	28	4	8	2	42	18:30	39	1	0	1	41
6:45	23	5	6	0	34	18:45	57	2	0	0	59
7:00	24	5	3	0	32	19:00	26	0	0	0	26
7:15	36	2	1	1	40	19:15	42	2	0	1	45
7:30	28	2	2	2	34	19:30	29	0	0	0	29
7:45	22	4	1	1	28	19:45	39	2	0	1	42
8:00	23	2	3	1	29	20:00	36	1	0	0	37
8:15	39	4	1	3	47	20:15	41	5	0	0	46
8:30	18	1	0	3	22	20:30	35	0	0	0	35
8:45	28	5	2	3	38	20:45	20	2	0	0	22
9:00	24	4	2	1	31	21:00	20	0	0	0	20
9:15	30	7	2	4	43	21:15	13	2	0	1	16
9:30	28	4	3	2	37	21:30	17	0	0	0	17
9:45	21	10	1	5	37	21:45	11	1	0	0	12
10:00	25	2	0	1	28	22:00	9	0	0	1	10
10:15	33	4	3	4	44	22:15	13	0	0	0	13
10:30	26	2	2	0	30	22:30	8	0	0	0	8
10:45	27	3	1	2	33	22:45	4	0	0	0	4
11:00	31	2	2	1	36	23:00	6	1	0	0	7
11:15	40	4	1	2	47	23:15	7	1	0	0	8
11:30	28	5	0	5	38	23:30	4	0	0	0	4
11:45	31	3	2	0	36	23:45	2	0	0	0	2
TOTAL	746	116	70	50	982	TOTAL	1,791	148	37	40	2,016
				AM PEAK	11:00 AM					AM PEAK	5:00 PM
				AM PEAK	157					AM PEAK	275

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	2,537	264	107	90	2,998
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	84.6%	8.8%	3.6%	3.0%	100.0%
CLASS 3	3-AXLE TRUCKS						
CLASS 4	4 OR MORE AXLE TRUCKS						
		TOTAL: ALL	5,223	582	216	206	6,227
		% OF TOTAL	83.9%	9.3%	3.5%	3.3%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, May 24, 2022 **CITY:** Perris

JOB #: SC3431 **LOCATION:** Bonnie west of I-215 SB Ramps

AM TIME	1	2	3	4	TOTAL	PM Time	1	2	3	4	TOTAL
0:00	3	0	0	0	3	12:00	41	4	2	1	48
0:15	5	0	0	0	5	12:15	37	4	0	3	44
0:30	6	0	0	0	6	12:30	37	5	0	2	44
0:45	4	0	0	0	4	12:45	45	6	4	2	57
1:00	3	1	0	0	4	13:00	38	6	0	4	48
1:15	4	0	1	0	5	13:15	46	8	2	2	58
1:30	1	0	0	0	1	13:30	31	7	2	0	40
1:45	1	0	0	0	1	13:45	35	8	5	3	51
2:00	0	0	0	0	0	14:00	38	5	3	3	49
2:15	1	0	0	0	1	14:15	38	13	2	3	56
2:30	2	0	0	0	2	14:30	44	4	1	2	51
2:45	2	0	0	0	2	14:45	58	6	1	4	69
3:00	5	0	1	0	6	15:00	48	5	2	1	56
3:15	9	0	0	0	9	15:15	57	9	1	6	73
3:30	4	0	1	0	5	15:30	52	9	3	1	65
3:45	9	0	0	0	9	15:45	56	6	1	6	69
4:00	16	0	0	0	16	16:00	46	6	1	1	54
4:15	12	0	0	0	12	16:15	43	6	5	0	54
4:30	17	2	0	0	19	16:30	38	4	0	1	43
4:45	35	1	0	1	37	16:45	39	6	2	4	51
5:00	28	4	0	0	32	17:00	52	6	1	2	61
5:15	18	1	0	0	19	17:15	47	3	1	0	51
5:30	32	3	0	1	36	17:30	48	4	8	0	60
5:45	35	2	0	1	38	17:45	46	4	2	2	54
6:00	26	7	1	0	34	18:00	43	3	4	2	52
6:15	38	1	1	3	43	18:15	39	1	0	1	41
6:30	29	3	2	0	34	18:30	31	5	5	0	41
6:45	37	4	1	2	44	18:45	35	3	2	0	40
7:00	40	3	1	1	45	19:00	32	2	2	0	36
7:15	37	3	2	3	45	19:15	27	4	3	2	36
7:30	40	8	2	3	53	19:30	32	2	1	1	36
7:45	53	4	1	1	59	19:45	28	3	0	0	31
8:00	36	1	0	4	41	20:00	21	4	1	0	26
8:15	34	5	2	2	43	20:15	31	3	0	0	34
8:30	40	6	1	2	49	20:30	30	2	0	0	32
8:45	38	5	2	3	48	20:45	24	1	0	0	25
9:00	32	6	3	3	44	21:00	10	4	0	0	14
9:15	38	7	1	0	46	21:15	19	3	0	0	22
9:30	31	2	2	3	38	21:30	8	2	0	0	10
9:45	42	5	0	3	50	21:45	9	2	0	0	11
10:00	42	6	3	1	52	22:00	15	0	0	0	15
10:15	21	6	3	1	31	22:15	13	1	0	0	14
10:30	35	5	1	3	44	22:30	15	0	0	0	15
10:45	29	5	0	2	36	22:45	7	1	0	0	8
11:00	41	3	3	3	50	23:00	7	1	0	0	8
11:15	37	6	2	4	49	23:15	5	1	0	0	6
11:30	30	5	1	2	38	23:30	7	0	1	0	8
11:45	55	6	3	5	69	23:45	5	0	0	0	5
TOTAL	1,133	126	41	57	1,357	**TOTAL**	1,553	192	68	59	1,872
				AM PEAK H	11:00 AM					**AM PEAK**	3:00 PM
				AM PEAK V	206					**AM PEAK**	263

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	2,686	318	109	116	3,229
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	83.2%	9.8%	3.4%	3.6%	100.0%
CLASS 3	3-AXLE TRUCKS						
CLASS 4	4 OR MORE AXLE TRUCKS						

APPENDIX 3.2: EXISTING (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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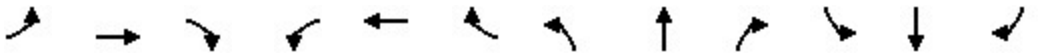
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	23	106	6	203	63	1	295	404	271	125	15
Future Volume (vph)	23	106	6	203	63	1	295	404	271	125	15
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted 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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	10.4	33.4	33.4	21.0	44.0	9.6	38.6	38.6	27.0	56.0	56.0
Total Split (%)	8.7%	27.8%	27.8%	17.5%	36.7%	8.0%	32.2%	32.2%	22.5%	46.7%	46.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.6	13.1	13.1	15.1	29.4	5.2	21.2	21.2	19.1	43.5	43.5
Actuated g/C Ratio	0.06	0.15	0.15	0.17	0.33	0.06	0.23	0.23	0.21	0.48	0.48
v/c Ratio	0.21	0.21	0.01	0.71	0.21	0.00	0.70	0.72	0.75	0.07	0.01
Control Delay (s/veh)	52.0	37.4	0.0	53.1	6.6	50.0	42.3	19.6	49.6	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 (s/veh)	52.0	37.4	0.0	53.1	6.6	50.0	42.3	19.6	49.6	14.4	0.0
LOS	D	D	A	D	A	D	D	B	D	B	A
Approach Delay (s/veh)		38.3			24.3		29.3			37.2	
Approach LOS		D			C		C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.3	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 30.3	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	106	6	203	63	269	1	295	404	271	125	15
Future Volume (veh/h)	23	106	6	203	63	269	1	295	404	271	125	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	113	4	216	67	208	1	314	265	288	133	12
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	48	529	236	262	915	425	3	416	352	337	1457	649
Arrive On Green	0.03	0.15	0.15	0.14	0.26	0.26	0.00	0.22	0.22	0.19	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	3458	1607	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	24	113	4	216	67	208	1	314	265	288	133	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1607	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	0.9	1.9	0.1	8.1	1.0	7.6	0.0	10.7	10.7	10.7	1.6	0.3
Cycle Q Clear(g_c), s	0.9	1.9	0.1	8.1	1.0	7.6	0.0	10.7	10.7	10.7	1.6	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	48	529	236	262	915	425	3	416	352	337	1457	649
V/C Ratio(X)	0.50	0.21	0.02	0.82	0.07	0.49	0.38	0.76	0.75	0.86	0.09	0.02
Avail Cap(c_a), veh/h	151	1456	649	427	1922	893	130	878	744	584	2573	1147
HCM Platoon Ratio	1.00	1.00	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	33.3	26.1	25.4	28.8	19.2	21.6	34.6	25.4	25.4	27.4	12.8	12.4
Incr Delay (d2), s/veh	2.9	0.2	0.0	2.8	0.0	0.9	31.0	2.8	3.3	2.4	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	0.4	0.8	0.1	3.4	0.4	2.7	0.0	4.5	4.0	4.2	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	26.3	25.4	31.7	19.2	22.4	65.7	28.2	28.6	29.8	12.9	12.5
LnGrp LOS	D	C	C	C	B	C	E	C	C	C	B	B
Approach Vol, veh/h		141			491			580			433	
Approach Delay, s/veh		28.0			26.1			28.5			24.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	21.7	14.6	15.6	4.7	34.5	6.5	23.8
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	22.4	32.1	16.4	28.0	5.0	49.5	5.8	38.6
Max Q Clear Time (g_c+I1), s	12.7	12.7	10.1	3.9	2.0	3.6	2.9	9.6
Green Ext Time (p_c), s	0.3	2.3	0.2	0.6	0.0	0.8	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	26.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	96	51	107	64	16
Future Vol, veh/h	58	96	51	107	64	16
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	60	100	53	111	67	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	284	67	83	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	710	1003	1526	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	685	1003	1526	-	-	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	823	-	-	-	-	-

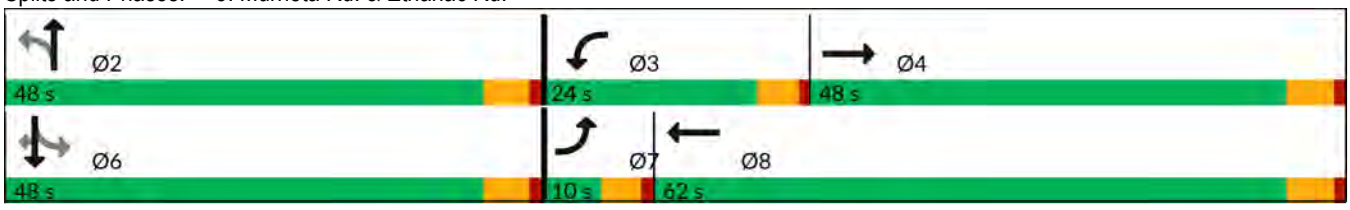
Approach	EB	NB	SB
HCM Control Delay, s/v	9.66	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1526	-	685	1003	-	-
HCM Lane V/C Ratio	0.035	-	0.088	0.1	-	-
HCM Control Delay (s/veh)	7.4	-	10.8	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	712	125	358	65	99	93	65	3
Future Volume (vph)	3	712	125	358	65	99	93	65	3
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	48.0	24.0	62.0	48.0	48.0	48.0	48.0	48.0
Total Split (%)	8.3%	40.0%	20.0%	51.7%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	26.0	11.2	40.7		20.4		20.4	20.4
Actuated g/C Ratio	0.07	0.35	0.15	0.55		0.28		0.28	0.28
v/c Ratio	0.02	0.69	0.52	0.24		0.68		0.62	0.00
Control Delay (s/veh)	43.3	24.6	40.3	9.8		31.5		36.2	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	43.3	24.6	40.3	9.8		31.5		36.2	0.0
LOS	D	C	D	A		C		D	A
Approach Delay (s/veh)		24.7		16.9		31.5		35.7	
Approach LOS		C		B		C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 73.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	712	56	125	358	56	65	99	111	93	65	3
Future Volume (veh/h)	3	712	56	125	358	56	65	99	111	93	65	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	809	64	142	407	64	74	112	126	106	74	3
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	7	1162	92	184	1379	215	142	176	162	278	170	462
Arrive On Green	0.00	0.34	0.34	0.10	0.44	0.44	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	3389	268	1810	3129	488	220	614	565	613	592	1610
Grp Volume(v), veh/h	3	431	442	142	234	237	312	0	0	180	0	3
Grp Sat Flow(s),veh/h/ln	1810	1805	1852	1810	1805	1812	1399	0	0	1205	0	1610
Q Serve(g_s), s	0.1	11.6	11.6	4.3	4.7	4.7	5.4	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	11.6	11.6	4.3	4.7	4.7	12.3	0.0	0.0	6.9	0.0	0.1
Prop In Lane	1.00		0.14	1.00		0.27	0.24		0.40	0.59		1.00
Lane Grp Cap(c), veh/h	7	619	635	184	796	799	481	0	0	448	0	462
V/C Ratio(X)	0.41	0.70	0.70	0.77	0.29	0.30	0.65	0.00	0.00	0.40	0.00	0.01
Avail Cap(c_a), veh/h	173	1365	1400	623	1814	1821	1251	0	0	1103	0	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	16.0	16.0	24.6	10.1	10.1	18.7	0.0	0.0	16.5	0.0	14.3
Incr Delay (d2), s/veh	12.9	1.4	1.4	2.6	0.2	0.2	1.5	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.2	4.3	1.8	1.5	1.5	3.5	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.8	17.4	17.4	27.2	10.3	10.3	20.2	0.0	0.0	17.0	0.0	14.3
LnGrp LOS	D	B	B	C	B	B	C			B		B
Approach Vol, veh/h		876			613			312			183	
Approach Delay, s/veh		17.5			14.2			20.2			17.0	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.3	10.3	24.7		21.3	4.8	30.2				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		42.9	19.4	42.6		42.9	5.4	56.6				
Max Q Clear Time (g_c+I1), s		14.3	6.3	13.6		8.9	2.1	6.7				
Green Ext Time (p_c), s		2.0	0.1	5.7		1.2	0.0	2.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	7	0	1	6	0	12	2	242	5	13	228	4
Future Vol, veh/h	7	0	1	6	0	12	2	242	5	13	228	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	0	1	6	0	13	2	257	5	14	243	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	534	539	245	535	539	260	247	0	0	263	0	0
Stage 1	272	272	-	264	264	-	-	-	-	-	-	-
Stage 2	262	267	-	270	274	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	460	452	799	460	452	783	1331	-	-	1313	-	-
Stage 1	738	688	-	745	694	-	-	-	-	-	-	-
Stage 2	748	692	-	740	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	447	446	799	453	447	783	1331	-	-	1313	-	-
Mov Cap-2 Maneuver	447	446	-	453	447	-	-	-	-	-	-	-
Stage 1	730	681	-	744	692	-	-	-	-	-	-	-
Stage 2	734	691	-	731	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.75	10.89	0.06	0.41
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1331	-	-	473	630	1313	-	-
HCM Lane V/C Ratio	0.002	-	-	0.018	0.03	0.011	-	-
HCM Control Delay (s/veh)	7.7	-	-	12.8	10.9	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	971	1	0	592	0	1
Future Vol, veh/h	971	1	0	592	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1033	1	0	630	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1034	0	1348	517
Stage 1	-	-	-	-	1034	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	680	-	145	508
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	680	-	145	508
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	719	-

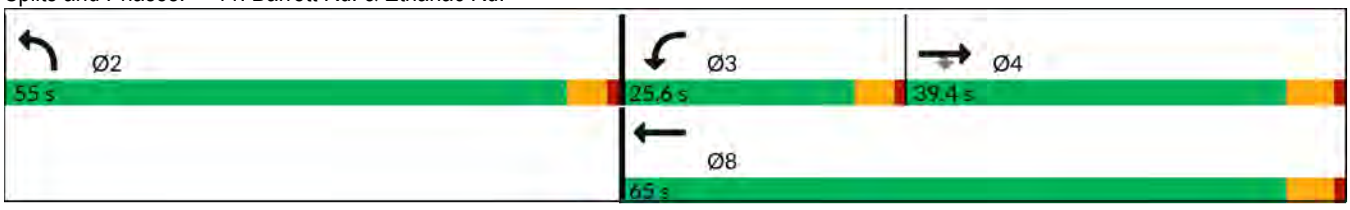
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	508	-	-	680	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s/veh)	12.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	926	46	108	576	16
Future Volume (vph)	926	46	108	576	16
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	20.4	20.4	9.3	31.2	9.5
Actuated g/C Ratio	0.39	0.39	0.18	0.59	0.18
v/c Ratio	0.49	0.07	0.36	0.29	0.48
Control Delay (s/veh)	15.3	9.8	28.5	6.4	8.1
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	15.3	9.8	28.5	6.5	8.1
LOS	B	A	C	A	A
Approach Delay (s/veh)	15.1			10.0	8.2
Approach LOS	B			B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 12.5	Intersection LOS: B
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	926	46	108	576	16	193
Future Volume (veh/h)	926	46	108	576	16	193
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1007	50	117	626	17	210
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	1972	612	162	2097	21	265
Arrive On Green	0.38	0.38	0.09	0.58	0.18	0.18
Sat Flow, veh/h	5358	1610	1810	3705	121	1496
Grp Volume(v), veh/h	1007	50	117	626	228	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1625	0
Q Serve(g_s), s	6.2	0.8	2.6	3.6	5.6	0.0
Cycle Q Clear(g_c), s	6.2	0.8	2.6	3.6	5.6	0.0
Prop In Lane		1.00	1.00		0.07	0.92
Lane Grp Cap(c), veh/h	1972	612	162	2097	288	0
V/C Ratio(X)	0.51	0.08	0.72	0.30	0.79	0.00
Avail Cap(c_a), veh/h	4268	1325	920	5207	1982	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.8	8.2	18.3	4.4	16.3	0.0
Incr Delay (d2), s/veh	0.2	0.1	2.3	0.1	1.9	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	1.6	0.2	1.0	0.6	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.1	8.2	20.6	4.5	18.2	0.0
LnGrp LOS	B	A	C	A	B	
Approach Vol, veh/h	1057			743	228	
Approach Delay, s/veh	10.0			7.0	18.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	11.9	8.3	21.1		29.4
Change Period (Y+Rc), s	4.6	4.6	5.4		5.4
Max Green Setting (Gmax), s	50.4	21.0	34.0		59.6
Max Q Clear Time (g_c+I1), s	7.6	4.6	8.2		5.6
Green Ext Time (p_c), s	0.3	0.1	7.5		4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Lane Group	EBT	WBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	13	256	84	167	223
Future Volume (vph)	8	13	256	84	167	223
Turn Type	NA	NA	NA	Perm	Prot	NA
Protected Phases	4	8	2		1	6
Permitted Phases				2		
Detector Phase	4	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	9.6	16.4
Total Split (s)	47.0	47.0	16.4	16.4	9.6	26.0
Total Split (%)	39.2%	39.2%	13.7%	13.7%	8.0%	21.7%
Yellow Time (s)	3.8	3.8	5.4	5.4	3.6	5.4
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)	4.8	4.8	6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	10.2	10.4	10.2	10.2	5.1	20.0
Actuated g/C Ratio	0.23	0.24	0.23	0.23	0.12	0.45
v/c Ratio	0.02	0.41	0.64	0.20	0.89	0.28
Control Delay (s/veh)	15.3	10.5	27.4	5.9	68.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.3	10.5	27.4	5.9	68.0	10.3
LOS	B	B	C	A	E	B
Approach Delay (s/veh)	15.3	10.5	22.1			35.1
Approach LOS	B	B	C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	2	38	13	132	0	256	84	167	223	0
Future Volume (veh/h)	0	8	2	38	13	132	0	256	84	167	223	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	9	1	42	14	147	0	284	0	186	248	0
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	0	44	5	69	23	242	0	413		196	809	0
Arrive On Green	0.00	0.03	0.03	0.20	0.20	0.20	0.00	0.22	0.00	0.11	0.43	0.00
Sat Flow, veh/h	0	1680	187	345	115	1206	0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	10	203	0	0	0	284	0	186	248	0
Grp Sat Flow(s),veh/h/ln	0	0	1866	1666	0	0	0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.2	5.1	0.0	0.0	0.0	6.3	0.0	4.7	4.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	5.1	0.0	0.0	0.0	6.3	0.0	4.7	4.0	0.0
Prop In Lane	0.00		0.10	0.21		0.72	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	49	335	0	0	0	413		196	809	0
V/C Ratio(X)	0.00	0.00	0.21	0.61	0.00	0.00	0.00	0.69		0.95	0.31	0.00
Avail Cap(c_a), veh/h	0	0	1710	1526	0	0	0	413		196	809	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	22.0	16.7	0.0	0.0	0.0	16.6	0.0	20.4	8.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.1	1.8	0.0	0.0	0.0	4.8	0.0	48.6	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.8	0.0	0.0	0.0	2.6	0.0	4.2	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	24.0	18.5	0.0	0.0	0.0	21.4	0.0	69.0	9.0	0.0
LnGrp LOS			C	B				C		E	A	
Approach Vol, veh/h		10			203			284			434	
Approach Delay, s/veh		24.0			18.5			21.4			34.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.6	16.4		6.0		26.0		14.1				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	5.0	10.0		42.2		19.6		42.2				
Max Q Clear Time (g_c+I1), s	6.7	8.3		2.2		6.0		7.1				
Green Ext Time (p_c), s	0.0	0.2		0.0		0.9		1.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	48	25	213	117	9
Future Vol, veh/h	210	48	25	213	117	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	223	51	27	227	124	10
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.8	10.2	10.5
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	9	210	48	25	213
LT Vol	117	0	0	0	25	0
Through Vol	0	0	210	0	0	213
RT Vol	0	9	0	48	0	0
Lane Flow Rate	124	10	223	51	27	227
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.216	0.013	0.32	0.063	0.042	0.326
Departure Headway (Hd)	6.25	5.042	5.161	4.456	5.675	5.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	571	705	695	800	629	693
Service Time	4.016	2.807	2.908	2.203	3.424	2.92
HCM Lane V/C Ratio	0.217	0.014	0.321	0.064	0.043	0.328
HCM Control Delay, s/veh	10.7	7.9	10.3	7.5	8.7	10.4
HCM Lane LOS	B	A	B	A	A	B
HCM 95th-tile Q	0.8	0	1.4	0.2	0.1	1.4

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	127	91	0	0	75	51	0	2	0	94	2	209
Future Vol, veh/h	127	91	0	0	75	51	0	2	0	94	2	209
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	137	98	0	0	81	55	0	2	0	101	2	225
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.3	8.8	8.3	10.5
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	58%	0%	31%
Vol Thru, %	100%	42%	60%	1%
Vol Right, %	0%	0%	40%	69%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	218	126	305
LT Vol	0	127	0	94
Through Vol	2	91	75	2
RT Vol	0	0	51	209
Lane Flow Rate	2	234	135	328
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.321	0.177	0.405
Departure Headway (Hd)	5.207	4.935	4.712	4.445
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	724	756	807
Service Time	3.284	2.996	2.778	2.488
HCM Lane V/C Ratio	0.003	0.323	0.179	0.406
HCM Control Delay, s/veh	8.3	10.3	8.8	10.5
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0	1.4	0.6	2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	99	175	1
Future Vol, veh/h	2	0	0	99	175	1
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	102	180	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	283	181	181	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	711	867	1406	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	711	867	1406	-	-	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.08	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1406	-	711	-	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s/veh)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	12	13	57	105	70
Future Vol, veh/h	43	12	13	57	105	70
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	180	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	13	14	61	113	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	209	151	188	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	775	901	1398	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	767	901	1398	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	963	-	-	-	-	-

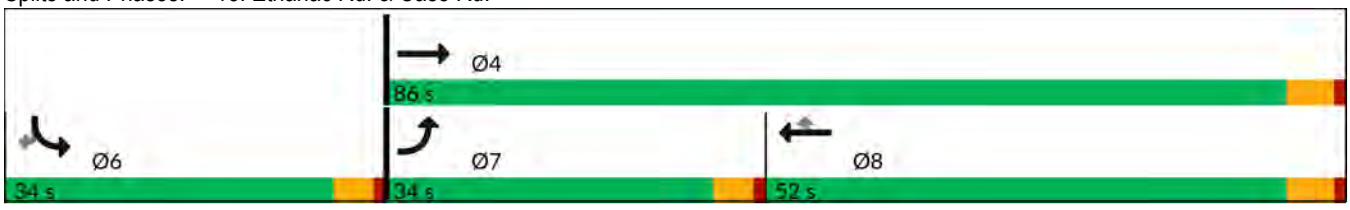
Approach	EB	NB	SB
HCM Control Delay, s/v	9.81	1.41	0
HCM LOS	A		

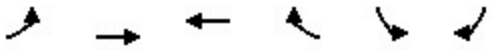
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1398	-	763	901	-	-
HCM Lane V/C Ratio	0.01	-	0.061	0.014	-	-
HCM Control Delay (s/veh)	7.6	-	10	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	174	945	582	368	328	102
Future Volume (vph)	174	945	582	368	328	102
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	86.0	52.0	52.0	34.0	34.0
Total Split (%)	28.3%	71.7%	43.3%	43.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	10.7	32.5	16.9	16.9	10.6	10.6
Actuated g/C Ratio	0.20	0.60	0.31	0.31	0.20	0.20
v/c Ratio	0.50	0.45	0.37	0.50	0.50	0.16
Control Delay (s/veh)	27.2	6.3	15.0	4.4	24.1	6.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.2	6.5	15.0	4.4	24.1	6.7
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		9.7	11.0		20.0	
Approach LOS		A	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 53.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 12.0	Intersection LOS: B
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	174	945	582	368	328	102
Future Volume (veh/h)	174	945	582	368	328	102
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	995	613	387	345	107
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	239	2227	1968	611	543	439
Arrive On Green	0.13	0.62	0.38	0.38	0.15	0.15
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	183	995	613	387	345	107
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	4.3	6.4	3.6	8.6	4.0	1.5
Cycle Q Clear(g_c), s	4.3	6.4	3.6	8.6	4.0	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	239	2227	1968	611	543	439
V/C Ratio(X)	0.76	0.45	0.31	0.63	0.64	0.24
Avail Cap(c_a), veh/h	1215	6645	5520	1714	2357	1903
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	18.3	4.4	9.6	11.1	17.3	16.3
Incr Delay (d2), s/veh	1.9	0.1	0.1	1.1	0.5	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	1.6	1.0	1.0	2.3	1.2	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.3	4.6	9.6	12.2	17.8	16.4
LnGrp LOS	C	A	A	B	B	B
Approach Vol, veh/h		1178	1000		452	
Approach Delay, s/veh		7.0	10.6		17.5	
Approach LOS		A	B		B	

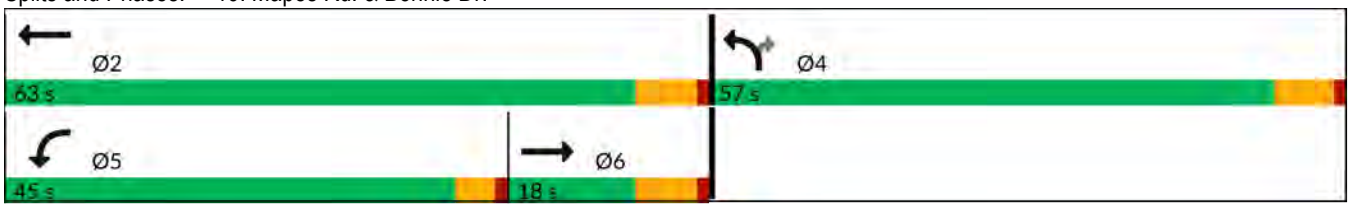
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			32.4		11.4	10.4	22.0
Change Period (Y+Rc), s			5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s			80.6		29.4	29.4	46.6
Max Q Clear Time (g_c+I1), s			8.4		6.0	6.3	10.6
Green Ext Time (p_c), s			8.5		0.8	0.2	6.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	15	297	24	1	179
Future Volume (vph)	15	297	24	1	179
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	18.0	45.0	63.0	57.0	57.0
Total Split (%)	15.0%	37.5%	52.5%	47.5%	47.5%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.0	14.5	29.2	10.2	10.2
Actuated g/C Ratio	0.19	0.28	0.56	0.19	0.19
v/c Ratio	0.07	0.71	0.02	0.00	0.44
Control Delay (s/veh)	15.8	25.7	5.0	19.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	25.7	5.0	19.0	7.0
LOS	B	C	A	B	A
Approach Delay (s/veh)	15.8		24.2	7.1	
Approach LOS	B		C	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 18.0	Intersection LOS: B
Intersection Capacity Utilization 42.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	15	8	297	24	1	179
Future Volume (veh/h)	15	8	297	24	1	179
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	10	358	29	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	312	174	445	1222	5	
Arrive On Green	0.27	0.27	0.25	0.64	0.00	0.00
Sat Flow, veh/h	1148	638	1810	1900	1810	1610
Grp Volume(v), veh/h	0	28	358	29	1	0
Grp Sat Flow(s),veh/h/ln	0	1785	1810	1900	1810	1610
Q Serve(g_s), s	0.0	0.4	6.8	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.4	6.8	0.2	0.0	0.0
Prop In Lane		0.36	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	486	445	1222	5	
V/C Ratio(X)	0.00	0.06	0.80	0.02	0.20	
Avail Cap(c_a), veh/h	0	559	1990	2922	2487	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.9	13.0	2.4	18.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.0	18.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	1.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.9	14.3	2.4	36.8	0.0
LnGrp LOS		A	B	A	D	
Approach Vol, veh/h	28			387	1	
Approach Delay, s/veh	9.9			13.4	36.8	
Approach LOS	A			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.1		6.6	13.6	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		56.5		50.5	40.4	11.5
Max Q Clear Time (g_c+I1), s		2.2		2.0	8.8	2.4
Green Ext Time (p_c), s		0.1		0.0	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

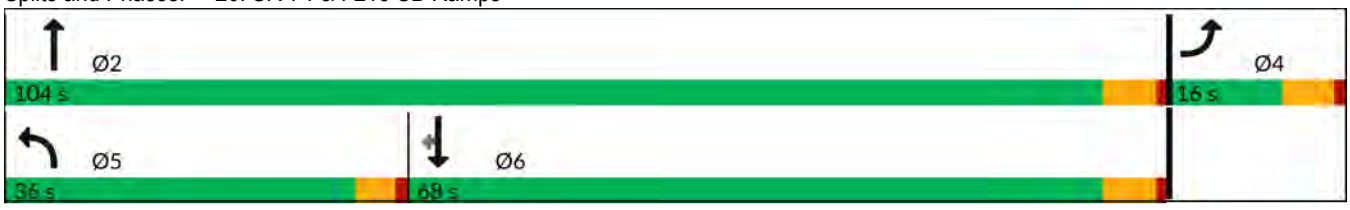
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	28	166	277	460	660	43
Future Volume (vph)	28	166	277	460	660	43
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	16.0		36.0	104.0	68.0	68.0
Total Split (%)	13.3%		30.0%	86.7%	56.7%	56.7%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	12.2	68.0	17.6	62.1	33.4	33.4
Actuated g/C Ratio	0.18	1.00	0.26	0.91	0.49	0.49
v/c Ratio	0.08	0.10	0.60	0.27	0.72	0.05
Control Delay (s/veh)	39.1	0.1	32.9	2.1	20.5	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	0.1	32.9	2.1	20.5	9.7
LOS	D	A	C	A	C	A
Approach Delay (s/veh)	5.9			13.8	19.9	
Approach LOS	A			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 15.5	Intersection LOS: B
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	166	277	460	660	43
Future Volume (veh/h)	28	166	277	460	660	43
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	0	283	469	673	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	119		346	1358	829	
Arrive On Green	0.07	0.00	0.19	0.71	0.44	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	29	0	283	469	673	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	0.8	0.0	7.9	4.9	16.3	0.0
Cycle Q Clear(g_c), s	0.8	0.0	7.9	4.9	16.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	119		346	1358	829	
V/C Ratio(X)	0.24		0.82	0.35	0.81	
Avail Cap(c_a), veh/h	349		1076	3532	2237	
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	0.00
Uniform Delay (d), s/veh	23.4	0.0	20.5	2.9	13.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.8	0.2	2.0	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	0.3	0.0	3.0	0.4	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.8	0.0	22.3	3.0	15.0	0.0
LnGrp LOS	C		C	A	B	
Approach Vol, veh/h	29			752	673	
Approach Delay, s/veh	23.8			10.3	15.0	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.6		9.3	14.7	28.8
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		98.2		10.2	31.4	62.2
Max Q Clear Time (g_c+I1), s		6.9		2.8	9.9	18.3
Green Ext Time (p_c), s		2.9		0.0	0.4	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	12.7
HCM 7th LOS	B

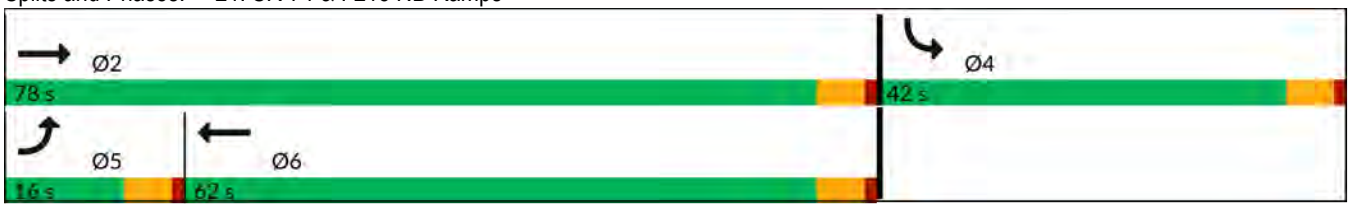
Notes

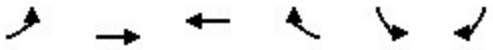
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	15	811	723	946	186
Future Volume (vph)	15	811	723	946	186
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	16.0	78.0	62.0		42.0
Total Split (%)	13.3%	65.0%	51.7%		35.0%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.4	20.7	19.0	41.9	10.2
Actuated g/C Ratio	0.13	0.49	0.45	1.00	0.24
v/c Ratio	0.06	0.46	0.45	0.59	0.46
Control Delay (s/veh)	20.4	8.1	10.3	1.6	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.4	8.1	10.3	1.6	17.6
LOS	C	A	B	A	B
Approach Delay (s/veh)		8.4	5.4		17.7
Approach LOS		A	A		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 41.9	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 7.2	Intersection LOS: A
Intersection Capacity Utilization 42.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	811	723	946	186	14
Future Volume (veh/h)	15	811	723	946	186	14
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	828	738	0	190	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	35	1878	1206		252	11
Arrive On Green	0.02	0.52	0.33	0.00	0.15	0.15
Sat Flow, veh/h	1810	3705	3705	1610	1720	72
Grp Volume(v), veh/h	15	828	738	0	199	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1801	0
Q Serve(g_s), s	0.3	4.5	5.4	0.0	3.4	0.0
Cycle Q Clear(g_c), s	0.3	4.5	5.4	0.0	3.4	0.0
Prop In Lane	1.00			1.00	0.95	0.04
Lane Grp Cap(c), veh/h	35	1878	1206		264	0
V/C Ratio(X)	0.42	0.44	0.61		0.76	0.00
Avail Cap(c_a), veh/h	609	8254	6437		2079	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	15.4	4.7	8.9	0.0	13.0	0.0
Incr Delay (d2), s/veh	3.0	0.1	0.2	0.0	1.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	1.1	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	4.8	9.0	0.0	14.7	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		843	738		199	
Approach Delay, s/veh		5.0	9.0		14.7	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.8		10.0	5.9	15.9
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		72.7		36.7	10.7	56.7
Max Q Clear Time (g_c+I1), s		6.5		5.4	2.3	7.4
Green Ext Time (p_c), s		3.7		0.2	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	7.8
HCM 7th LOS	A

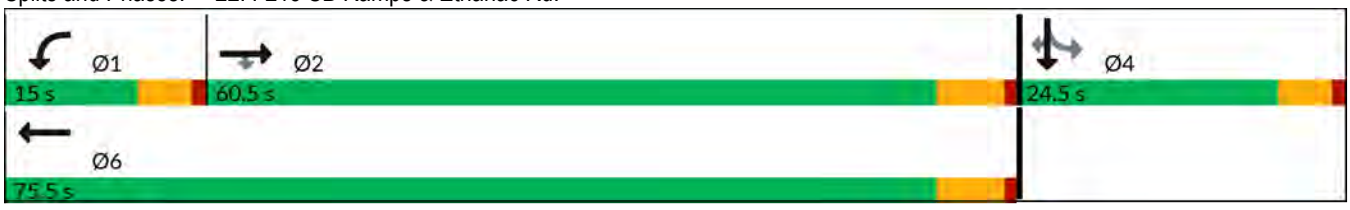
Notes

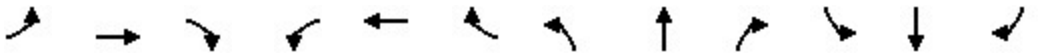
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	747	526	92	698	1	251
Future Volume (vph)	747	526	92	698	1	251
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5	24.5	24.5
Total Split (s)	60.5	60.5	15.0	75.5	24.5	24.5
Total Split (%)	60.5%	60.5%	15.0%	75.5%	24.5%	24.5%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
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	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	39.5	39.5	9.3	49.9	12.5	12.5
Actuated g/C Ratio	0.53	0.53	0.12	0.67	0.17	0.17
v/c Ratio	0.79	0.50	0.43	0.30	0.48	0.54
Control Delay (s/veh)	22.4	2.7	44.4	5.1	39.5	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.5	2.7	44.4	5.1	39.5	9.3
LOS	C	A	D	A	D	A
Approach Delay (s/veh)	14.4			9.8	20.0	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 13.8	Intersection LOS: B
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	747	526	92	698	0	0	0	0	136	1	251
Future Volume (veh/h)	0	747	526	92	698	0	0	0	0	136	1	251
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	795	560	98	743	0				145	1	267
Peak Hour Factor	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
Cap, veh/h	0	961	814	127	2333	0				358	2	321
Arrive On Green	0.00	0.51	0.51	0.07	0.65	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1798	12	1610
Grp Volume(v), veh/h	0	795	560	98	743	0				146	0	267
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	25.3	18.8	3.8	6.5	0.0				5.0	0.0	11.3
Cycle Q Clear(g_c), s	0.0	25.3	18.8	3.8	6.5	0.0				5.0	0.0	11.3
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	961	814	127	2333	0				361	0	321
V/C Ratio(X)	0.00	0.83	0.69	0.77	0.32	0.00				0.40	0.00	0.83
Avail Cap(c_a), veh/h	0	1454	1232	254	3524	0				496	0	441
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	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.0	13.3	32.5	5.6	0.0				24.8	0.0	27.4
Incr Delay (d2), s/veh	0.0	2.5	1.0	9.3	0.1	0.0				0.7	0.0	9.5
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	9.4	5.7	1.9	1.7	0.0				2.0	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.5	14.4	41.8	5.7	0.0				25.6	0.0	36.8
LnGrp LOS		B	B	D	A					C		D
Approach Vol, veh/h		1355			841						413	
Approach Delay, s/veh		16.2			9.9						32.8	
Approach LOS		B			A						C	

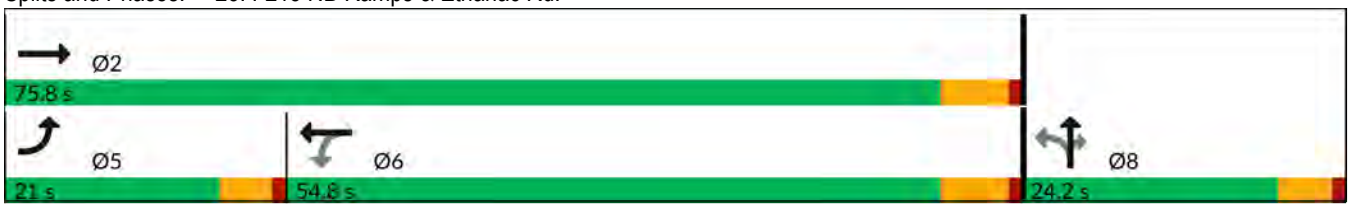
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	42.0		19.2		52.0
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	10.0	54.5		19.5		69.5
Max Q Clear Time (g_c+I1), s	5.8	27.3		13.3		8.5
Green Ext Time (p_c), s	0.1	8.7		0.9		5.6

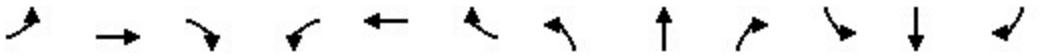
Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	247	635	520	3	128
Future Volume (vph)	247	635	520	3	128
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	21.0	75.8	54.8	24.2	24.2
Total Split (%)	21.0%	75.8%	54.8%	24.2%	24.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	15.5	63.3	42.7	17.5	17.5
Actuated g/C Ratio	0.17	0.69	0.46	0.19	0.19
v/c Ratio	0.84	0.50	0.91	0.82	0.32
Control Delay (s/veh)	64.8	8.5	38.2	58.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.8	8.5	38.2	58.1	8.6
LOS	E	A	D	E	A
Approach Delay (s/veh)		24.3	38.3	42.4	
Approach LOS		C	D	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 92	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	635	0	0	520	231	271	3	128	0	0	0
Future Volume (veh/h)	247	635	0	0	520	231	271	3	128	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	257	661	0	0	542	208	282	3	65			
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	297	1300	0	0	602	231	330	4	297			
Arrive On Green	0.16	0.68	0.00	0.00	0.46	0.46	0.18	0.18	0.18			
Sat Flow, veh/h	1810	1900	0	0	1308	502	1791	19	1610			
Grp Volume(v), veh/h	257	661	0	0	0	750	285	0	65			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1810	1810	0	1610			
Q Serve(g_s), s	11.6	14.1	0.0	0.0	0.0	31.9	12.7	0.0	2.9			
Cycle Q Clear(g_c), s	11.6	14.1	0.0	0.0	0.0	31.9	12.7	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		0.28	0.99		1.00			
Lane Grp Cap(c), veh/h	297	1300	0	0	0	833	333	0	297			
V/C Ratio(X)	0.87	0.51	0.00	0.00	0.00	0.90	0.85	0.00	0.22			
Avail Cap(c_a), veh/h	347	1588	0	0	0	1057	416	0	370			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.0	6.4	0.0	0.0	0.0	20.8	33.0	0.0	29.0			
Incr Delay (d2), s/veh	17.9	0.3	0.0	0.0	0.0	8.9	13.3	0.0	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	4.1	0.0	0.0	0.0	13.8	6.3	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	6.7	0.0	0.0	0.0	29.7	46.3	0.0	29.3			
LnGrp LOS	D	A				C	D		C			
Approach Vol, veh/h		918			750			350				
Approach Delay, s/veh		19.4			29.7			43.2				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.1			18.7	44.4		20.4				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		69.8			16.0	48.8		19.2				
Max Q Clear Time (g_c+I1), s		16.1			13.6	33.9		14.7				
Green Ext Time (p_c), s		4.9			0.2	4.5		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	224.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	371	366	180	389	289	119
Future Vol, veh/h	371	366	180	389	289	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	403	398	196	423	314	129

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	801	0	1416	602
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	814	-
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	-	-	831	-	~ 153	503
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	831	-	~ 117	503
Mov Cap-2 Maneuver	-	-	-	-	~ 117	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	336	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.37	$ 939.87
HCM LOS			F

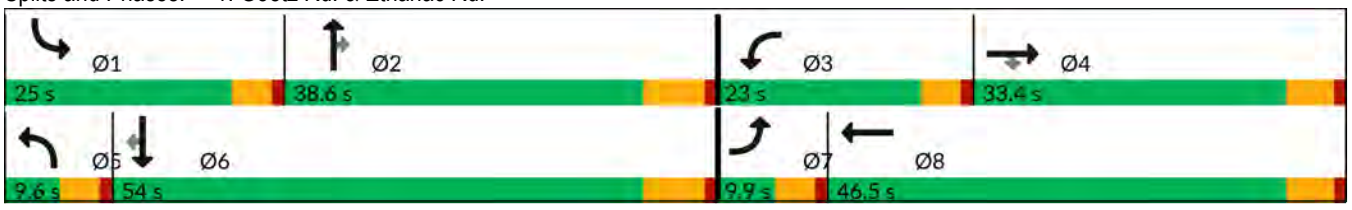
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	-	-	831	-
HCM Lane V/C Ratio	2.947	-	-	0.235	-
HCM Control Delay (s/veh)	$ 939.9	-	-	10.7	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	40.7	-	-	0.9	-

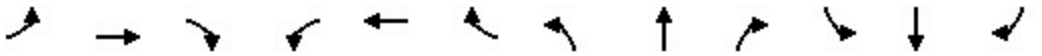
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	15	55	5	295	80	1	120	214	323	252	30
Future Volume (vph)	15	55	5	295	80	1	120	214	323	252	30
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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	9.9	33.4	33.4	23.0	46.5	9.6	38.6	38.6	25.0	54.0	54.0
Total Split (%)	8.3%	27.8%	27.8%	19.2%	38.8%	8.0%	32.2%	32.2%	20.8%	45.0%	45.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.3	12.9	12.9	18.9	35.0	5.1	14.1	14.1	20.9	38.3	38.3
Actuated g/C Ratio	0.06	0.15	0.15	0.21	0.40	0.06	0.16	0.16	0.24	0.43	0.43
v/c Ratio	0.15	0.11	0.01	0.85	0.17	0.00	0.44	0.52	0.84	0.17	0.04
Control Delay (s/veh)	48.6	33.9	0.0	56.9	6.0	48.0	38.3	8.9	53.0	16.9	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
Total Delay (s/veh)	48.6	33.9	0.0	56.9	6.0	48.0	38.3	8.9	53.0	16.9	0.1
LOS	D	C	A	E	A	D	D	A	D	B	A
Approach Delay (s/veh)		34.5			31.0		19.6			35.4	
Approach LOS		C			C		B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 30.4	Intersection LOS: C
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	55	5	295	80	228	1	120	214	323	252	30
Future Volume (veh/h)	15	55	5	295	80	228	1	120	214	323	252	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	61	4	328	89	166	1	133	136	359	280	20
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	506	226	372	1127	524	2	267	226	403	1307	583
Arrive On Green	0.02	0.14	0.14	0.21	0.33	0.33	0.00	0.14	0.14	0.22	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	17	61	4	328	89	166	1	133	136	359	280	20
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	0.7	1.1	0.2	12.8	1.3	5.6	0.0	4.7	5.8	14.0	3.9	0.6
Cycle Q Clear(g_c), s	0.7	1.1	0.2	12.8	1.3	5.6	0.0	4.7	5.8	14.0	3.9	0.6
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	36	506	226	372	1127	524	2	267	226	403	1307	583
V/C Ratio(X)	0.47	0.12	0.02	0.88	0.08	0.32	0.40	0.50	0.60	0.89	0.21	0.03
Avail Cap(c_a), veh/h	132	1392	621	458	1957	910	125	840	712	508	2361	1052
HCM Platoon Ratio	1.00	1.00	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	35.2	27.3	26.9	28.0	16.9	18.4	36.2	28.8	29.3	27.4	16.0	15.0
Incr Delay (d2), s/veh	3.5	0.1	0.0	13.6	0.0	0.3	34.5	1.4	2.5	13.1	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	0.4	0.1	6.5	0.5	1.9	0.0	2.0	2.2	6.7	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	27.4	26.9	41.6	17.0	18.7	70.7	30.3	31.8	40.5	16.1	15.0
LnGrp LOS	D	C	C	D	B	B	E	C	C	D	B	B
Approach Vol, veh/h		82			583			270			659	
Approach Delay, s/veh		29.7			31.3			31.2			29.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	16.7	19.5	15.6	4.7	32.8	6.1	29.1
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	20.4	32.1	18.4	28.0	5.0	47.5	5.3	41.1
Max Q Clear Time (g_c+I1), s	16.0	7.8	14.8	3.1	2.0	5.9	2.7	7.6
Green Ext Time (p_c), s	0.2	1.0	0.2	0.3	0.0	1.7	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	57	68	91	111	34
Future Vol, veh/h	30	57	68	91	111	34
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
Veh in Median Storage, #	0	-	-	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	33	63	75	100	122	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	122	159	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	633	935	1432	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	600	935	1432	-	-	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	797	-	-	-	-	-

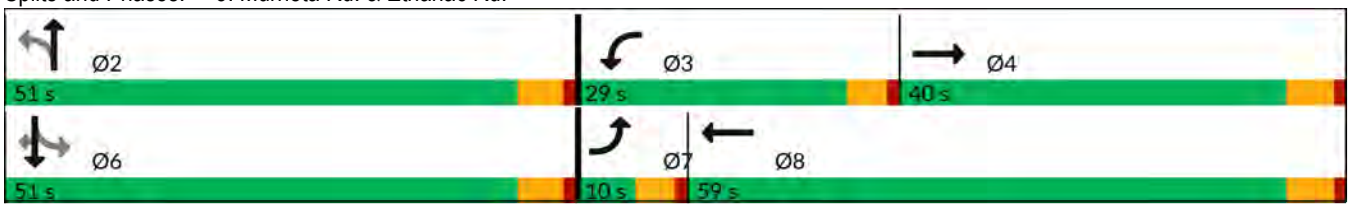
Approach	EB	NB	SB
HCM Control Delay, s/v	9.89	3.27	0
HCM LOS	A		

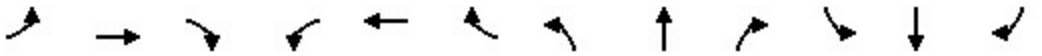
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1432	-	600	935	-	-
HCM Lane V/C Ratio	0.052	-	0.055	0.067	-	-
HCM Control Delay (s/veh)	7.7	-	11.3	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.2	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	470	162	536	83	82	52	110	6
Future Volume (vph)	3	470	162	536	83	82	52	110	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	40.0	29.0	59.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	8.3%	33.3%	24.2%	49.2%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	18.4	11.6	33.5		19.2		19.2	19.2
Actuated g/C Ratio	0.08	0.28	0.18	0.51		0.29		0.29	0.29
v/c Ratio	0.02	0.61	0.52	0.34		0.67		0.38	0.01
Control Delay (s/veh)	37.6	23.7	34.1	11.2		26.4		22.8	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	37.6	23.7	34.1	11.2		26.4		22.8	0.0
LOS	D	C	C	B		C		C	A
Approach Delay (s/veh)		23.9		16.1		26.4		22.0	
Approach LOS		C		B		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 20.9	Intersection LOS: C
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	470	124	162	536	74	83	82	148	52	110	6
Future Volume (veh/h)	3	470	124	162	536	74	83	82	148	52	110	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	490	129	169	558	77	86	85	154	54	115	6
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	7	782	205	221	1257	173	183	144	205	204	376	440
Arrive On Green	0.00	0.28	0.28	0.12	0.39	0.39	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	2831	741	1810	3187	439	308	527	752	370	1376	1610
Grp Volume(v), veh/h	3	311	308	169	315	320	325	0	0	169	0	6
Grp Sat Flow(s),veh/h/ln	1810	1805	1767	1810	1805	1821	1586	0	0	1746	0	1610
Q Serve(g_s), s	0.1	6.9	7.0	4.2	5.9	5.9	5.3	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	6.9	7.0	4.2	5.9	5.9	8.6	0.0	0.0	3.3	0.0	0.1
Prop In Lane	1.00		0.42	1.00		0.24	0.26		0.47	0.32		1.00
Lane Grp Cap(c), veh/h	7	499	488	221	712	718	532	0	0	580	0	440
V/C Ratio(X)	0.41	0.62	0.63	0.76	0.44	0.45	0.61	0.00	0.00	0.29	0.00	0.01
Avail Cap(c_a), veh/h	212	1358	1329	960	2104	2122	1670	0	0	1724	0	1607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.8	14.6	14.6	19.5	10.2	10.2	15.2	0.0	0.0	13.3	0.0	12.2
Incr Delay (d2), s/veh	12.7	1.3	1.3	2.1	0.4	0.4	1.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.4	2.4	1.6	1.8	1.8	2.7	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	15.8	15.9	21.6	10.7	10.7	16.3	0.0	0.0	13.6	0.0	12.2
LnGrp LOS	D	B	B	C	B	B	B			B		B
Approach Vol, veh/h		622			804			325			175	
Approach Delay, s/veh		16.0			13.0			16.3			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.7	10.2	18.1		17.7	4.8	23.5				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		45.9	24.4	34.6		45.9	5.4	53.6				
Max Q Clear Time (g_c+I1), s		10.6	6.2	9.0		5.3	2.1	7.9				
Green Ext Time (p_c), s		2.2	0.2	3.7		1.1	0.0	4.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	2	1	2	6	1	5	2	301	6	14	362	5
Future Vol, veh/h	2	1	2	6	1	5	2	301	6	14	362	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	2	6	1	5	2	317	6	15	381	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	735	741	384	735	740	320	386	0	0	323	0	0
Stage 1	413	413	-	324	324	-	-	-	-	-	-	-
Stage 2	322	327	-	411	416	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	338	347	668	338	347	725	1183	-	-	1248	-	-
Stage 1	620	597	-	692	653	-	-	-	-	-	-	-
Stage 2	695	651	-	622	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	330	342	668	331	342	725	1183	-	-	1248	-	-
Mov Cap-2 Maneuver	330	342	-	331	342	-	-	-	-	-	-	-
Stage 1	613	590	-	691	652	-	-	-	-	-	-	-
Stage 2	687	650	-	611	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.73	13.64	0.05	0.29
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	417	429	1248	-	-
HCM Lane V/C Ratio	0.002	-	-	0.013	0.029	0.012	-	-
HCM Control Delay (s/veh)	8	-	-	13.7	13.6	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	675	0	2	768	0	1
Future Vol, veh/h	675	0	2	768	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	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	742	0	2	844	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	742	0	1168	371
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	874	-	189	632
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	874	-	189	632
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	631	-

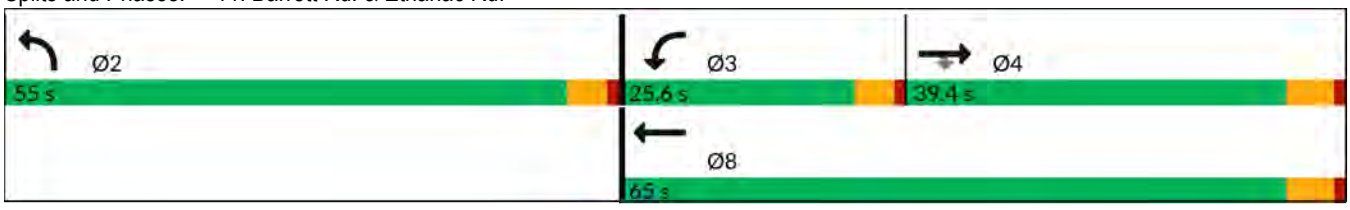
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.02	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	632	-	-	874	-
HCM Lane V/C Ratio	0.002	-	-	0.003	-
HCM Control Delay (s/veh)	10.7	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	643	33	163	748	23
Future Volume (vph)	643	33	163	748	23
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	15.3	15.3	10.8	31.3	9.4
Actuated g/C Ratio	0.30	0.30	0.21	0.60	0.18
v/c Ratio	0.47	0.07	0.48	0.39	0.41
Control Delay (s/veh)	17.9	10.3	26.1	7.2	8.6
Queue Delay	0.0	0.0	0.2	0.1	0.0
Total Delay (s/veh)	17.9	10.3	26.3	7.4	8.6
LOS	B	B	C	A	A
Approach Delay (s/veh)	17.6			10.8	8.6
Approach LOS	B			B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 13.2	Intersection LOS: B
Intersection Capacity Utilization 43.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	643	33	163	748	23	134
Future Volume (veh/h)	643	33	163	748	23	134
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	731	38	185	850	26	152
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1638	508	244	2091	33	195
Arrive On Green	0.32	0.32	0.13	0.58	0.14	0.14
Sat Flow, veh/h	5358	1610	1810	3705	238	1391
Grp Volume(v), veh/h	731	38	185	850	179	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1638	0
Q Serve(g_s), s	4.0	0.6	3.5	4.6	3.8	0.0
Cycle Q Clear(g_c), s	4.0	0.6	3.5	4.6	3.8	0.0
Prop In Lane		1.00	1.00		0.15	0.85
Lane Grp Cap(c), veh/h	1638	508	244	2091	230	0
V/C Ratio(X)	0.45	0.07	0.76	0.41	0.78	0.00
Avail Cap(c_a), veh/h	4946	1535	1066	6034	2315	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.7	8.6	14.9	4.1	14.8	0.0
Incr Delay (d2), s/veh	0.2	0.1	1.8	0.1	2.2	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	1.0	0.1	1.2	0.5	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.9	8.6	16.7	4.3	17.0	0.0
LnGrp LOS	A	A	B	A	B	
Approach Vol, veh/h	769			1035	179	
Approach Delay, s/veh	9.8			6.5	17.0	
Approach LOS	A			A	B	

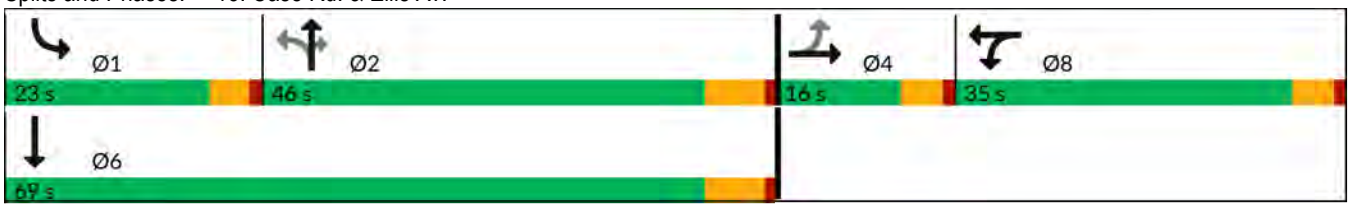
Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	9.6	9.4	16.7		26.1
Change Period (Y+Rc), s	4.6	4.6	5.4		5.4
Max Green Setting (Gmax), s	50.4	21.0	34.0		59.6
Max Q Clear Time (g_c+I1), s	5.8	5.5	6.0		6.6
Green Ext Time (p_c), s	0.3	0.2	5.3		6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Lane Group	EBT	WBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	0	265	72	97	316
Future Volume (vph)	2	0	265	72	97	316
Turn Type	NA	NA	NA	Perm	Prot	NA
Protected Phases	4	8	2		1	6
Permitted Phases				2		
Detector Phase	4	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	9.6	16.4
Total Split (s)	16.0	35.0	46.0	46.0	23.0	69.0
Total Split (%)	13.3%	29.2%	38.3%	38.3%	19.2%	57.5%
Yellow Time (s)	3.8	3.8	5.4	5.4	3.6	5.4
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)	4.8	4.8	6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	11.2	12.6	14.7	14.7	8.3	24.9
Actuated g/C Ratio	0.22	0.24	0.28	0.28	0.16	0.48
v/c Ratio	0.00	0.48	0.51	0.14	0.35	0.36
Control Delay (s/veh)	24.0	15.6	22.2	3.8	27.6	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.0	15.6	22.2	3.8	27.6	10.2
LOS	C	B	C	A	C	B
Approach Delay (s/veh)	24.0	15.6	18.3			14.4
Approach LOS	C	B	B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 16.0	Intersection LOS: B
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	101	0	131	0	265	72	97	316	0
Future Volume (veh/h)	0	2	1	101	0	131	0	265	72	97	316	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	0	106	0	137	0	279	0	102	333	0
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	0	10	0	159	0	206	0	433		147	786	0
Arrive On Green	0.00	0.01	0.00	0.22	0.00	0.22	0.00	0.23	0.00	0.08	0.41	0.00
Sat Flow, veh/h	0	1900	0	738	0	954	0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	2	0	243	0	0	0	279	0	102	333	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1691	0	0	0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	5.8	0.0	0.0	0.0	5.8	0.0	2.4	5.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.8	0.0	0.0	0.0	5.8	0.0	2.4	5.5	0.0
Prop In Lane	0.00		0.00	0.44		0.56	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	10	0	366	0	0	0	433		147	786	0
V/C Ratio(X)	0.00	0.19	0.00	0.66	0.00	0.00	0.00	0.64		0.70	0.42	0.00
Avail Cap(c_a), veh/h	0	485	0	1164	0	0	0	1715		759	2710	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.7	0.0	15.7	0.0	0.0	0.0	15.3	0.0	19.6	9.1	0.0
Incr Delay (d2), s/veh	0.0	8.6	0.0	2.1	0.0	0.0	0.0	1.6	0.0	2.2	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.9	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.4	0.0	17.8	0.0	0.0	0.0	16.9	0.0	21.8	9.5	0.0
LnGrp LOS		C		B				B		C	A	
Approach Vol, veh/h		2			243			279			435	
Approach Delay, s/veh		30.4			17.8			16.9			12.4	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.2	16.4		5.0		24.6		14.3				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	18.4	39.6		11.2		62.6		30.2				
Max Q Clear Time (g_c+I1), s	4.4	7.8		2.0		7.5		7.8				
Green Ext Time (p_c), s	0.1	1.4		0.0		1.8		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.1	
HCM 7th LOS	B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	297	117	24	258	88	15
Future Vol, veh/h	297	117	24	258	88	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	326	129	26	284	97	16
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	11.2	11.5	10.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	15	297	117	24	258
LT Vol	88	0	0	0	24	0
Through Vol	0	0	297	0	0	258
RT Vol	0	15	0	117	0	0
Lane Flow Rate	97	16	326	129	26	284
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.18	0.025	0.468	0.159	0.042	0.416
Departure Headway (Hd)	6.713	5.501	5.159	4.454	5.786	5.282
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	530	644	695	801	616	678
Service Time	4.506	3.293	2.913	2.208	3.55	3.046
HCM Lane V/C Ratio	0.183	0.025	0.469	0.161	0.042	0.419
HCM Control Delay, s/veh	11	8.4	12.4	8.1	8.8	11.8
HCM Lane LOS	B	A	B	A	A	B
HCM 95th-tile Q	0.7	0.1	2.5	0.6	0.1	2.1

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	249	92	0	0	91	85	1	1	0	71	0	193
Future Vol, veh/h	249	92	0	0	91	85	1	1	0	71	0	193
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	277	102	0	0	101	94	1	1	0	79	0	214
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.6	9.7	9	11.2
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	73%	0%	27%
Vol Thru, %	50%	27%	52%	0%
Vol Right, %	0%	0%	48%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	341	176	264
LT Vol	1	249	0	71
Through Vol	1	92	91	0
RT Vol	0	0	85	193
Lane Flow Rate	2	379	196	293
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.527	0.268	0.398
Departure Headway (Hd)	5.974	5.008	4.925	4.88
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	712	733	727
Service Time	3.986	3.105	2.925	2.976
HCM Lane V/C Ratio	0.003	0.532	0.267	0.403
HCM Control Delay, s/veh	9	13.6	9.7	11.2
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0	3.1	1.1	1.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	208	167	0
Future Vol, veh/h	0	0	0	208	167	0
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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	263	211	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	475	211	211	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	552	834	1371	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	552	834	1371	-	-	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	106	25	15	103	98	68
Future Vol, veh/h	106	25	15	103	98	68
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	180	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	126	30	18	123	117	81

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	254	157	198	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	728	894	1387	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	719	894	1387	-	-	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	922	-	-	-	-	-

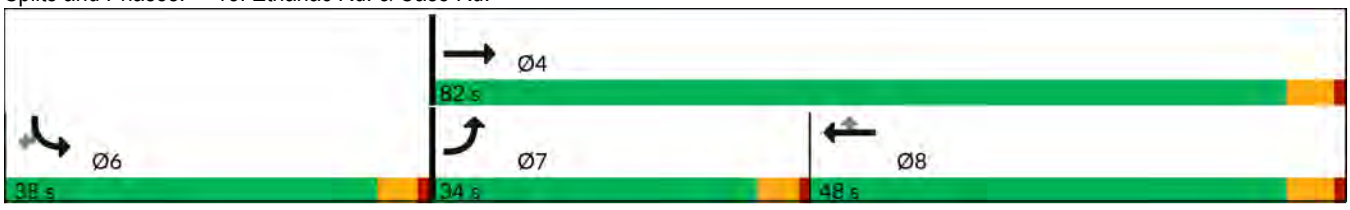
Approach	EB	NB	SB
HCM Control Delay, s/v	10.59	0.97	0
HCM LOS	B		

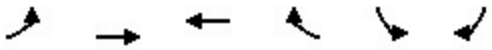
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1387	-	734	894	-	-
HCM Lane V/C Ratio	0.013	-	0.172	0.033	-	-
HCM Control Delay (s/veh)	7.6	-	10.9	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.6	0.1	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	207	570	708	457	476	202
Future Volume (vph)	207	570	708	457	476	202
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	82.0	48.0	48.0	38.0	38.0
Total Split (%)	28.3%	68.3%	40.0%	40.0%	31.7%	31.7%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	13.1	38.6	20.6	20.6	14.6	14.6
Actuated g/C Ratio	0.21	0.61	0.32	0.32	0.23	0.23
v/c Ratio	0.58	0.27	0.43	0.56	0.62	0.25
Control Delay (s/veh)	32.3	6.3	18.3	4.9	27.5	5.1
Queue Delay	0.2	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.5	6.4	18.3	4.9	27.5	5.1
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		13.4	13.1		20.9	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 15.2	Intersection LOS: B
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	207	570	708	457	476	202
Future Volume (veh/h)	207	570	708	457	476	202
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	216	594	738	476	496	210
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	271	2301	2117	657	666	538
Arrive On Green	0.15	0.64	0.41	0.41	0.19	0.19
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	216	594	738	476	496	210
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	6.7	4.1	5.7	14.4	7.7	3.8
Cycle Q Clear(g_c), s	6.7	4.1	5.7	14.4	7.7	3.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	271	2301	2117	657	666	538
V/C Ratio(X)	0.80	0.26	0.35	0.72	0.74	0.39
Avail Cap(c_a), veh/h	920	4781	3820	1186	2027	1636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	4.6	11.8	14.4	22.1	20.5
Incr Delay (d2), s/veh	2.1	0.1	0.1	1.5	0.6	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	2.7	0.9	1.8	4.4	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.8	4.6	11.9	15.9	22.7	20.7
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		810	1214		706	
Approach Delay, s/veh		10.3	13.5		22.1	
Approach LOS		B	B		C	

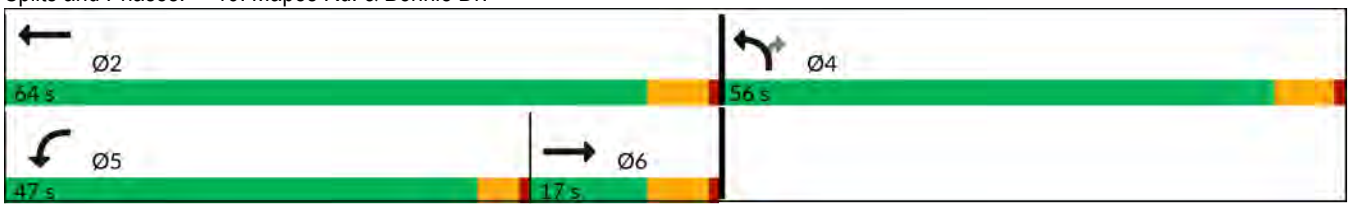
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			42.3		15.6	13.3	29.0
Change Period (Y+Rc), s			5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s			76.6		33.4	29.4	42.6
Max Q Clear Time (g_c+I1), s			6.1		9.7	8.7	16.4
Green Ext Time (p_c), s			4.3		1.3	0.3	7.2

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	10	257	4	4	334
Future Volume (vph)	10	257	4	4	334
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	17.0	47.0	64.0	56.0	56.0
Total Split (%)	14.2%	39.2%	53.3%	46.7%	46.7%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.1	12.2	26.9	10.5	10.5
Actuated g/C Ratio	0.20	0.24	0.53	0.21	0.21
v/c Ratio	0.04	0.65	0.00	0.01	0.58
Control Delay (s/veh)	15.5	24.9	5.5	17.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.5	24.9	5.5	17.2	7.0
LOS	B	C	A	B	A
Approach Delay (s/veh)	15.5		24.7	7.2	
Approach LOS	B		C	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 40.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	6	257	4	4	334
Future Volume (veh/h)	10	6	257	4	4	334
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	7	286	4	4	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	309	197	368	1176	20	
Arrive On Green	0.28	0.28	0.20	0.62	0.01	0.00
Sat Flow, veh/h	1085	691	1810	1900	1810	1610
Grp Volume(v), veh/h	0	18	286	4	4	0
Grp Sat Flow(s),veh/h/ln	0	1776	1810	1900	1810	1610
Q Serve(g_s), s	0.0	0.3	5.3	0.0	0.1	0.0
Cycle Q Clear(g_c), s	0.0	0.3	5.3	0.0	0.1	0.0
Prop In Lane		0.39	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	506	368	1176	20	
V/C Ratio(X)	0.00	0.04	0.78	0.00	0.20	
Avail Cap(c_a), veh/h	0	531	2185	3111	2550	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.1	13.2	2.6	17.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.0	5.0	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	0.0	0.1	1.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.1	14.6	2.6	22.2	0.0
LnGrp LOS		A	B	A	C	
Approach Vol, veh/h	18			290	4	
Approach Delay, s/veh	9.1			14.4	22.2	
Approach LOS	A			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.2		6.9	11.7	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		57.5		49.5	42.4	10.5
Max Q Clear Time (g_c+I1), s		2.0		2.1	7.3	2.3
Green Ext Time (p_c), s		0.0		0.0	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

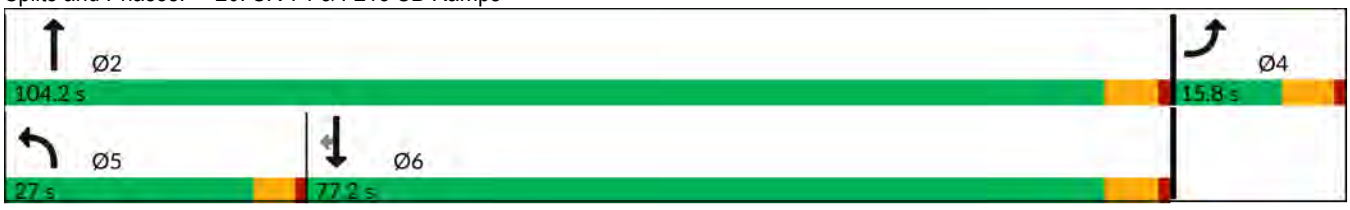
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	310	238	348	900	23
Future Volume (vph)	31	310	238	348	900	23
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	15.8		27.0	104.2	77.2	77.2
Total Split (%)	13.2%		22.5%	86.8%	64.3%	64.3%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	11.6	91.4	18.2	81.2	53.7	53.7
Actuated g/C Ratio	0.13	1.00	0.20	0.89	0.59	0.59
v/c Ratio	0.14	0.20	0.71	0.22	0.86	0.02
Control Delay (s/veh)	50.3	0.2	52.0	2.2	27.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.3	0.2	52.0	2.2	27.3	8.3
LOS	D	A	D	A	C	A
Approach Delay (s/veh)	4.8			22.5	26.9	
Approach LOS	A			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 21.4	Intersection LOS: C
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	310	238	348	900	23
Future Volume (veh/h)	31	310	238	348	900	23
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	0	256	374	968	0
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	117		298	1507	1087	
Arrive On Green	0.06	0.00	0.16	0.79	0.57	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	33	0	256	374	968	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	1.4	0.0	11.2	4.1	36.2	0.0
Cycle Q Clear(g_c), s	1.4	0.0	11.2	4.1	36.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	117		298	1507	1087	
V/C Ratio(X)	0.28		0.86	0.25	0.89	
Avail Cap(c_a), veh/h	222		498	2296	1666	
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	0.00
Uniform Delay (d), s/veh	36.3	0.0	33.1	2.2	15.2	0.0
Incr Delay (d2), s/veh	0.5	0.0	3.7	0.1	4.3	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	0.0	4.9	0.6	13.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.8	0.0	36.8	2.3	19.5	0.0
LnGrp LOS	D		D	A	B	
Approach Vol, veh/h	33			630	968	
Approach Delay, s/veh	36.8			16.3	19.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.4		11.1	18.0	52.4
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		98.4		10.0	22.4	71.4
Max Q Clear Time (g_c+I1), s		6.1		3.4	13.2	38.2
Green Ext Time (p_c), s		2.2		0.0	0.2	8.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

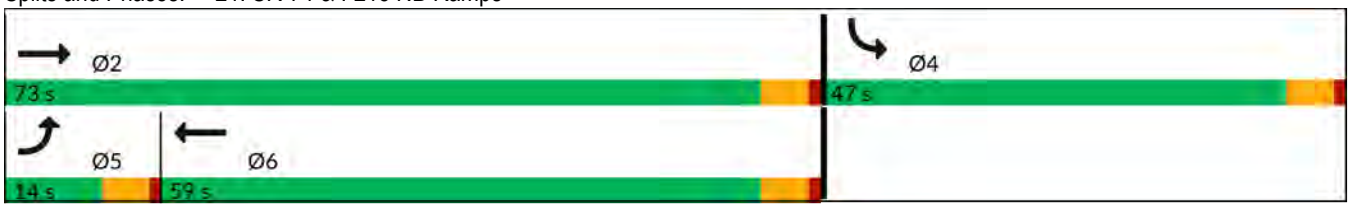
Notes

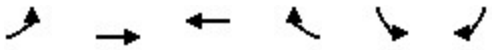
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	19	1191	555	684	285
Future Volume (vph)	19	1191	555	684	285
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	14.0	73.0	59.0		47.0
Total Split (%)	11.7%	60.8%	49.2%		39.2%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	5.7	26.9	25.2	53.9	15.8
Actuated g/C Ratio	0.11	0.50	0.47	1.00	0.29
v/c Ratio	0.10	0.68	0.34	0.44	0.62
Control Delay (s/veh)	29.0	12.9	11.4	0.8	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	12.9	11.4	0.8	23.1
LOS	C	B	B	A	C
Approach Delay (s/veh)		13.2	5.6		23.2
Approach LOS		B	A		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 53.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	1191	555	684	285	31
Future Volume (veh/h)	19	1191	555	684	285	31
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1241	578	0	297	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	45	1782	1176		376	20
Arrive On Green	0.03	0.49	0.33	0.00	0.22	0.22
Sat Flow, veh/h	1810	3705	3705	1610	1701	92
Grp Volume(v), veh/h	20	1241	578	0	314	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1798	0
Q Serve(g_s), s	0.4	9.8	4.8	0.0	6.1	0.0
Cycle Q Clear(g_c), s	0.4	9.8	4.8	0.0	6.1	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	45	1782	1176		397	0
V/C Ratio(X)	0.44	0.70	0.49		0.79	0.00
Avail Cap(c_a), veh/h	424	6584	5222		2020	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.8	7.3	10.0	0.0	13.7	0.0
Incr Delay (d2), s/veh	2.5	0.2	0.1	0.0	1.4	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	0.2	1.6	1.2	0.0	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.3	7.4	10.2	0.0	15.0	0.0
LnGrp LOS	C	A	B		B	
Approach Vol, veh/h		1261	578		314	
Approach Delay, s/veh		7.6	10.2		15.0	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.6		13.5	6.2	17.4
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		67.7		41.7	8.7	53.7
Max Q Clear Time (g_c+I1), s		11.8		8.1	2.4	6.8
Green Ext Time (p_c), s		6.5		0.4	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.4
HCM 7th LOS	A

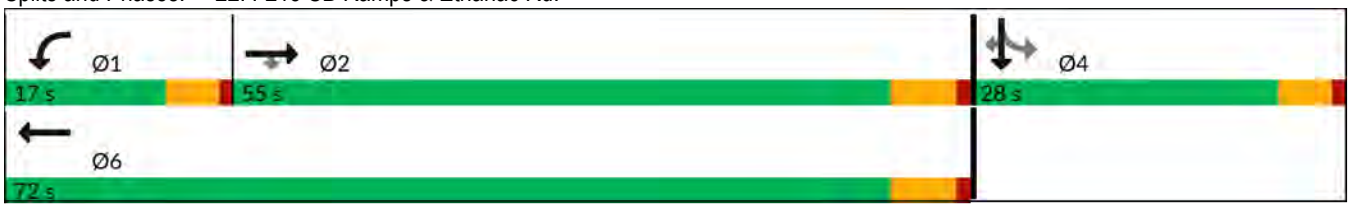
Notes

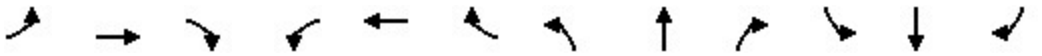
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	637	409	128	804	0	0	361
Future Volume (vph)	637	409	128	804	0	0	361
Turn Type	NA	Perm	Prot	NA		NA	Perm
Protected Phases	2		1	6		4	
Permitted Phases		2					4
Detector Phase	2	2	1	6		4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5		24.5	24.5
Total Split (s)	55.0	55.0	17.0	72.0		28.0	28.0
Total Split (%)	55.0%	55.0%	17.0%	72.0%		28.0%	28.0%
Yellow Time (s)	5.0	5.0	4.0	5.0		4.0	4.0
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	6.0	5.0	6.0		5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None		None	None
Act Effct Green (s)	34.8	34.8	10.7	46.5	0.0	16.1	16.1
Actuated g/C Ratio	0.46	0.46	0.14	0.62	0.00	0.21	0.21
v/c Ratio	0.74	0.43	0.51	0.37	0.00	0.59	0.72
Control Delay (s/veh)	24.2	3.0	44.2	7.1	0.0	37.1	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	3.0	44.2	7.1	0.0	37.1	23.2
LOS	C	A	D	A	A	D	C
Approach Delay (s/veh)	15.9			12.3		28.5	
Approach LOS	B			B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 74.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 17.5	Intersection LOS: B
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	637	409	128	804	2	0	0	1	222	0	361
Future Volume (veh/h)	0	637	409	128	804	2	0	0	1	222	0	361
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	657	422	132	829	2				229	0	372
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	797	676	169	2152	5				479	0	427
Arrive On Green	0.00	0.42	0.42	0.09	0.58	0.58				0.26	0.00	0.26
Sat Flow, veh/h	0	1900	1610	1810	3694	9				1810	0	1610
Grp Volume(v), veh/h	0	657	422	132	405	426				229	0	372
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	1898				1810	0	1610
Q Serve(g_s), s	0.0	22.1	14.9	5.1	8.7	8.7				7.7	0.0	15.9
Cycle Q Clear(g_c), s	0.0	22.1	14.9	5.1	8.7	8.7				7.7	0.0	15.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	797	676	169	1052	1106				479	0	427
V/C Ratio(X)	0.00	0.82	0.62	0.78	0.39	0.39				0.48	0.00	0.87
Avail Cap(c_a), veh/h	0	1291	1094	301	1651	1737				577	0	513
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	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.6	16.5	32.0	8.1	8.1				22.3	0.0	25.3
Incr Delay (d2), s/veh	0.0	2.4	1.0	7.6	0.2	0.2				0.7	0.0	13.3
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	8.8	4.9	2.5	2.7	2.8				2.9	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.9	17.4	39.5	8.3	8.3				23.1	0.0	38.6
LnGrp LOS		C	B	D	A	A				C		D
Approach Vol, veh/h		1079			963						601	
Approach Delay, s/veh		19.6			12.6						32.7	
Approach LOS		B			B						C	

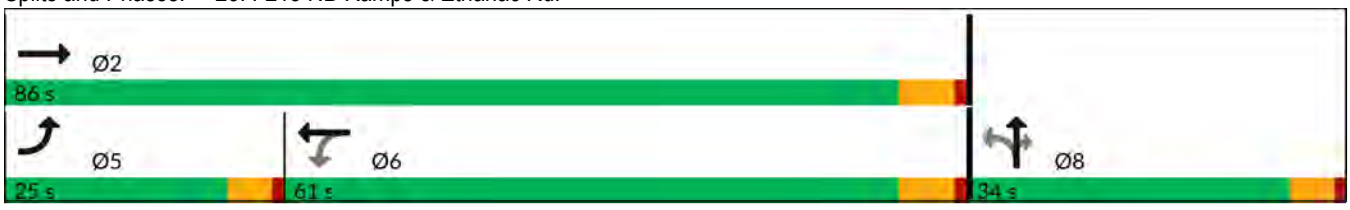
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.8	36.3		24.1		48.0
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	12.0	49.0		23.0		66.0
Max Q Clear Time (g_c+I1), s	7.1	24.1		17.9		10.7
Green Ext Time (p_c), s	0.1	6.1		1.2		5.6

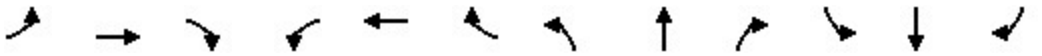
Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	284	576	544	4	153
Future Volume (vph)	284	576	544	4	153
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	25.0	86.0	61.0	34.0	34.0
Total Split (%)	20.8%	71.7%	50.8%	28.3%	28.3%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	20.0	80.0	55.0	29.0	29.0
Actuated g/C Ratio	0.17	0.67	0.46	0.24	0.24
v/c Ratio	1.03	0.49	0.98	0.97	0.36
Control Delay (s/veh)	109.0	11.5	59.1	83.3	7.8
Queue Delay	0.0	0.7	0.0	0.0	0.0
Total Delay (s/veh)	109.0	12.3	59.1	83.3	7.8
LOS	F	B	E	F	A
Approach Delay (s/veh)		44.3	59.1	62.2	
Approach LOS		D	E	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 54.0	Intersection LOS: D
Intersection Capacity Utilization 108.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	576	0	0	544	217	389	4	153	0	0	0
Future Volume (veh/h)	284	576	0	0	544	217	389	4	153	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.85			
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	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	309	626	0	0	591	201	423	4	95			
Peak Hour Factor	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			
Cap, veh/h	305	1259	0	0	607	206	439	4	334			
Arrive On Green	0.17	0.99	0.00	0.00	0.68	0.45	0.24	0.24	0.24			
Sat Flow, veh/h	1810	1900	0	0	1343	457	1793	17	1366			
Grp Volume(v), veh/h	309	626	0	0	0	792	427	0	95			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1800	1810	0	1366			
Q Serve(g_s), s	20.0	0.5	0.0	0.0	0.0	50.1	27.6	0.0	6.7			
Cycle Q Clear(g_c), s	20.0	0.5	0.0	0.0	0.0	50.1	27.6	0.0	6.7			
Prop In Lane	1.00		0.00	0.00		0.25	0.99		1.00			
Lane Grp Cap(c), veh/h	305	1259	0	0	0	813	443	0	334			
V/C Ratio(X)	1.01	0.50	0.00	0.00	0.00	0.97	0.96	0.00	0.28			
Avail Cap(c_a), veh/h	305	1282	0	0	0	835	443	0	334			
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.3	0.1	0.0	0.0	0.0	21.8	44.3	0.0	36.4			
Incr Delay (d2), s/veh	54.6	0.3	0.0	0.0	0.0	24.6	33.5	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			
%ile BackOfQ(50%),veh/ln	13.5	0.2	0.0	0.0	0.0	21.4	15.8	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.9	0.4	0.0	0.0	0.0	46.5	77.8	0.0	36.8			
LnGrp LOS	F	A				D	E		D			
Approach Vol, veh/h		935			792			522				
Approach Delay, s/veh		34.6			46.5			70.3				
Approach LOS		C			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		84.6			25.0	59.6		34.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		80.0			20.0	55.0		29.0				
Max Q Clear Time (g_c+I1), s		2.5			22.0	52.1		29.6				
Green Ext Time (p_c), s		4.5			0.0	1.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			47.1									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	49.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	620	77	72	598	146	93
Future Vol, veh/h	620	77	72	598	146	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	674	84	78	650	159	101

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	758	0	1522	716
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	807	-
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	-	-	863	-	~ 132	434
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	863	-	~ 120	434
Mov Cap-2 Maneuver	-	-	-	-	~ 120	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	402	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.03	$ 328.39
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	167	-	-	863	-
HCM Lane V/C Ratio	1.559	-	-	0.091	-
HCM Control Delay (s/veh)	$ 328.4	-	-	9.6	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	17.3	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX 3.3: EXISTING (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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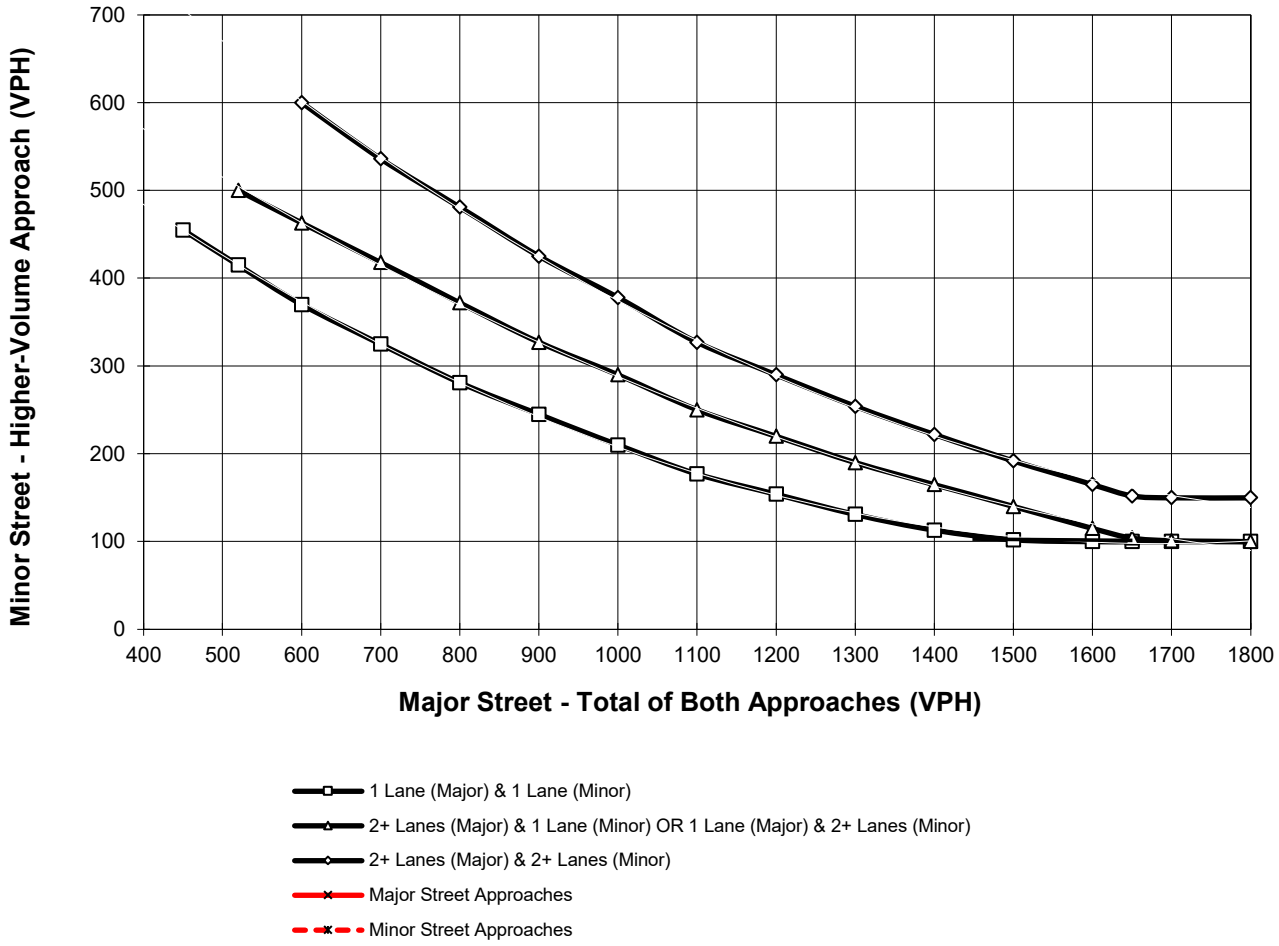
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **238**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Green Valley Rd.**
High Volume Approach (VPH) = **154**
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

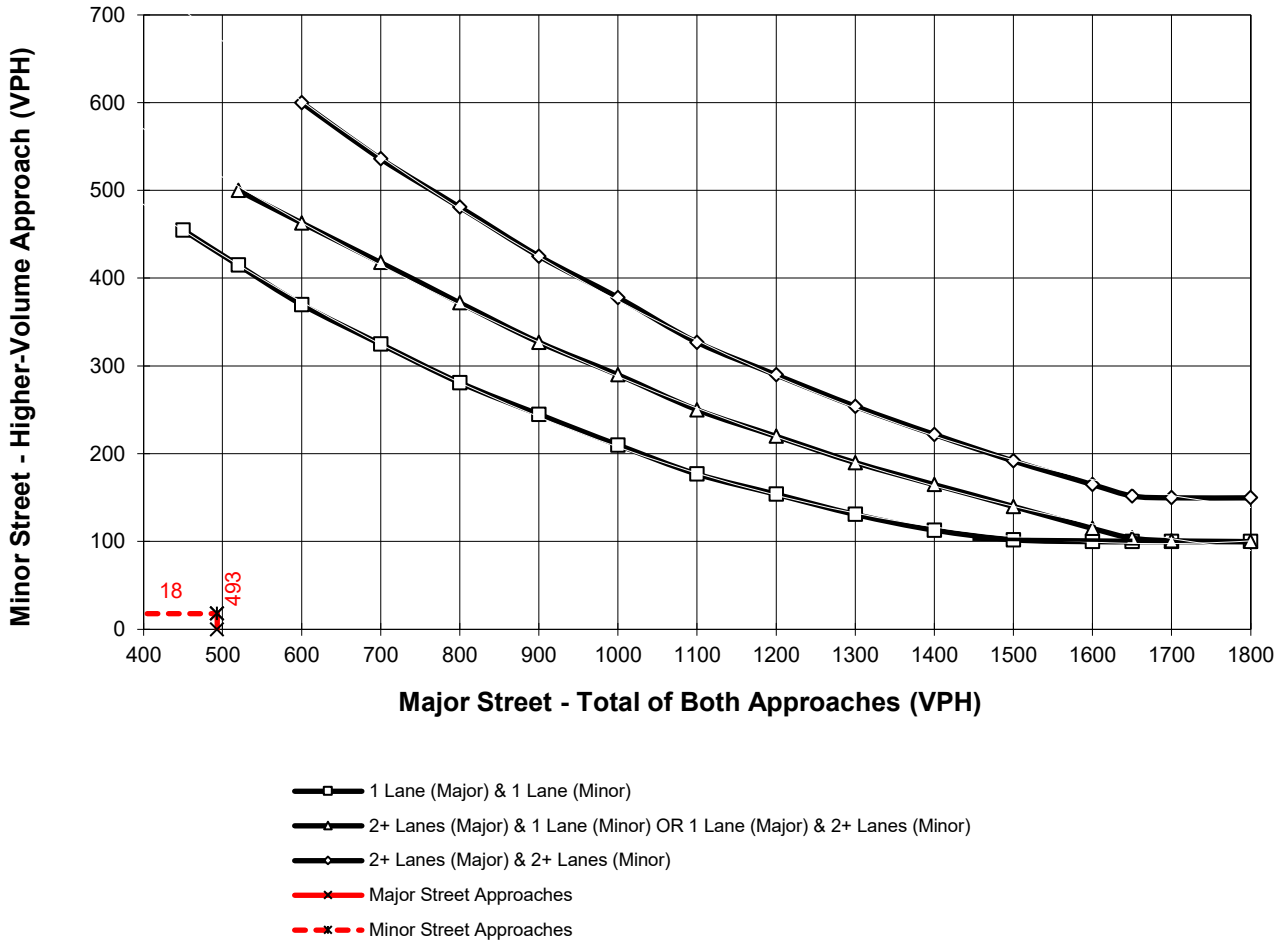
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **493**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McLaughlin Rd.**
High Volume Approach (VPH) = **18**
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

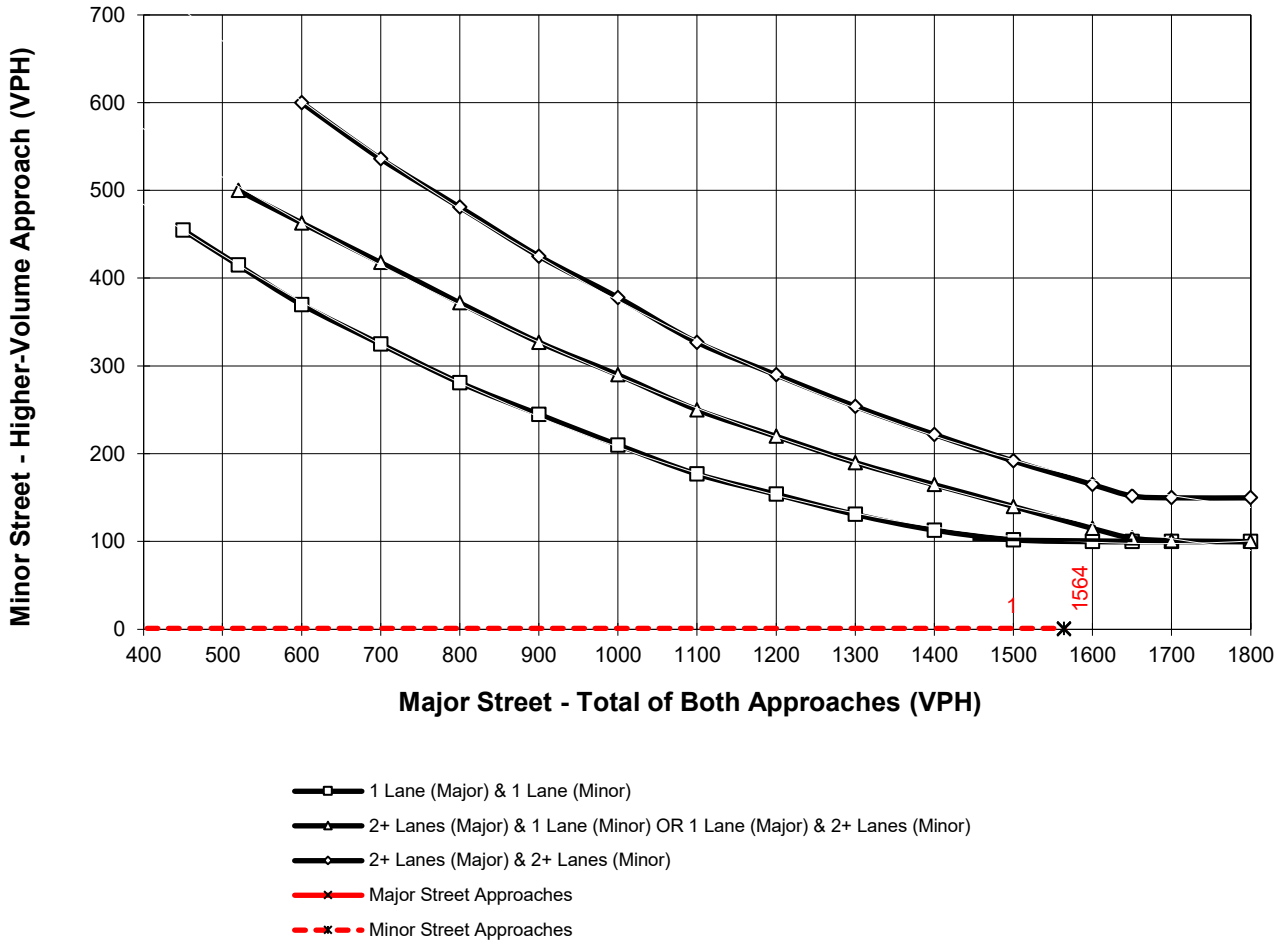
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Ethanac Rd.**
Total of Both Approaches (VPH) = **1564**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Evans Rd.**
High Volume Approach (VPH) = **1**
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

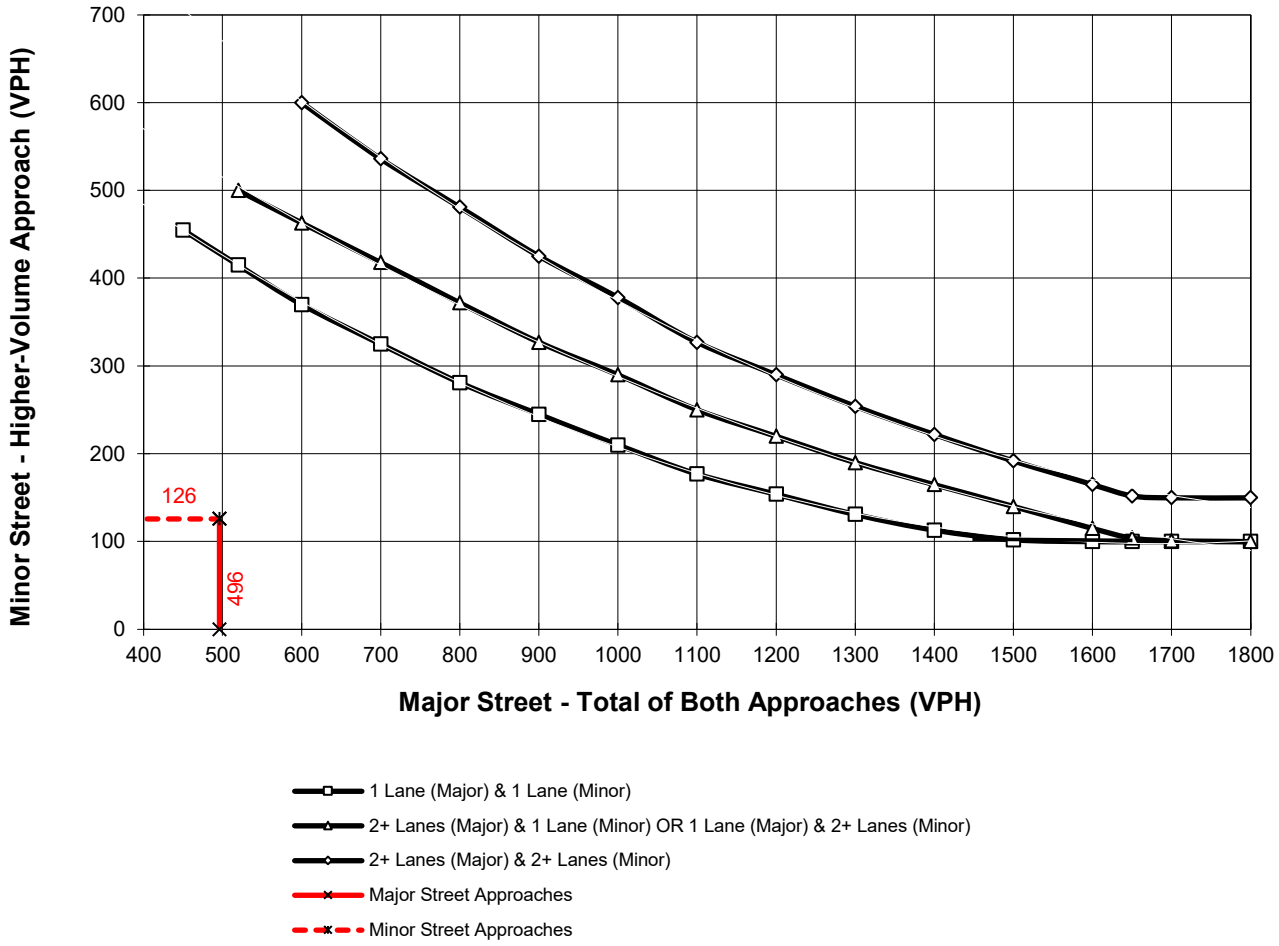
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **496**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Murrieta Rd.**
High Volume Approach (VPH) = **126**
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

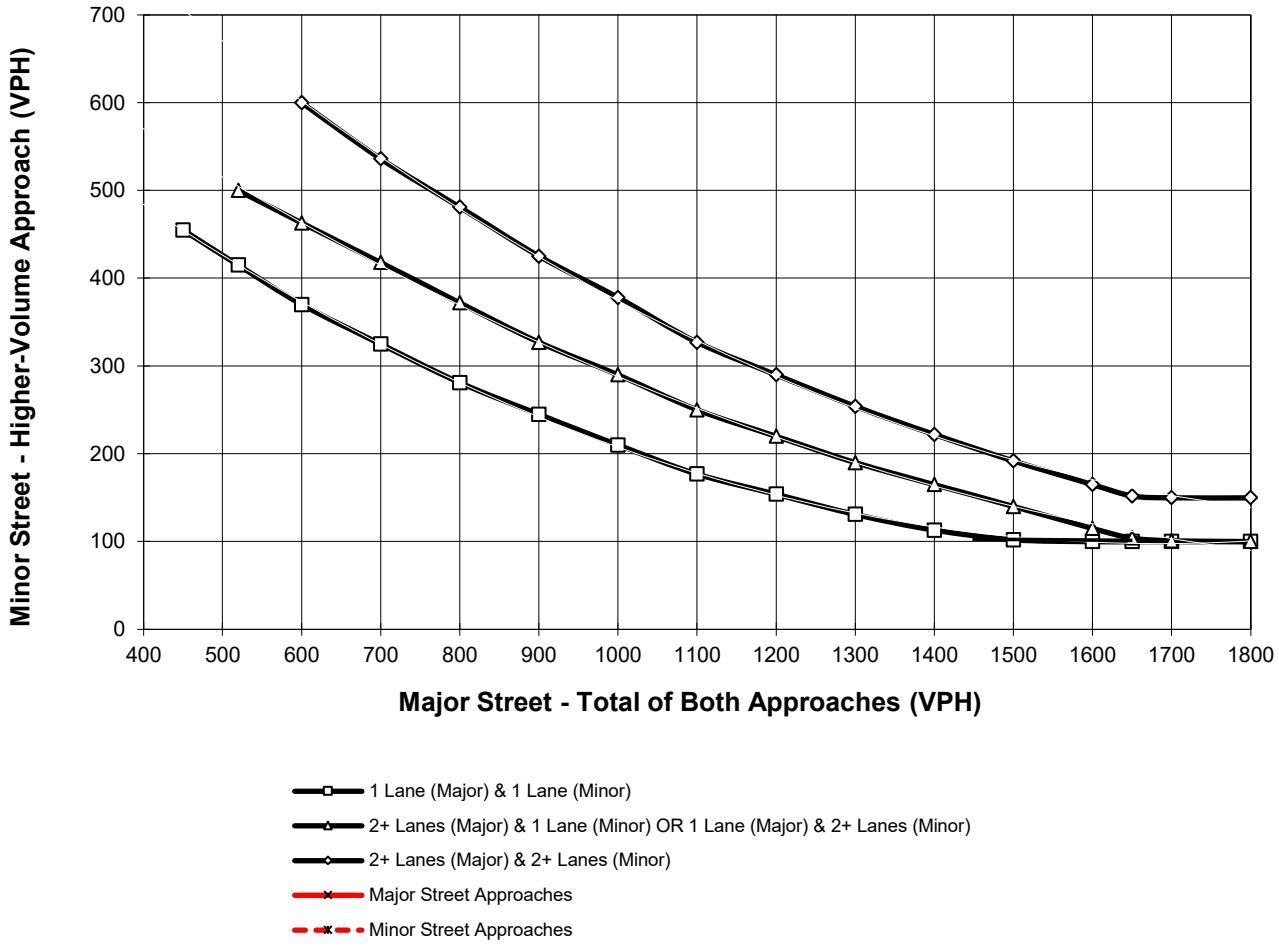
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **343**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mapes Rd.**
High Volume Approach (VPH) = **305**
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

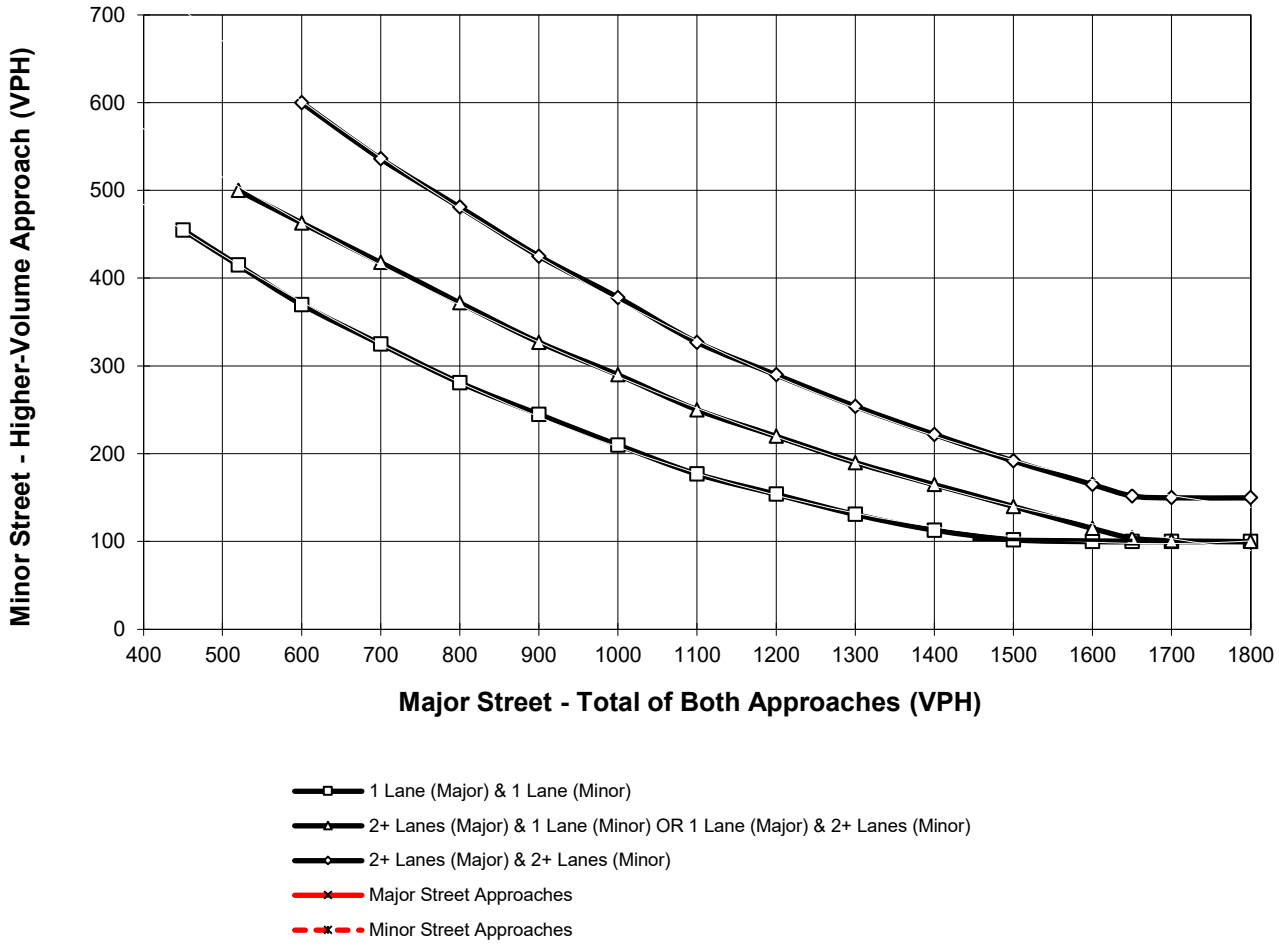
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **275**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Watson Rd.**
High Volume Approach (VPH) = **2**
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

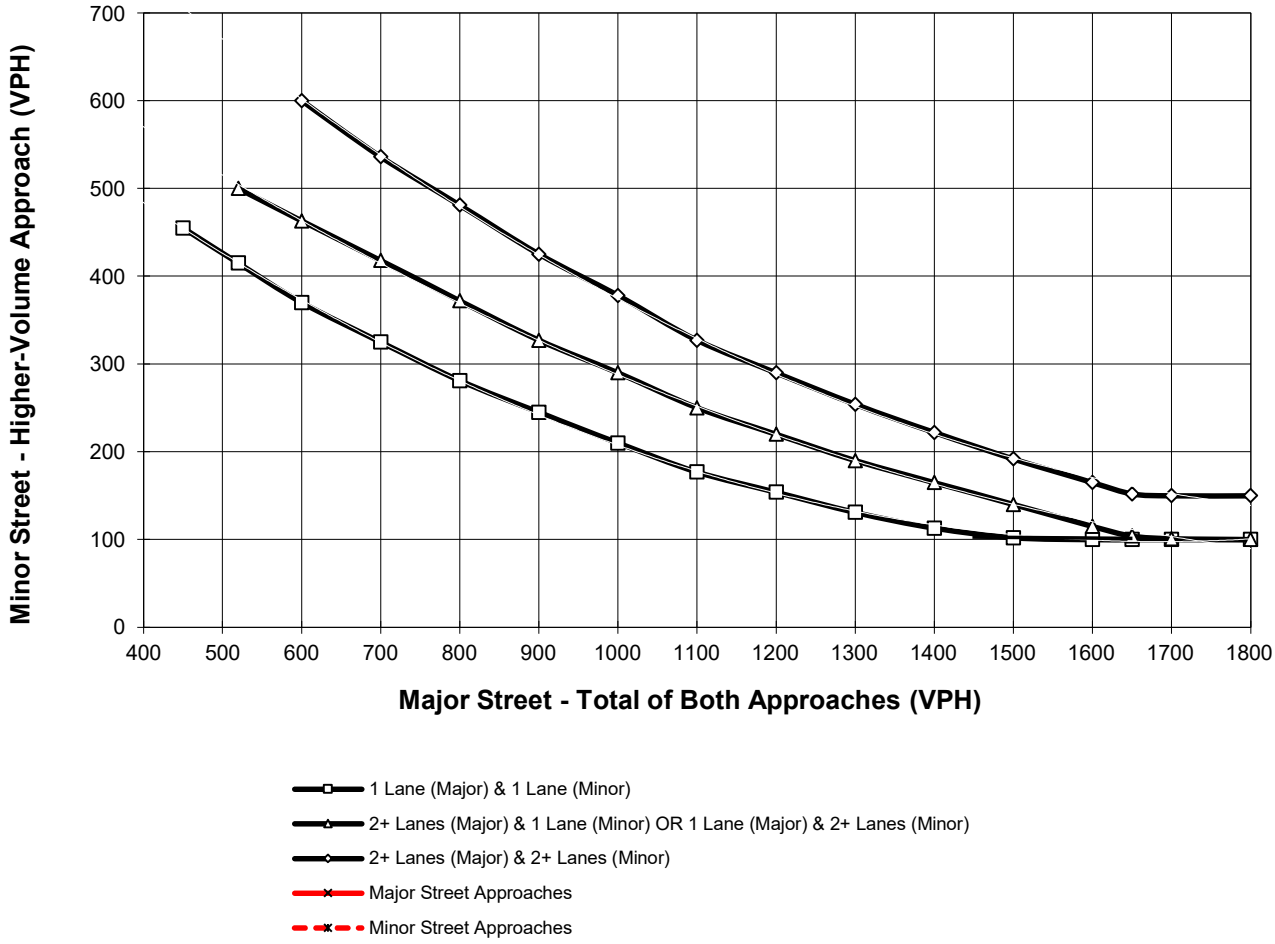
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **284**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway 6**
High Volume Approach (VPH) = **130**
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

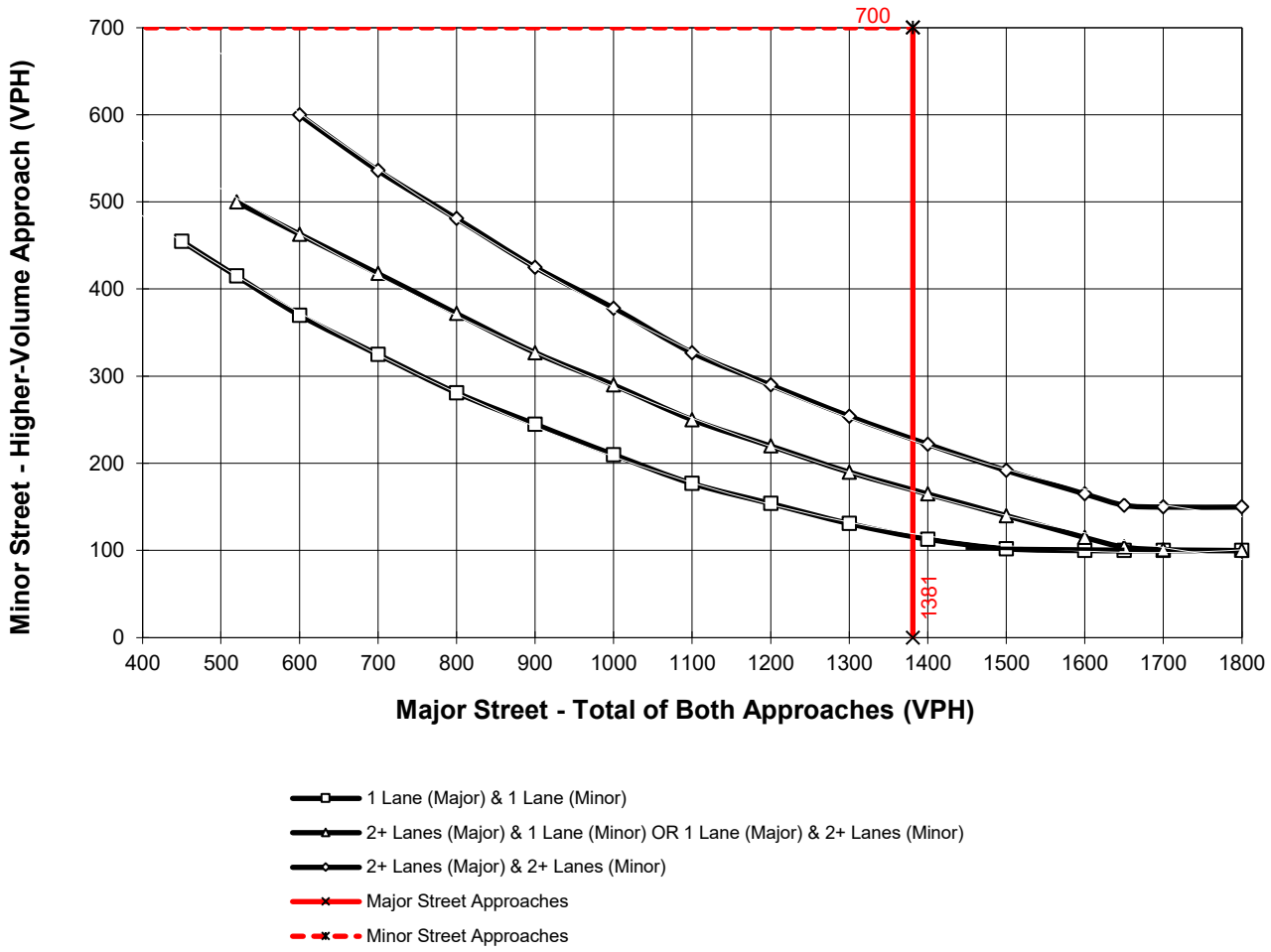
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Ethanac Rd.**
Total of Both Approaches (VPH) = **1381**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Encanto Dr.**
High Volume Approach (VPH) = **1134**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*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 3.4: EXISTING (2024) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	29	169	283	469	673	44
v/c Ratio	0.08	0.10	0.60	0.27	0.72	0.05
Control Delay (s/veh)	39.1	0.1	32.9	2.1	20.5	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	0.1	32.9	2.1	20.5	9.7
Queue Length 50th (ft)	9	0	89	0	155	5
Queue Length 95th (ft)	49	0	272	96	499	30
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	329	1615	1015	1852	1613	1373
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.10	0.28	0.25	0.42	0.03

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	15	828	738	965	204
v/c Ratio	0.06	0.46	0.45	0.59	0.46
Control Delay (s/veh)	20.4	8.1	10.3	1.6	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.4	8.1	10.3	1.6	17.6
Queue Length 50th (ft)	3	53	46	0	31
Queue Length 95th (ft)	20	112	153	0	112
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	478	3610	3581	1615	1600
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.23	0.21	0.60	0.13

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	795	560	98	743	146	267
v/c Ratio	0.79	0.50	0.43	0.30	0.48	0.54
Control Delay (s/veh)	22.4	2.7	44.4	5.1	39.5	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.5	2.7	44.4	5.1	39.5	9.3
Queue Length 50th (ft)	304	0	46	58	68	0
Queue Length 95th (ft)	535	47	113	107	143	67
Internal Link Dist (ft)	598			641	1327	
Turn Bay Length (ft)			275			240
Base Capacity (vph)	1379	1325	275	3114	539	668
Starvation Cap Reductn	32	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.42	0.36	0.24	0.27	0.40

Intersection Summary

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	257	661	783	285	133
v/c Ratio	0.84	0.50	0.91	0.82	0.32
Control Delay (s/veh)	64.8	8.5	38.2	58.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.8	8.5	38.2	58.1	8.6
Queue Length 50th (ft)	162	171	412	176	0
Queue Length 95th (ft)	#306	245	#659	#311	49
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	319	1467	997	384	447
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.45	0.79	0.74	0.30

Intersection Summary

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

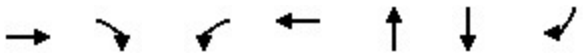
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	33	333	256	374	968	25
v/c Ratio	0.14	0.20	0.71	0.22	0.86	0.02
Control Delay (s/veh)	50.3	0.2	52.0	2.2	27.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.3	0.2	52.0	2.2	27.3	8.3
Queue Length 50th (ft)	22	0	171	51	555	5
Queue Length 95th (ft)	58	0	#309	72	813	17
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	228	1615	512	1726	1461	1243
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.21	0.50	0.22	0.66	0.02

Intersection Summary

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

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	20	1241	578	713	329
v/c Ratio	0.10	0.68	0.34	0.44	0.62
Control Delay (s/veh)	29.0	12.9	11.4	0.8	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	12.9	11.4	0.8	23.1
Queue Length 50th (ft)	6	137	50	0	84
Queue Length 95th (ft)	29	268	147	0	201
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	306	3538	3332	1615	1436
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.35	0.17	0.44	0.23

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	657	422	132	831	1	229	372
v/c Ratio	0.74	0.43	0.51	0.37	0.00	0.59	0.72
Control Delay (s/veh)	24.2	3.0	44.2	7.1	0.0	37.1	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	3.0	44.2	7.1	0.0	37.1	23.2
Queue Length 50th (ft)	263	0	61	84	0	103	71
Queue Length 95th (ft)	450	48	#147	142	0	207	199
Internal Link Dist (ft)	598			641	1271	1327	
Turn Bay Length (ft)			275				240
Base Capacity (vph)	1293	1233	323	3043	142	619	692
Starvation Cap Reductn	18	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	0.52	0.34	0.41	0.27	0.01	0.37	0.54

Intersection Summary

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

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	309	626	827	427	166
v/c Ratio	1.00	0.50	1.04	0.98	0.36
Control Delay (s/veh)	96.7	10.8	72.2	79.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.7	10.8	72.2	79.8	7.5
Queue Length 50th (ft)	~201	188	~565	272	0
Queue Length 95th (ft)	#374	269	#801	#469	51
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	306	1236	793	432	452
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.51	1.04	0.99	0.37

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.

APPENDIX 5.1: E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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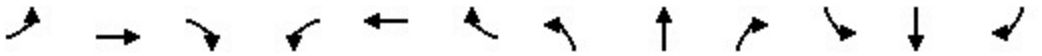
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	23	117	6	218	72	1	295	435	300	125	15
Future Volume (vph)	23	117	6	218	72	1	295	435	300	125	15
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted 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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	10.4	33.4	33.4	21.0	44.0	9.6	38.6	38.6	27.0	56.0	56.0
Total Split (%)	8.7%	27.8%	27.8%	17.5%	36.7%	8.0%	32.2%	32.2%	22.5%	46.7%	46.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.5	13.0	13.0	16.1	30.2	5.1	21.4	21.4	21.4	46.0	46.0
Actuated g/C Ratio	0.06	0.14	0.14	0.17	0.32	0.05	0.23	0.23	0.23	0.49	0.49
v/c Ratio	0.22	0.24	0.01	0.74	0.22	0.01	0.72	0.76	0.77	0.07	0.01
Control Delay (s/veh)	52.9	38.3	0.0	55.5	6.8	50.0	44.4	21.4	49.8	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 (s/veh)	52.9	38.3	0.0	55.5	6.8	50.0	44.4	21.4	49.8	14.4	0.0
LOS	D	D	A	E	A	D	D	C	D	B	A
Approach Delay (s/veh)		39.1			25.4		30.8			38.1	
Approach LOS		D			C		C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 31.5	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	117	6	218	72	283	1	295	435	300	125	15
Future Volume (veh/h)	23	117	6	218	72	283	1	295	435	300	125	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	124	4	232	77	223	1	314	298	319	133	12
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	47	487	217	275	901	419	2	443	376	363	1563	696
Arrive On Green	0.03	0.13	0.13	0.15	0.26	0.26	0.00	0.23	0.23	0.20	0.43	0.43
Sat Flow, veh/h	1810	3610	1610	1810	3458	1607	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	24	124	4	232	77	223	1	314	298	319	133	12
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1607	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	1.0	2.3	0.2	9.4	1.3	9.0	0.0	11.5	13.2	12.9	1.6	0.3
Cycle Q Clear(g_c), s	1.0	2.3	0.2	9.4	1.3	9.0	0.0	11.5	13.2	12.9	1.6	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	47	487	217	275	901	419	2	443	376	363	1563	696
V/C Ratio(X)	0.51	0.25	0.02	0.84	0.09	0.53	0.40	0.71	0.79	0.88	0.09	0.02
Avail Cap(c_a), veh/h	139	1337	596	392	1765	820	120	807	684	536	2363	1053
HCM Platoon Ratio	1.00	1.00	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	29.3	28.4	31.2	21.1	24.0	37.7	26.6	27.3	29.3	12.6	12.3
Incr Delay (d2), s/veh	3.1	0.3	0.0	7.9	0.0	1.1	34.6	2.1	3.8	7.9	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	0.5	1.0	0.1	4.4	0.5	3.3	0.0	4.8	5.1	5.7	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	29.6	28.4	39.1	21.2	25.1	72.3	28.7	31.1	37.2	12.6	12.3
LnGrp LOS	D	C	C	D	C	C	E	C	C	D	B	B
Approach Vol, veh/h		152			532			613			464	
Approach Delay, s/veh		31.1			30.6			29.9			29.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	24.1	16.1	15.6	4.7	39.2	6.6	25.1
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	22.4	32.1	16.4	28.0	5.0	49.5	5.8	38.6
Max Q Clear Time (g_c+I1), s	14.9	15.2	11.4	4.3	2.0	3.6	3.0	11.0
Green Ext Time (p_c), s	0.3	2.3	0.1	0.6	0.0	0.8	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	30.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	117	62	119	85	16
Future Vol, veh/h	58	117	62	119	85	16
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	60	122	65	124	89	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	342	89	105	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	659	975	1499	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	630	975	1499	-	-	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	794	-	-	-	-	-

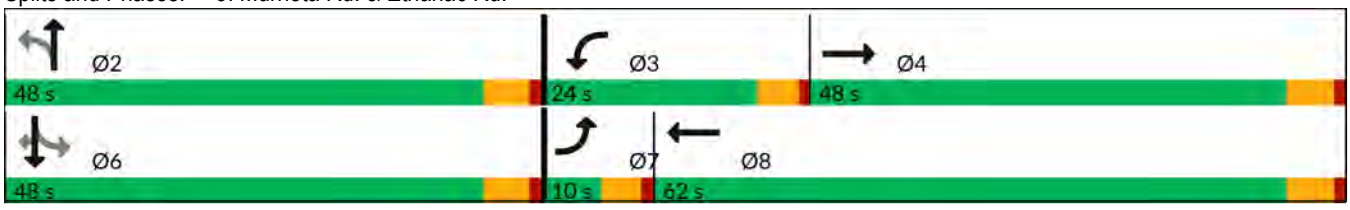
Approach	EB	NB	SB
HCM Control Delay, s/v	9.91	2.57	0
HCM LOS	A		

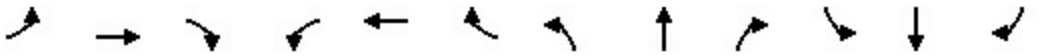
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1499	-	630	975	-	-
HCM Lane V/C Ratio	0.043	-	0.096	0.125	-	-
HCM Control Delay (s/veh)	7.5	-	11.3	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.4	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	783	149	395	65	99	135	65	3
Future Volume (vph)	3	783	149	395	65	99	135	65	3
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	48.0	24.0	62.0	48.0	48.0	48.0	48.0	48.0
Total Split (%)	8.3%	40.0%	20.0%	51.7%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	31.2	13.2	47.9		27.2		27.2	27.2
Actuated g/C Ratio	0.06	0.35	0.15	0.54		0.31		0.31	0.31
v/c Ratio	0.02	0.75	0.62	0.27		0.74		0.81	0.00
Control Delay (s/veh)	51.6	30.6	50.3	12.2		35.5		53.5	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	51.6	30.6	50.3	12.2		35.5		53.5	0.0
LOS	D	C	D	B		D		D	A
Approach Delay (s/veh)		30.7		21.3		35.5		52.9	
Approach LOS		C		C		D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 30.8	Intersection LOS: C
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	783	56	149	395	80	65	99	153	135	65	3
Future Volume (veh/h)	3	783	56	149	395	80	65	99	153	135	65	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	890	64	169	449	91	74	112	174	153	74	3
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	7	1072	77	202	1262	254	68	106	122	217	94	684
Arrive On Green	0.00	0.31	0.31	0.11	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1810	3415	246	1810	2994	603	58	249	287	370	222	1610
Grp Volume(v), veh/h	3	470	484	169	269	271	360	0	0	227	0	3
Grp Sat Flow(s),veh/h/ln	1810	1805	1856	1810	1805	1792	594	0	0	592	0	1610
Q Serve(g_s), s	0.2	24.4	24.4	9.2	10.2	10.4	7.4	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.2	24.4	24.4	9.2	10.2	10.4	42.9	0.0	0.0	35.5	0.0	0.1
Prop In Lane	1.00		0.13	1.00		0.34	0.21		0.48	0.67		1.00
Lane Grp Cap(c), veh/h	7	566	582	202	761	755	295	0	0	311	0	684
V/C Ratio(X)	0.41	0.83	0.83	0.84	0.35	0.36	1.22	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	97	762	783	348	1012	1004	295	0	0	311	0	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.2	32.1	32.1	43.9	19.9	19.9	31.4	0.0	0.0	25.9	0.0	16.7
Incr Delay (d2), s/veh	13.5	5.8	5.6	3.5	0.3	0.3	125.4	0.0	0.0	8.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.0	11.3	4.2	4.1	4.2	17.6	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	37.9	37.8	47.4	20.1	20.2	156.8	0.0	0.0	34.3	0.0	16.7
LnGrp LOS	E	D	D	D	C	C	F			C		B
Approach Vol, veh/h		957			709			360			230	
Approach Delay, s/veh		37.9			26.7			156.8			34.1	
Approach LOS		D			C			F			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.0	15.9	37.1		48.0	5.0	48.0				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		42.9	19.4	42.6		42.9	5.4	56.6				
Max Q Clear Time (g_c+I1), s		44.9	11.2	26.4		37.5	2.2	12.4				
Green Ext Time (p_c), s		0.0	0.1	5.3		0.6	0.0	3.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	53.0
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	1	6	0	29	2	266	5	23	241	4
Future Vol, veh/h	7	0	1	6	0	29	2	266	5	23	241	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	0	1	6	0	31	2	283	5	24	256	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	595	600	259	595	599	286	261	0	0	288	0	0
Stage 1	307	307	-	290	290	-	-	-	-	-	-	-
Stage 2	287	293	-	305	310	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	419	417	785	419	418	758	1316	-	-	1285	-	-
Stage 1	707	664	-	722	676	-	-	-	-	-	-	-
Stage 2	725	674	-	709	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	409	785	410	409	758	1316	-	-	1285	-	-
Mov Cap-2 Maneuver	394	409	-	410	409	-	-	-	-	-	-	-
Stage 1	693	652	-	721	675	-	-	-	-	-	-	-
Stage 2	694	673	-	694	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.75	10.77	0.06	0.67
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	420	662	1285	-	-
HCM Lane V/C Ratio	0.002	-	-	0.02	0.056	0.019	-	-
HCM Control Delay (s/veh)	7.7	-	-	13.7	10.8	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1125	1	0	677	0	1
Future Vol, veh/h	1125	1	0	677	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1197	1	0	720	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1198	0	1557	599
Stage 1	-	-	-	-	1197	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	590	-	105	450
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	590	-	105	450
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	-	-	590	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s/veh)	13	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	10	0	0
Future Vol, veh/h	0	0	0	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	0	11	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	10	8	0	0
Future Vol, veh/h	0	0	10	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	11	9	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	10	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	1075	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	1075	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	0	18	19	0	0
Future Vol, veh/h	17	0	18	19	0	0
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	-
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	18	0	20	21	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	31	20	0	0	40	0
Stage 1	30	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	986	1059	-	-	1582	-
Stage 1	995	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	986	1059	-	-	1582	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1027	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.05	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1582	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s/veh)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	37	223	0	17
Future Vol, veh/h	0	0	37	223	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	40	242	0	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	141	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	887	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	887	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	121	1005	670	139	10	7
Future Vol, veh/h	121	1005	670	139	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	132	1092	728	151	11	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	879	0	-	0	1538	364
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	777	-	-	-	109	638
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	403	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	777	-	-	-	90	638
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	403	-

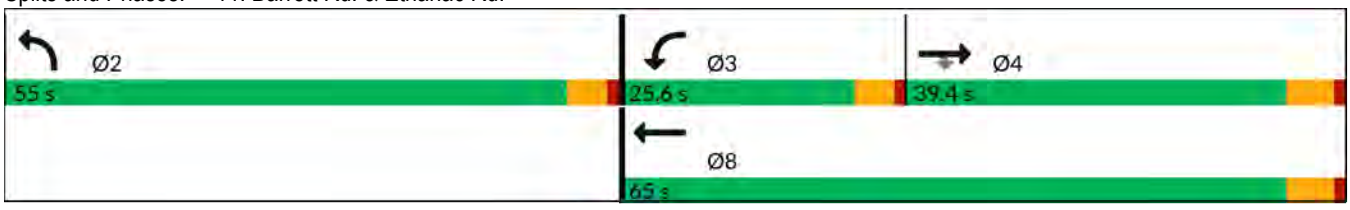
Approach	EB	WB	SB
HCM Control Delay, s/v	1.14	0	34.69
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	140
HCM Lane V/C Ratio	0.169	-	-	-	0.132
HCM Control Delay (s/veh)	10.6	-	-	-	34.7
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.6	-	-	-	0.4

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	968	47	117	704	28
Future Volume (vph)	968	47	117	704	28
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	21.3	21.3	9.7	32.5	9.8
Actuated g/C Ratio	0.39	0.39	0.18	0.60	0.18
v/c Ratio	0.51	0.07	0.39	0.35	0.50
Control Delay (s/veh)	15.7	9.8	29.3	6.7	9.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	15.7	9.8	29.4	6.9	9.2
LOS	B	A	C	A	A
Approach Delay (s/veh)	15.4			10.1	9.2
Approach LOS	B			B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 12.7	Intersection LOS: B
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	968	47	117	704	28	193
Future Volume (veh/h)	968	47	117	704	28	193
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1052	51	127	765	30	210
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	1998	620	167	2107	38	263
Arrive On Green	0.39	0.39	0.09	0.58	0.18	0.18
Sat Flow, veh/h	5358	1610	1810	3705	203	1423
Grp Volume(v), veh/h	1052	51	127	765	241	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1634	0
Q Serve(g_s), s	6.8	0.9	3.0	4.8	6.1	0.0
Cycle Q Clear(g_c), s	6.8	0.9	3.0	4.8	6.1	0.0
Prop In Lane		1.00	1.00		0.12	0.87
Lane Grp Cap(c), veh/h	1998	620	167	2107	302	0
V/C Ratio(X)	0.53	0.08	0.76	0.36	0.80	0.00
Avail Cap(c_a), veh/h	4081	1267	879	4979	1905	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.2	8.4	19.2	4.7	16.8	0.0
Incr Delay (d2), s/veh	0.2	0.1	2.7	0.1	1.9	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	1.8	0.2	1.2	0.8	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.5	8.5	21.9	4.9	18.7	0.0
LnGrp LOS	B	A	C	A	B	
Approach Vol, veh/h	1103			892	241	
Approach Delay, s/veh	10.4			7.3	18.7	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.6	8.6	22.0		30.6
Change Period (Y+Rc), s		4.6	4.6	5.4		5.4
Max Green Setting (Gmax), s		50.4	21.0	34.0		59.6
Max Q Clear Time (g_c+I1), s		8.1	5.0	8.8		6.8
Green Ext Time (p_c), s		0.4	0.1	7.9		5.8

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	0	12	1	0	13
Future Vol, veh/h	2	0	12	1	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	2	0	13	1	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	29	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	27	-
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	-	-	1633	-	990	1088
Stage 1	-	-	-	-	1026	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1633	-	982	1088
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1026	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.67	8.35
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1088	-	-	1633	-
HCM Lane V/C Ratio	0.013	-	-	0.008	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	WBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	13	270	98	167	253
Future Volume (vph)	8	13	270	98	167	253
Turn Type	NA	NA	NA	Perm	Prot	NA
Protected Phases	4	8	2		1	6
Permitted Phases				2		
Detector Phase	4	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	9.6	16.4
Total Split (s)	47.0	47.0	16.4	16.4	9.6	26.0
Total Split (%)	39.2%	39.2%	13.7%	13.7%	8.0%	21.7%
Yellow Time (s)	3.8	3.8	5.4	5.4	3.6	5.4
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)	4.8	4.8	6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	10.2	11.0	10.2	10.2	5.1	20.1
Actuated g/C Ratio	0.23	0.25	0.23	0.23	0.11	0.45
v/c Ratio	0.02	0.49	0.68	0.24	0.90	0.32
Control Delay (s/veh)	16.0	14.7	29.8	7.3	70.0	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.0	14.7	29.8	7.3	70.0	11.2
LOS	B	B	C	A	E	B
Approach Delay (s/veh)	16.0	14.8	23.9			34.7
Approach LOS	B	B	C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 26.4	Intersection LOS: C
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	2	67	13	132	0	270	98	167	253	0
Future Volume (veh/h)	0	8	2	67	13	132	0	270	98	167	253	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	9	1	74	14	147	0	300	0	186	281	0
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	0	44	5	109	21	216	0	410		195	804	0
Arrive On Green	0.00	0.03	0.03	0.21	0.21	0.21	0.00	0.22	0.00	0.11	0.42	0.00
Sat Flow, veh/h	0	1680	187	530	100	1053	0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	10	235	0	0	0	300	0	186	281	0
Grp Sat Flow(s),veh/h/ln	0	0	1866	1684	0	0	0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.2	6.0	0.0	0.0	0.0	6.8	0.0	4.7	4.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	6.0	0.0	0.0	0.0	6.8	0.0	4.7	4.6	0.0
Prop In Lane	0.00		0.10	0.31		0.63	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	49	346	0	0	0	410		195	804	0
V/C Ratio(X)	0.00	0.00	0.21	0.68	0.00	0.00	0.00	0.73		0.95	0.35	0.00
Avail Cap(c_a), veh/h	0	0	1700	1534	0	0	0	410		195	804	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	22.1	17.0	0.0	0.0	0.0	16.9	0.0	20.5	9.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.1	2.3	0.0	0.0	0.0	6.6	0.0	50.2	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	0.0	0.0	0.1	2.2	0.0	0.0	0.0	2.9	0.0	4.3	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	24.1	19.3	0.0	0.0	0.0	23.5	0.0	70.8	9.3	0.0
LnGrp LOS			C	B				C		E	A	
Approach Vol, veh/h		10			235			300			467	
Approach Delay, s/veh		24.1			19.3			23.5			33.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.6	16.4		6.0		26.0		14.3				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	5.0	10.0		42.2		19.6		42.2				
Max Q Clear Time (g_c+I1), s	6.7	8.8		2.2		6.6		8.0				
Green Ext Time (p_c), s	0.0	0.2		0.0		1.0		1.5				

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

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	48	25	241	117	9
Future Vol, veh/h	270	48	25	241	117	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	287	51	27	256	124	10
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	11	10.9	10.9
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	9	270	48	25	241
LT Vol	117	0	0	0	25	0
Through Vol	0	0	270	0	0	241
RT Vol	0	9	0	48	0	0
Lane Flow Rate	124	10	287	51	27	256
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.223	0.014	0.415	0.064	0.042	0.374
Departure Headway (Hd)	6.462	5.252	5.204	4.499	5.75	5.246
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	675	689	791	620	682
Service Time	4.248	3.037	2.959	2.254	3.51	3.006
HCM Lane V/C Ratio	0.225	0.015	0.417	0.064	0.044	0.375
HCM Control Delay, s/veh	11.1	8.1	11.6	7.6	8.8	11.1
HCM Lane LOS	B	A	B	A	A	B
HCM 95th-tile Q	0.8	0	2	0.2	0.1	1.7

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	127	151	0	0	103	104	0	2	0	256	2	209
Future Vol, veh/h	127	151	0	0	103	104	0	2	0	256	2	209
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	137	162	0	0	111	112	0	2	0	275	2	225
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14	11.4	9.4	20.8
HCM LOS	B	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	46%	0%	55%
Vol Thru, %	100%	54%	50%	0%
Vol Right, %	0%	0%	50%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	278	207	467
LT Vol	0	127	0	256
Through Vol	2	151	103	2
RT Vol	0	0	104	209
Lane Flow Rate	2	299	223	502
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.478	0.341	0.725
Departure Headway (Hd)	6.285	5.759	5.512	5.195
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	565	625	650	693
Service Time	4.369	3.813	3.571	3.237
HCM Lane V/C Ratio	0.004	0.478	0.343	0.724
HCM Control Delay, s/veh	9.4	14	11.4	20.8
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0	2.6	1.5	6.3

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	0	167	384	13
Future Vol, veh/h	15	0	0	167	384	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	0	0	172	396	13
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.6	8.7	11.9
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%
Vol Thru, %	100%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	15	384	13
LT Vol	0	15	0	0
Through Vol	167	0	384	0
RT Vol	0	0	0	13
Lane Flow Rate	172	15	396	13
Geometry Grp	4a	2	5	5
Degree of Util (X)	0.214	0.023	0.507	0.015
Departure Headway (Hd)	4.47	5.426	4.612	3.911
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	662	776	909
Service Time	2.473	3.437	2.364	1.663
HCM Lane V/C Ratio	0.213	0.023	0.51	0.014
HCM Control Delay, s/veh	8.7	8.6	12.1	6.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.8	0.1	2.9	0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	58	186	85	140	245
Future Vol, veh/h	83	58	186	85	140	245
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	180	150	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	89	62	200	91	151	263

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	596	151	414	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	454	901	1156	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	376	901	1156	-	-	-
Mov Cap-2 Maneuver	474	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	618	-	-	-	-	-

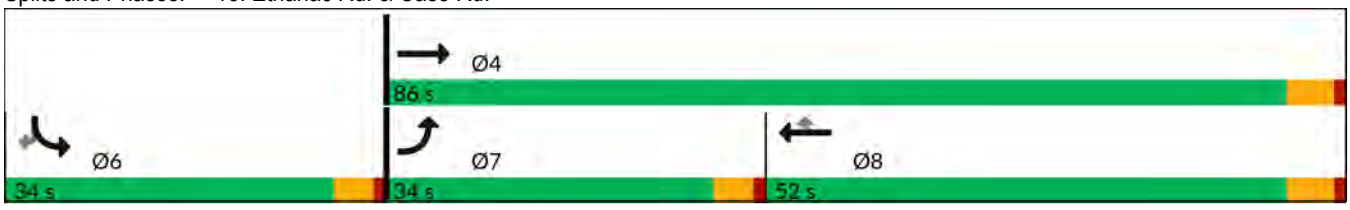
Approach	EB	NB	SB
HCM Control Delay, s/v	12.26	6.02	0
HCM LOS	B		

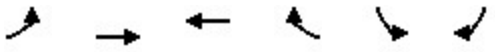
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1156	-	474	901	-	-
HCM Lane V/C Ratio	0.173	-	0.188	0.069	-	-
HCM Control Delay (s/veh)	8.8	-	14.3	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.7	0.2	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	243	954	691	472	467	129
Future Volume (vph)	243	954	691	472	467	129
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	86.0	52.0	52.0	34.0	34.0
Total Split (%)	28.3%	71.7%	43.3%	43.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	14.9	40.7	20.9	20.9	14.8	14.8
Actuated g/C Ratio	0.23	0.61	0.32	0.32	0.22	0.22
v/c Ratio	0.63	0.45	0.44	0.58	0.62	0.18
Control Delay (s/veh)	32.9	7.5	19.5	5.2	28.9	6.2
Queue Delay	0.4	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.4	7.6	19.5	5.2	28.9	6.2
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		12.9	13.8		24.0	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 15.5	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	243	954	691	472	467	129
Future Volume (veh/h)	243	954	691	472	467	129
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	256	1004	727	497	492	136
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	310	2374	2140	664	641	517
Arrive On Green	0.17	0.66	0.41	0.41	0.18	0.18
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	256	1004	727	497	492	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	8.5	8.3	6.0	16.4	8.3	2.6
Cycle Q Clear(g_c), s	8.5	8.3	6.0	16.4	8.3	2.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	310	2374	2140	664	641	517
V/C Ratio(X)	0.82	0.42	0.34	0.75	0.77	0.26
Avail Cap(c_a), veh/h	850	4651	3864	1199	1650	1332
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	25.0	5.1	12.6	15.6	24.3	22.0
Incr Delay (d2), s/veh	2.1	0.1	0.1	1.7	0.7	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	3.5	1.9	2.0	5.3	3.0	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.1	5.2	12.6	17.3	25.1	22.1
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		1260	1224		628	
Approach Delay, s/veh		9.7	14.5		24.4	
Approach LOS		A	B		C	

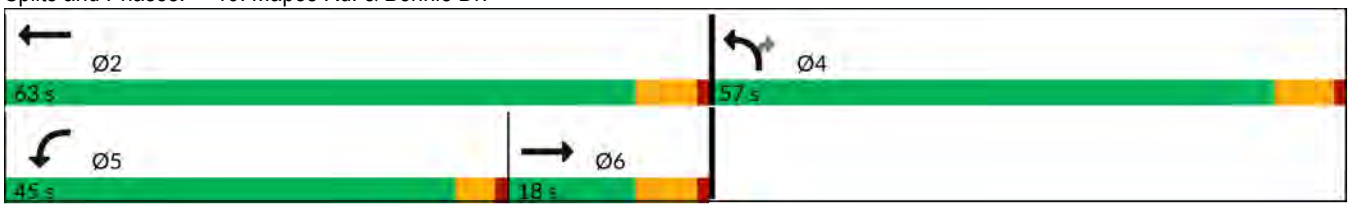
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			46.5		16.0	15.3	31.2
Change Period (Y+Rc), s			5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s			80.6		29.4	29.4	46.6
Max Q Clear Time (g_c+I1), s			10.3		10.3	10.5	18.4
Green Ext Time (p_c), s			8.6		1.1	0.3	7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	15	459	24	1	232
Future Volume (vph)	15	459	24	1	232
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	18.0	45.0	63.0	57.0	57.0
Total Split (%)	15.0%	37.5%	52.5%	47.5%	47.5%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.1	25.6	40.3	10.4	10.4
Actuated g/C Ratio	0.16	0.40	0.63	0.16	0.16
v/c Ratio	0.09	0.76	0.02	0.00	0.56
Control Delay (s/veh)	20.6	24.3	4.4	25.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	24.3	4.4	25.0	8.7
LOS	C	C	A	C	A
Approach Delay (s/veh)	20.6		23.4	8.9	
Approach LOS	C		C	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 63.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	15	8	459	24	1	232
Future Volume (veh/h)	15	8	459	24	1	232
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	10	553	29	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	269	150	633	1315	5	
Arrive On Green	0.23	0.23	0.35	0.69	0.00	0.00
Sat Flow, veh/h	1148	638	1810	1900	1810	1610
Grp Volume(v), veh/h	0	28	553	29	1	0
Grp Sat Flow(s),veh/h/ln	0	1785	1810	1900	1810	1610
Q Serve(g_s), s	0.0	0.5	12.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.5	12.2	0.2	0.0	0.0
Prop In Lane		0.36	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	419	633	1315	5	
V/C Ratio(X)	0.00	0.07	0.87	0.02	0.20	
Avail Cap(c_a), veh/h	0	482	1715	2518	2143	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.7	13.0	2.0	21.2	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.5	0.0	18.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	3.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	12.8	14.5	2.1	39.7	0.0
LnGrp LOS		B	B	A	D	
Approach Vol, veh/h	28			582	1	
Approach Delay, s/veh	12.8			13.9	39.7	
Approach LOS	B			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.0		6.6	19.5	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		56.5		50.5	40.4	11.5
Max Q Clear Time (g_c+I1), s		2.2		2.0	14.2	2.5
Green Ext Time (p_c), s		0.1		0.0	0.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B

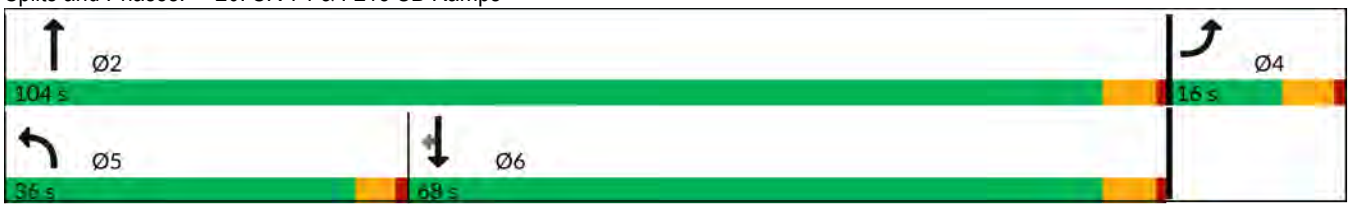
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	214	311	460	660	171
Future Volume (vph)	33	214	311	460	660	171
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	16.0		36.0	104.0	68.0	68.0
Total Split (%)	13.3%		30.0%	86.7%	56.7%	56.7%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	12.2	74.8	19.4	64.7	35.3	35.3
Actuated g/C Ratio	0.16	1.00	0.26	0.86	0.47	0.47
v/c Ratio	0.11	0.13	0.67	0.28	0.75	0.22
Control Delay (s/veh)	42.6	0.1	37.7	2.9	24.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.6	0.1	37.7	2.9	24.2	11.1
LOS	D	A	D	A	C	B
Approach Delay (s/veh)	5.9			17.0	21.5	
Approach LOS	A			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 74.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 17.5	Intersection LOS: B
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	214	311	460	660	171
Future Volume (veh/h)	33	214	311	460	660	171
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	0	317	469	673	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	132		378	1371	819	
Arrive On Green	0.07	0.00	0.21	0.72	0.43	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	34	0	317	469	673	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	1.0	0.0	9.5	5.2	17.6	0.0
Cycle Q Clear(g_c), s	1.0	0.0	9.5	5.2	17.6	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	132		378	1371	819	
V/C Ratio(X)	0.26		0.84	0.34	0.82	
Avail Cap(c_a), veh/h	327		1006	3304	2093	
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	0.00
Uniform Delay (d), s/veh	24.7	0.0	21.4	2.9	14.2	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.9	0.1	2.1	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	0.4	0.0	3.6	0.6	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.1	0.0	23.3	3.1	16.3	0.0
LnGrp LOS	C		C	A	B	
Approach Vol, veh/h	34			786	673	
Approach Delay, s/veh	25.1			11.2	16.3	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.5		9.9	16.4	30.1
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		98.2		10.2	31.4	62.2
Max Q Clear Time (g_c+I1), s		7.2		3.0	11.5	19.6
Green Ext Time (p_c), s		2.9		0.0	0.4	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B

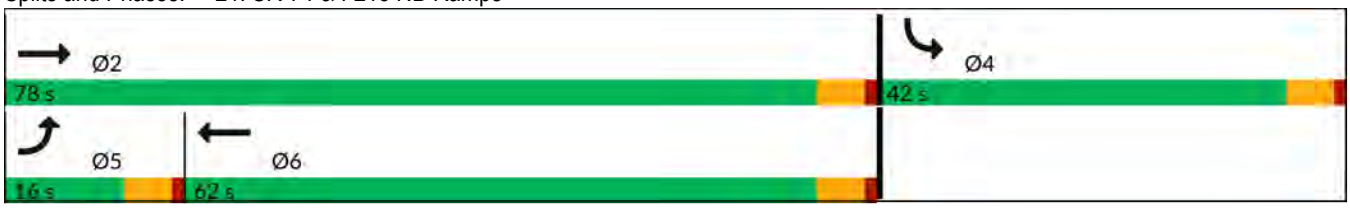
Notes

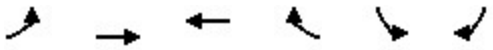
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	49	825	752	946	186
Future Volume (vph)	49	825	752	946	186
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	16.0	78.0	62.0		42.0
Total Split (%)	13.3%	65.0%	51.7%		35.0%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	6.4	26.7	20.2	48.9	11.1
Actuated g/C Ratio	0.13	0.55	0.41	1.00	0.23
v/c Ratio	0.21	0.42	0.51	0.59	0.50
Control Delay (s/veh)	24.9	7.3	14.2	1.6	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	7.3	14.2	1.6	22.5
LOS	C	A	B	A	C
Approach Delay (s/veh)		8.4	7.2		22.6
Approach LOS		A	A		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	825	752	946	186	19
Future Volume (veh/h)	49	825	752	946	186	19
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	842	767	0	190	13
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	100	1960	1207		250	17
Arrive On Green	0.06	0.54	0.33	0.00	0.15	0.15
Sat Flow, veh/h	1810	3705	3705	1610	1673	114
Grp Volume(v), veh/h	50	842	767	0	204	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1796	0
Q Serve(g_s), s	0.9	4.8	6.2	0.0	3.8	0.0
Cycle Q Clear(g_c), s	0.9	4.8	6.2	0.0	3.8	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	100	1960	1207		269	0
V/C Ratio(X)	0.50	0.43	0.64		0.76	0.00
Avail Cap(c_a), veh/h	561	7606	5932		1910	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	4.7	9.7	0.0	14.1	0.0
Incr Delay (d2), s/veh	1.4	0.1	0.2	0.0	1.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	1.4	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.3	4.8	9.9	0.0	15.7	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		892	767		204	
Approach Delay, s/veh		5.5	9.9		15.7	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.0		10.5	7.2	16.8
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		72.7		36.7	10.7	56.7
Max Q Clear Time (g_c+I1), s		6.8		5.8	2.9	8.2
Green Ext Time (p_c), s		3.8		0.3	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

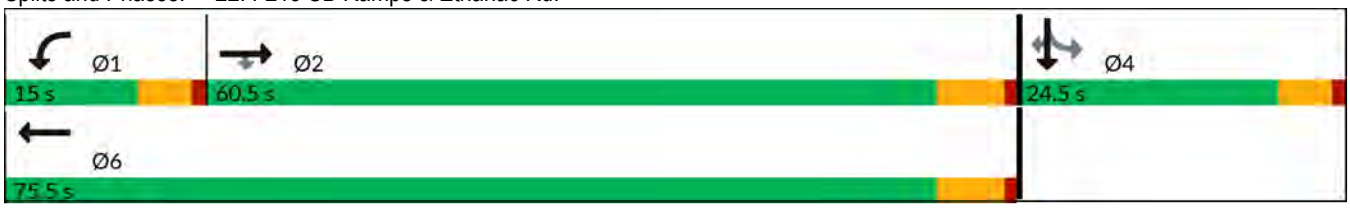
Notes

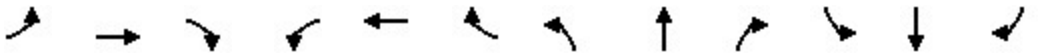
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	810	575	92	863	1	300
Future Volume (vph)	810	575	92	863	1	300
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5	24.5	24.5
Total Split (s)	60.5	60.5	15.0	75.5	24.5	24.5
Total Split (%)	60.5%	60.5%	15.0%	75.5%	24.5%	24.5%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
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	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	43.6	43.6	9.3	54.1	13.4	13.4
Actuated g/C Ratio	0.55	0.55	0.12	0.68	0.17	0.17
v/c Ratio	0.83	0.52	0.46	0.37	0.48	0.73
Control Delay (s/veh)	25.0	2.8	47.8	5.7	40.6	26.4
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	2.8	47.8	5.7	40.6	26.4
LOS	C	A	D	A	D	C
Approach Delay (s/veh)	16.0			9.8	30.9	
Approach LOS	B			A	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 79.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	810	575	92	863	0	0	0	0	136	1	300
Future Volume (veh/h)	0	810	575	92	863	0	0	0	0	136	1	300
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	862	612	98	918	0				145	1	319
Peak Hour Factor	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
Cap, veh/h	0	991	840	126	2348	0				395	3	353
Arrive On Green	0.00	0.52	0.52	0.07	0.65	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1798	12	1610
Grp Volume(v), veh/h	0	862	612	98	918	0				146	0	319
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	33.6	24.8	4.5	10.1	0.0				5.8	0.0	16.3
Cycle Q Clear(g_c), s	0.0	33.6	24.8	4.5	10.1	0.0				5.8	0.0	16.3
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	991	840	126	2348	0				397	0	353
V/C Ratio(X)	0.00	0.87	0.73	0.78	0.39	0.00				0.37	0.00	0.90
Avail Cap(c_a), veh/h	0	1225	1038	214	2968	0				418	0	371
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	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	15.6	38.7	6.9	0.0				28.0	0.0	32.1
Incr Delay (d2), s/veh	0.0	5.9	2.0	9.7	0.1	0.0				0.6	0.0	23.8
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	14.1	8.3	2.3	3.0	0.0				2.3	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	23.6	17.6	48.4	7.0	0.0				28.6	0.0	55.9
LnGrp LOS		C	B	D	A					C		E
Approach Vol, veh/h		1474			1016						465	
Approach Delay, s/veh		21.1			11.0						47.3	
Approach LOS		C			B						D	

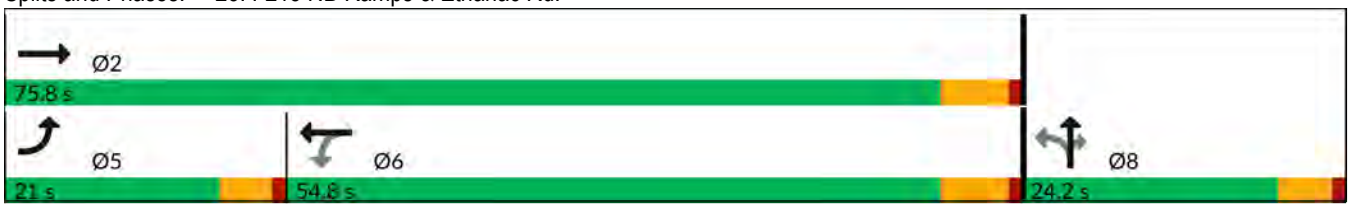
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.9	50.1		23.6		61.0						
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0						
Max Green Setting (Gmax), s	10.0	54.5		19.5		69.5						
Max Q Clear Time (g_c+I1), s	6.5	35.6		18.3		12.1						
Green Ext Time (p_c), s	0.1	8.5		0.3		7.5						

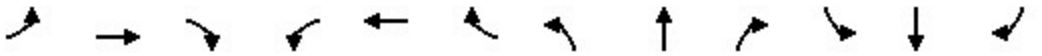
Intersection Summary												
HCM 7th Control Delay, s/veh			21.8									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	287	659	562	3	128
Future Volume (vph)	287	659	562	3	128
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	21.0	75.8	54.8	24.2	24.2
Total Split (%)	21.0%	75.8%	54.8%	24.2%	24.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	16.1	66.8	45.7	19.3	19.3
Actuated g/C Ratio	0.17	0.69	0.47	0.20	0.20
v/c Ratio	1.00	0.52	0.94	1.15	0.31
Control Delay (s/veh)	96.1	9.0	44.0	132.8	8.4
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	96.1	9.4	44.0	132.8	8.4
LOS	F	A	D	F	A
Approach Delay (s/veh)		35.8	44.0	102.5	
Approach LOS		D	D	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 97.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 54.1	Intersection LOS: D
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	659	0	0	562	231	394	3	128	0	0	0
Future Volume (veh/h)	287	659	0	0	562	231	394	3	128	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	299	686	0	0	585	208	410	3	65			
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	302	1302	0	0	625	222	359	3	322			
Arrive On Green	0.17	0.69	0.00	0.00	0.47	0.47	0.20	0.20	0.20			
Sat Flow, veh/h	1810	1900	0	0	1338	476	1797	13	1610			
Grp Volume(v), veh/h	299	686	0	0	0	793	413	0	65			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1814	1810	0	1610			
Q Serve(g_s), s	15.8	17.1	0.0	0.0	0.0	39.8	19.2	0.0	3.2			
Cycle Q Clear(g_c), s	15.8	17.1	0.0	0.0	0.0	39.8	19.2	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		0.26	0.99		1.00			
Lane Grp Cap(c), veh/h	302	1302	0	0	0	847	362	0	322			
V/C Ratio(X)	0.99	0.53	0.00	0.00	0.00	0.94	1.14	0.00	0.20			
Avail Cap(c_a), veh/h	302	1382	0	0	0	922	362	0	322			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.9	7.4	0.0	0.0	0.0	24.3	38.4	0.0	32.0			
Incr Delay (d2), s/veh	49.3	0.3	0.0	0.0	0.0	15.8	91.3	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	10.9	5.5	0.0	0.0	0.0	19.0	17.0	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	7.8	0.0	0.0	0.0	40.0	129.7	0.0	32.3			
LnGrp LOS	F	A				D	F		C			
Approach Vol, veh/h		985			793			478				
Approach Delay, s/veh		32.5			40.0			116.4				
Approach LOS		C			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.8			21.0	50.8		24.2				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		69.8			16.0	48.8		19.2				
Max Q Clear Time (g_c+I1), s		19.1			17.8	41.8		21.2				
Green Ext Time (p_c), s		5.1			0.0	3.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			52.9									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	260.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	386	375	180	420	300	119
Future Vol, veh/h	386	375	180	420	300	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	420	408	196	457	326	129

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	827	0	1471	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	848	-
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	-	-	813	-	~ 141	489
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	813	-	~ 107	489
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	~ 321	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.25	$ 1102.74
HCM LOS			F

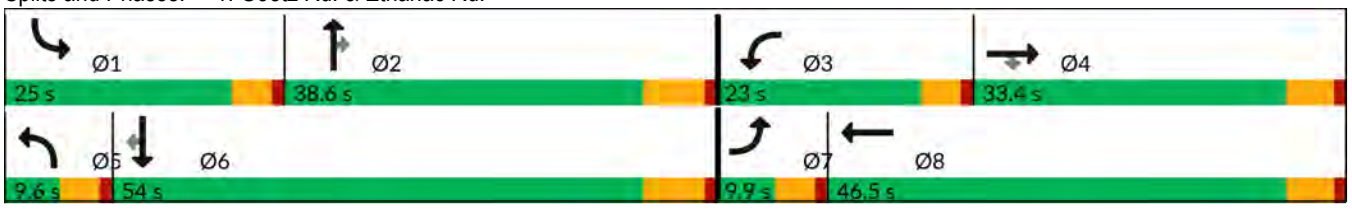
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	-	-	813	-
HCM Lane V/C Ratio	3.301	-	-	0.241	-
HCM Control Delay (s/veh)	$ 1102.7	-	-	10.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	43.6	-	-	0.9	-

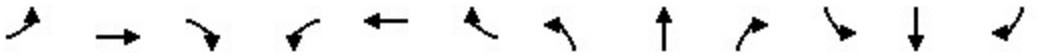
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	15	62	5	318	83	1	120	234	342	252	30
Future Volume (vph)	15	62	5	318	83	1	120	234	342	252	30
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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	9.9	33.4	33.4	23.0	46.5	9.6	38.6	38.6	25.0	54.0	54.0
Total Split (%)	8.3%	27.8%	27.8%	19.2%	38.8%	8.0%	32.2%	32.2%	20.8%	45.0%	45.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.3	12.9	12.9	18.9	35.0	5.1	14.1	14.1	20.9	38.3	38.3
Actuated g/C Ratio	0.06	0.15	0.15	0.21	0.40	0.06	0.16	0.16	0.24	0.43	0.43
v/c Ratio	0.15	0.13	0.01	0.91	0.18	0.00	0.44	0.54	0.89	0.17	0.04
Control Delay (s/veh)	48.6	34.0	0.0	66.0	5.8	48.0	38.3	9.0	58.8	16.9	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
Total Delay (s/veh)	48.6	34.0	0.0	66.0	5.8	48.0	38.3	9.0	58.8	16.9	0.1
LOS	D	C	A	E	A	D	D	A	E	B	A
Approach Delay (s/veh)		34.5			35.2		19.0			39.1	
Approach LOS		C			D		B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 33.3	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	62	5	318	83	250	1	120	234	342	252	30
Future Volume (veh/h)	15	62	5	318	83	250	1	120	234	342	252	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	69	4	353	92	191	1	133	158	380	280	20
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	485	216	394	1149	534	2	260	221	421	1330	593
Arrive On Green	0.02	0.13	0.13	0.22	0.33	0.33	0.00	0.14	0.14	0.23	0.37	0.37
Sat Flow, veh/h	1810	3610	1610	1810	3458	1608	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	17	69	4	353	92	191	1	133	158	380	280	20
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1608	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	0.7	1.3	0.2	14.4	1.4	6.8	0.0	4.9	7.1	15.5	4.0	0.6
Cycle Q Clear(g_c), s	0.7	1.3	0.2	14.4	1.4	6.8	0.0	4.9	7.1	15.5	4.0	0.6
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	36	485	216	394	1149	534	2	260	221	421	1330	593
V/C Ratio(X)	0.47	0.14	0.02	0.90	0.08	0.36	0.40	0.51	0.72	0.90	0.21	0.03
Avail Cap(c_a), veh/h	126	1333	595	439	1874	871	119	804	682	487	2261	1008
HCM Platoon Ratio	1.00	1.00	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	36.8	29.0	28.5	28.8	17.4	19.2	37.8	30.4	31.3	28.3	16.4	15.3
Incr Delay (d2), s/veh	3.6	0.1	0.0	18.2	0.0	0.4	34.6	1.6	4.3	17.0	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	0.3	0.5	0.1	7.7	0.5	2.4	0.0	2.1	2.9	7.8	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	29.1	28.5	47.0	17.4	19.6	72.4	31.9	35.6	45.2	16.5	15.3
LnGrp LOS	D	C	C	D	B	B	E	C	D	D	B	B
Approach Vol, veh/h		90			636			292			680	
Approach Delay, s/veh		31.2			34.5			34.1			32.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	16.9	21.1	15.6	4.7	34.4	6.1	30.6
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	20.4	32.1	18.4	28.0	5.0	47.5	5.3	41.1
Max Q Clear Time (g_c+I1), s	17.5	9.1	16.4	3.3	2.0	6.0	2.7	8.8
Green Ext Time (p_c), s	0.2	1.0	0.1	0.3	0.0	1.7	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	33.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	70	82	104	124	34
Future Vol, veh/h	30	70	82	104	124	34
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
Veh in Median Storage, #	0	-	-	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	33	77	90	114	136	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	431	136	174	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	585	918	1415	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	548	918	1415	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	760	-	-	-	-	-

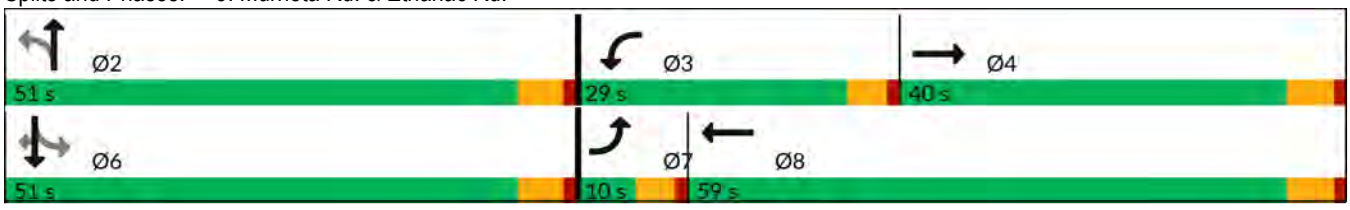
Approach	EB	NB	SB
HCM Control Delay, s/v	10.09	3.4	0
HCM LOS	B		

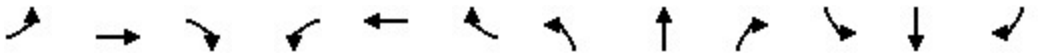
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1415	-	548	918	-	-
HCM Lane V/C Ratio	0.064	-	0.06	0.084	-	-
HCM Control Delay (s/veh)	7.7	-	12	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	515	189	585	83	82	79	110	6
Future Volume (vph)	3	515	189	585	83	82	79	110	6
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	40.0	29.0	59.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	8.3%	33.3%	24.2%	49.2%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	20.7	13.5	37.8		22.0		22.0	22.0
Actuated g/C Ratio	0.08	0.29	0.19	0.52		0.30		0.30	0.30
v/c Ratio	0.02	0.65	0.58	0.38		0.71		0.51	0.01
Control Delay (s/veh)	43.0	26.7	38.1	12.2		29.4		28.2	0.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	43.0	26.7	38.1	12.2		29.4		28.2	0.0
LOS	D	C	D	B		C		C	A
Approach Delay (s/veh)		26.8		17.9		29.5		27.4	
Approach LOS		C		B		C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 23.5	Intersection LOS: C
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	515	124	189	585	101	83	82	175	79	110	6
Future Volume (veh/h)	3	515	124	189	585	101	83	82	175	79	110	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	536	129	197	609	105	86	85	182	82	115	6
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	7	800	192	251	1268	218	163	140	233	238	298	486
Arrive On Green	0.00	0.28	0.28	0.14	0.41	0.41	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	2888	692	1810	3080	530	261	463	771	472	987	1610
Grp Volume(v), veh/h	3	334	331	197	356	358	353	0	0	197	0	6
Grp Sat Flow(s),veh/h/ln	1810	1805	1775	1810	1805	1805	1495	0	0	1459	0	1610
Q Serve(g_s), s	0.1	8.8	8.9	5.6	7.7	7.8	6.7	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	8.8	8.9	5.6	7.7	7.8	11.8	0.0	0.0	5.1	0.0	0.1
Prop In Lane	1.00		0.39	1.00		0.29	0.24		0.52	0.42		1.00
Lane Grp Cap(c), veh/h	7	500	492	251	743	743	535	0	0	536	0	486
V/C Ratio(X)	0.41	0.67	0.67	0.78	0.48	0.48	0.66	0.00	0.00	0.37	0.00	0.01
Avail Cap(c_a), veh/h	183	1167	1148	825	1808	1808	1410	0	0	1359	0	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	17.2	17.2	22.3	11.5	11.5	17.2	0.0	0.0	14.6	0.0	13.1
Incr Delay (d2), s/veh	12.8	1.6	1.6	2.0	0.5	0.5	1.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.2	3.2	2.2	2.5	2.5	3.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	18.7	18.8	24.3	12.0	12.0	18.6	0.0	0.0	15.1	0.0	13.1
LnGrp LOS	D	B	B	C	B	B	B			B		B
Approach Vol, veh/h		668			911			353			203	
Approach Delay, s/veh		18.9			14.7			18.6			15.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.3	12.0	20.2		21.3	4.8	27.4				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		45.9	24.4	34.6		45.9	5.4	53.6				
Max Q Clear Time (g_c+I1), s		13.8	7.6	10.9		7.1	2.1	9.8				
Green Ext Time (p_c), s		2.4	0.2	4.0		1.3	0.0	4.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	2	1	2	6	1	16	2	316	6	25	378	5
Future Vol, veh/h	2	1	2	6	1	16	2	316	6	25	378	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	2	6	1	17	2	333	6	26	398	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	791	796	401	791	796	336	403	0	0	339	0	0
Stage 1	453	453	-	340	340	-	-	-	-	-	-	-
Stage 2	337	343	-	451	456	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	310	322	654	310	322	711	1166	-	-	1232	-	-
Stage 1	590	573	-	679	643	-	-	-	-	-	-	-
Stage 2	681	641	-	592	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	315	654	301	315	711	1166	-	-	1232	-	-
Mov Cap-2 Maneuver	295	315	-	301	315	-	-	-	-	-	-	-
Stage 1	577	561	-	678	642	-	-	-	-	-	-	-
Stage 2	663	640	-	576	559	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.51	12.5	0.05	0.49
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1166	-	-	384	504	1232	-	-
HCM Lane V/C Ratio	0.002	-	-	0.014	0.048	0.021	-	-
HCM Control Delay (s/veh)	8.1	-	-	14.5	12.5	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	773	0	2	870	0	1
Future Vol, veh/h	773	0	2	870	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	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	849	0	2	956	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	849	0	1332	425
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	797	-	148	584
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	148	584
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.02	11.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	797	-
HCM Lane V/C Ratio	0.002	-	-	0.003	-
HCM Control Delay (s/veh)	11.2	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	14	0	0
Future Vol, veh/h	0	0	0	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	0	15	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	14	5	0	0
Future Vol, veh/h	0	0	14	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	15	5	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	10	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	1075	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	1075	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	19	11	0	0
Future Vol, veh/h	16	0	19	11	0	0
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	-
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	17	0	21	12	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	28	16	0	0	33	0
Stage 1	27	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	991	1065	-	-	1592	-
Stage 1	998	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	991	1065	-	-	1592	-
Mov Cap-2 Maneuver	910	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1027	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.03	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	910	1592	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s/veh)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	31	145	0	16
Future Vol, veh/h	0	0	31	145	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	34	158	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	96	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	949	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	949	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	84	691	866	91	10	7
Future Vol, veh/h	84	691	866	91	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	0	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	91	751	941	99	11	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1040	0	-	0	1499	471
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	676	-	-	-	115	545
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	100	545
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	542	-

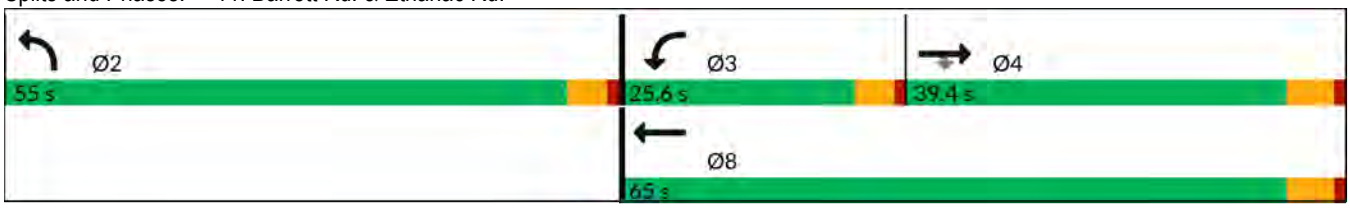
Approach	EB	WB	SB
HCM Control Delay, s/v	1.21	0	32.34
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	-	150
HCM Lane V/C Ratio	0.135	-	-	-	0.123
HCM Control Delay (s/veh)	11.2	-	-	-	32.3
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.5	-	-	-	0.4

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	666	34	166	895	31
Future Volume (vph)	666	34	166	895	31
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	16.0	16.0	11.1	32.3	9.6
Actuated g/C Ratio	0.30	0.30	0.21	0.61	0.18
v/c Ratio	0.48	0.07	0.50	0.46	0.43
Control Delay (s/veh)	18.0	10.5	26.8	7.7	9.5
Queue Delay	0.0	0.0	0.2	0.2	0.0
Total Delay (s/veh)	18.0	10.5	27.1	7.9	9.5
LOS	B	B	C	A	A
Approach Delay (s/veh)	17.7			11.0	9.6
Approach LOS	B			B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 53.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	666	34	166	895	31	134
Future Volume (veh/h)	666	34	166	895	31	134
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	757	39	189	1017	35	152
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1656	514	248	2099	45	195
Arrive On Green	0.32	0.32	0.14	0.58	0.15	0.15
Sat Flow, veh/h	5358	1610	1810	3705	306	1330
Grp Volume(v), veh/h	757	39	189	1017	188	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1645	0
Q Serve(g_s), s	4.3	0.6	3.7	6.0	4.1	0.0
Cycle Q Clear(g_c), s	4.3	0.6	3.7	6.0	4.1	0.0
Prop In Lane		1.00	1.00		0.19	0.81
Lane Grp Cap(c), veh/h	1656	514	248	2099	241	0
V/C Ratio(X)	0.46	0.08	0.76	0.48	0.78	0.00
Avail Cap(c_a), veh/h	4794	1488	1033	5848	2254	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.0	8.7	15.3	4.5	15.1	0.0
Incr Delay (d2), s/veh	0.2	0.1	1.8	0.2	2.1	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	1.1	0.2	1.3	0.7	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.2	8.8	17.1	4.7	17.2	0.0
LnGrp LOS	B	A	B	A	B	
Approach Vol, veh/h	796			1206	188	
Approach Delay, s/veh	10.1			6.6	17.2	
Approach LOS	B			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	10.0	9.7	17.1		26.8
Change Period (Y+Rc), s	4.6	4.6	5.4		5.4
Max Green Setting (Gmax), s	50.4	21.0	34.0		59.6
Max Q Clear Time (g_c+I1), s	6.1	5.7	6.3		8.0
Green Ext Time (p_c), s	0.3	0.2	5.5		8.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	12	0	0	13
Future Vol, veh/h	0	0	12	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	0	13	0	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	27	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	26	-
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	-	-	1635	-	993	1089
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	985	1089
Mov Cap-2 Maneuver	-	-	-	-	985	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	994	-

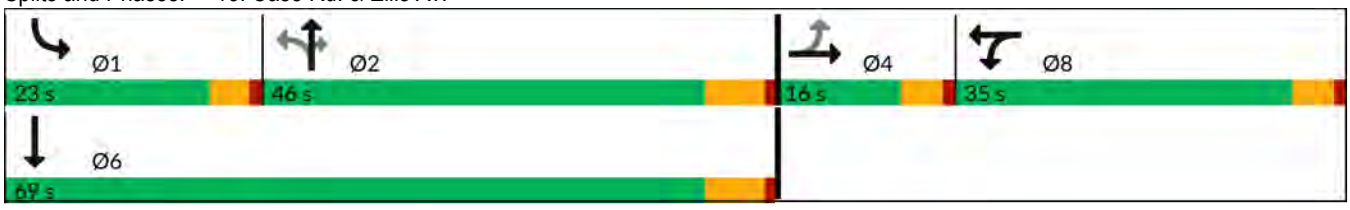
Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.22	8.35
HCM LOS			A

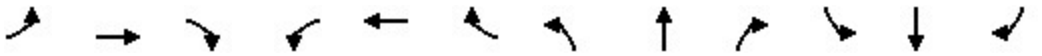
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1089	-	-	1635	-
HCM Lane V/C Ratio	0.013	-	-	0.008	-
HCM Control Delay (s/veh)	8.3	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	WBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	0	288	94	97	336
Future Volume (vph)	2	0	288	94	97	336
Turn Type	NA	NA	NA	Perm	Prot	NA
Protected Phases	4	8	2		1	6
Permitted Phases				2		
Detector Phase	4	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	9.6	16.4
Total Split (s)	16.0	35.0	46.0	46.0	23.0	69.0
Total Split (%)	13.3%	29.2%	38.3%	38.3%	19.2%	57.5%
Yellow Time (s)	3.8	3.8	5.4	5.4	3.6	5.4
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)	4.8	4.8	6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	11.3	13.3	15.9	15.9	8.6	26.3
Actuated g/C Ratio	0.21	0.25	0.29	0.29	0.16	0.49
v/c Ratio	0.00	0.51	0.54	0.18	0.35	0.38
Control Delay (s/veh)	26.3	17.0	22.9	5.7	29.2	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.3	17.0	22.9	5.7	29.2	10.6
LOS	C	B	C	A	C	B
Approach Delay (s/veh)	26.3	17.0	18.7			14.8
Approach LOS	C	B	B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	120	0	131	0	288	94	97	336	0
Future Volume (veh/h)	0	2	1	120	0	131	0	288	94	97	336	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	0	126	0	137	0	303	0	102	354	0
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	0	10	0	178	0	193	0	432		147	784	0
Arrive On Green	0.00	0.01	0.00	0.22	0.00	0.22	0.00	0.23	0.00	0.08	0.41	0.00
Sat Flow, veh/h	0	1900	0	814	0	885	0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	2	0	263	0	0	0	303	0	102	354	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1700	0	0	0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	0.0	0.0	6.5	0.0	2.4	5.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.3	0.0	0.0	0.0	6.5	0.0	2.4	5.9	0.0
Prop In Lane	0.00		0.00	0.48		0.52	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	10	0	371	0	0	0	432		147	784	0
V/C Ratio(X)	0.00	0.19	0.00	0.71	0.00	0.00	0.00	0.70		0.70	0.45	0.00
Avail Cap(c_a), veh/h	0	484	0	1167	0	0	0	1710		757	2703	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.8	0.0	15.9	0.0	0.0	0.0	15.6	0.0	19.7	9.3	0.0
Incr Delay (d2), s/veh	0.0	8.6	0.0	2.5	0.0	0.0	0.0	2.1	0.0	2.2	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.2	0.0	0.9	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.4	0.0	18.4	0.0	0.0	0.0	17.7	0.0	21.9	9.7	0.0
LnGrp LOS		C		B				B		C	A	
Approach Vol, veh/h		2			263			303			456	
Approach Delay, s/veh		30.4			18.4			17.7			12.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.2	16.4		5.0		24.6		14.4				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	18.4	39.6		11.2		62.6		30.2				
Max Q Clear Time (g_c+I1), s	4.4	8.5		2.0		7.9		8.3				
Green Ext Time (p_c), s	0.1	1.5		0.0		1.9		1.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	336	117	24	303	88	15
Future Vol, veh/h	336	117	24	303	88	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	369	129	26	333	97	16
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	12.4	13	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	15	336	117	24	303
LT Vol	88	0	0	0	24	0
Through Vol	0	0	336	0	0	303
RT Vol	0	15	0	117	0	0
Lane Flow Rate	97	16	369	129	26	333
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.189	0.027	0.535	0.161	0.043	0.494
Departure Headway (Hd)	7.023	5.807	5.216	4.511	5.84	5.336
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	620	687	787	608	669
Service Time	4.723	3.507	2.993	2.287	3.626	3.121
HCM Lane V/C Ratio	0.189	0.026	0.537	0.164	0.043	0.498
HCM Control Delay, s/veh	11.4	8.7	13.9	8.2	8.9	13.3
HCM Lane LOS	B	A	B	A	A	B
HCM 95th-tile Q	0.7	0.1	3.2	0.6	0.1	2.7

Intersection	
Intersection Delay, s/veh	20.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	249	131	0	0	136	246	1	1	0	181	0	193
Future Vol, veh/h	249	131	0	0	136	246	1	1	0	181	0	193
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	277	146	0	0	151	273	1	1	0	201	0	214
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	22.6	18.8	10.7	21.3
HCM LOS	C	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	66%	0%	48%
Vol Thru, %	50%	34%	36%	0%
Vol Right, %	0%	0%	64%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	380	382	374
LT Vol	1	249	0	181
Through Vol	1	131	136	0
RT Vol	0	0	246	193
Lane Flow Rate	2	422	424	416
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	0.708	0.656	0.687
Departure Headway (Hd)	7.643	6.037	5.566	5.954
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	471	591	641	603
Service Time	5.643	4.135	3.665	4.045
HCM Lane V/C Ratio	0.004	0.714	0.661	0.69
HCM Control Delay, s/veh	10.7	22.6	18.8	21.3
HCM Lane LOS	B	C	C	C
HCM 95th-tile Q	0	5.7	4.9	5.4

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	401	304	12
Future Vol, veh/h	13	0	0	401	304	12
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	0	0	508	385	15
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.3	14.9	12.6
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%
Vol Thru, %	100%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	401	13	304	12
LT Vol	0	13	0	0
Through Vol	401	0	304	0
RT Vol	0	0	0	12
Lane Flow Rate	508	16	385	15
Geometry Grp	4a	2	5	5
Degree of Util (X)	0.632	0.028	0.522	0.018
Departure Headway (Hd)	4.481	6.079	4.888	4.184
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	587	739	857
Service Time	2.497	4.133	2.608	1.904
HCM Lane V/C Ratio	0.629	0.027	0.521	0.018
HCM Control Delay, s/veh	14.9	9.3	12.8	7
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	4.6	0.1	3.1	0.1

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	289	221	129	113	118	185
Future Vol, veh/h	289	221	129	113	118	185
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	180	150	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	344	263	154	135	140	220

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	515	140	361	0	-	0
Stage 1	140	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	509	913	1209	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	913	1209	-	-	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	671	-	-	-	-	-

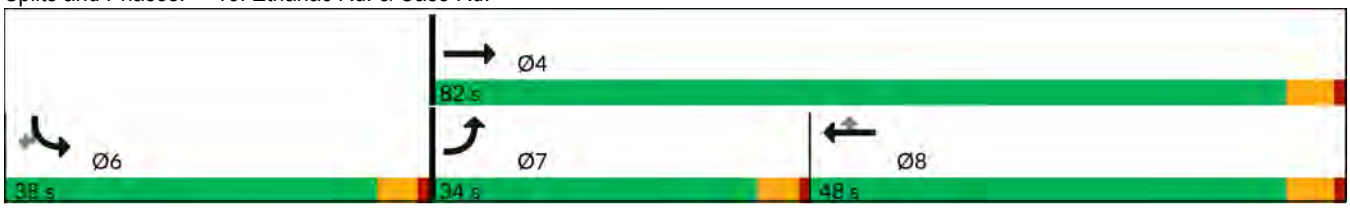
Approach	EB	NB	SB
HCM Control Delay, s/v	17.94	4.48	0
HCM LOS	C		

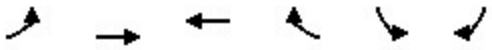
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1209	-	529	913	-	-
HCM Lane V/C Ratio	0.127	-	0.651	0.288	-	-
HCM Control Delay (s/veh)	8.4	-	23.6	10.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	4.7	1.2	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	253	579	776	525	646	284
Future Volume (vph)	253	579	776	525	646	284
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	82.0	48.0	48.0	38.0	38.0
Total Split (%)	28.3%	68.3%	40.0%	40.0%	31.7%	31.7%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	16.9	46.5	24.6	24.6	20.6	20.6
Actuated g/C Ratio	0.22	0.60	0.32	0.32	0.26	0.26
v/c Ratio	0.67	0.27	0.49	0.61	0.72	0.30
Control Delay (s/veh)	39.5	8.1	23.7	5.7	32.5	4.4
Queue Delay	1.1	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.6	8.3	23.7	5.7	32.5	4.4
LOS	D	A	C	A	C	A
Approach Delay (s/veh)		18.2	16.5		23.9	
Approach LOS		B	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	253	579	776	525	646	284
Future Volume (veh/h)	253	579	776	525	646	284
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	264	603	808	547	673	296
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	309	2322	2150	667	808	652
Arrive On Green	0.17	0.64	0.41	0.41	0.23	0.23
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	264	603	808	547	673	296
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	11.2	5.7	8.5	23.8	14.4	7.1
Cycle Q Clear(g_c), s	11.2	5.7	8.5	23.8	14.4	7.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	309	2322	2150	667	808	652
V/C Ratio(X)	0.86	0.26	0.38	0.82	0.83	0.45
Avail Cap(c_a), veh/h	674	3501	2798	869	1485	1198
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	31.8	6.0	16.0	20.5	29.0	26.1
Incr Delay (d2), s/veh	2.7	0.1	0.1	4.9	0.9	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	4.8	1.6	3.1	8.8	5.5	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.5	6.1	16.1	25.4	29.8	26.3
LnGrp LOS	C	A	B	C	C	C
Approach Vol, veh/h		867	1355		969	
Approach Delay, s/veh		14.7	19.9		28.8	
Approach LOS		B	B		C	

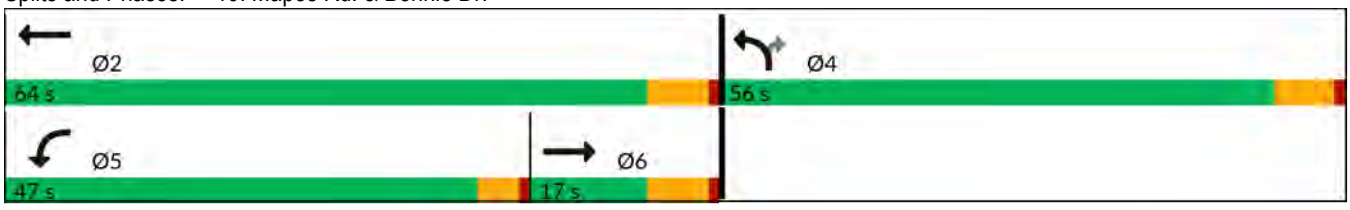
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			56.2		22.8	18.1	38.1
Change Period (Y+Rc), s			5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s			76.6		33.4	29.4	42.6
Max Q Clear Time (g_c+I1), s			7.7		16.4	13.2	25.8
Green Ext Time (p_c), s			4.4		1.8	0.3	6.9

Intersection Summary	
HCM 7th Control Delay, s/veh	21.2
HCM 7th LOS	C

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	10	367	4	4	495
Future Volume (vph)	10	367	4	4	495
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	17.0	47.0	64.0	56.0	56.0
Total Split (%)	14.2%	39.2%	53.3%	46.7%	46.7%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.2	16.9	31.8	11.5	11.5
Actuated g/C Ratio	0.18	0.30	0.56	0.20	0.20
v/c Ratio	0.05	0.75	0.00	0.01	0.71
Control Delay (s/veh)	19.3	27.7	6.0	19.7	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.3	27.7	6.0	19.7	8.4
LOS	B	C	A	B	A
Approach Delay (s/veh)	19.4		27.6	8.6	
Approach LOS	B		C	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	6	367	4	4	495
Future Volume (veh/h)	10	6	367	4	4	495
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	7	408	4	4	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	281	179	495	1239	20	
Arrive On Green	0.26	0.26	0.27	0.65	0.01	0.00
Sat Flow, veh/h	1085	691	1810	1900	1810	1610
Grp Volume(v), veh/h	0	18	408	4	4	0
Grp Sat Flow(s),veh/h/ln	0	1776	1810	1900	1810	1610
Q Serve(g_s), s	0.0	0.3	8.2	0.0	0.1	0.0
Cycle Q Clear(g_c), s	0.0	0.3	8.2	0.0	0.1	0.0
Prop In Lane		0.39	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	460	495	1239	20	
V/C Ratio(X)	0.00	0.04	0.82	0.00	0.20	
Avail Cap(c_a), veh/h	0	484	1990	2833	2323	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	10.7	13.1	2.3	18.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.0	5.0	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	0.0	0.1	2.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.7	14.5	2.3	23.9	0.0
LnGrp LOS		B	B	A	C	
Approach Vol, veh/h	18			412	4	
Approach Delay, s/veh	10.7			14.4	23.9	
Approach LOS	B			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.6		6.9	15.1	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		57.5		49.5	42.4	10.5
Max Q Clear Time (g_c+I1), s		2.0		2.1	10.2	2.3
Green Ext Time (p_c), s		0.0		0.0	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B

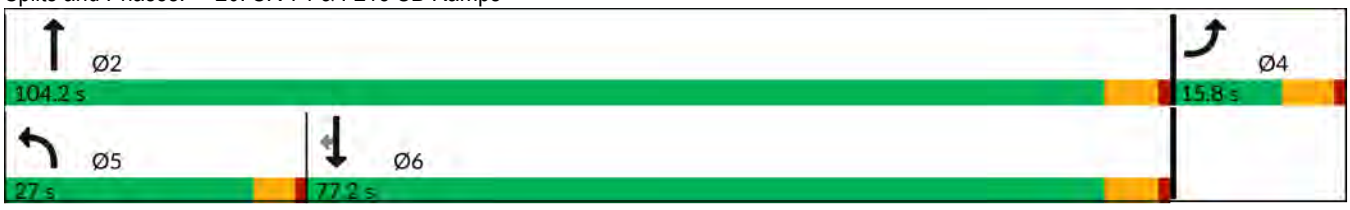
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	465	262	348	900	109
Future Volume (vph)	36	465	262	348	900	109
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	15.8		27.0	104.2	77.2	77.2
Total Split (%)	13.2%		22.5%	86.8%	64.3%	64.3%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	11.4	93.6	19.5	83.3	54.6	54.6
Actuated g/C Ratio	0.12	1.00	0.21	0.89	0.58	0.58
v/c Ratio	0.17	0.30	0.75	0.22	0.87	0.12
Control Delay (s/veh)	51.1	0.4	53.8	2.2	28.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.1	0.4	53.8	2.2	28.2	8.4
LOS	D	A	D	A	C	A
Approach Delay (s/veh)	4.2			24.4	26.1	
Approach LOS	A			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 20.4	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	465	262	348	900	109
Future Volume (veh/h)	36	465	262	348	900	109
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	0	282	374	968	0
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	127		321	1514	1077	
Arrive On Green	0.07	0.00	0.18	0.80	0.57	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	39	0	282	374	968	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	1.8	0.0	13.2	4.3	39.2	0.0
Cycle Q Clear(g_c), s	1.8	0.0	13.2	4.3	39.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	127		321	1514	1077	
V/C Ratio(X)	0.31		0.88	0.25	0.90	
Avail Cap(c_a), veh/h	208		465	2145	1557	
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	0.00
Uniform Delay (d), s/veh	38.5	0.0	34.9	2.2	16.7	0.0
Incr Delay (d2), s/veh	0.5	0.0	9.5	0.1	5.4	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	0.8	0.0	6.3	0.7	15.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	39.0	0.0	44.5	2.3	22.1	0.0
LnGrp LOS	D		D	A	C	
Approach Vol, veh/h	39			656	968	
Approach Delay, s/veh	39.0			20.4	22.1	
Approach LOS	D			C	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.2		11.9	20.1	55.2
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		98.4		10.0	22.4	71.4
Max Q Clear Time (g_c+I1), s		6.3		3.8	15.2	41.2
Green Ext Time (p_c), s		2.2		0.0	0.2	8.2

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

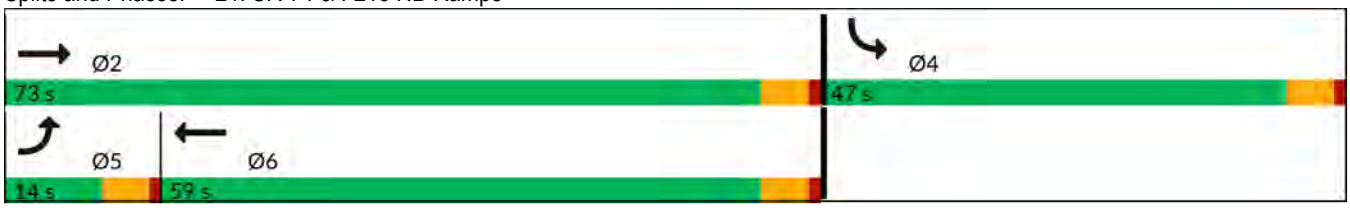
Notes

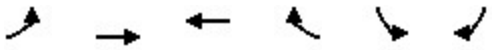
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	152	1213	574	684	285
Future Volume (vph)	152	1213	574	684	285
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	14.0	73.0	59.0		47.0
Total Split (%)	11.7%	60.8%	49.2%		39.2%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	9.0	30.3	15.8	57.4	16.1
Actuated g/C Ratio	0.16	0.53	0.28	1.00	0.28
v/c Ratio	0.55	0.66	0.60	0.44	0.65
Control Delay (s/veh)	36.4	12.5	21.1	0.8	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.4	12.5	21.1	0.8	25.4
LOS	D	B	C	A	C
Approach Delay (s/veh)		15.2	10.1		25.4
Approach LOS		B	B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	152	1213	574	684	285	36
Future Volume (veh/h)	152	1213	574	684	285	36
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	1264	598	0	297	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	204	1833	940		372	28
Arrive On Green	0.11	0.51	0.26	0.00	0.22	0.22
Sat Flow, veh/h	1810	3705	3705	1610	1666	123
Grp Volume(v), veh/h	158	1264	598	0	320	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1795	0
Q Serve(g_s), s	3.3	10.4	5.8	0.0	6.6	0.0
Cycle Q Clear(g_c), s	3.3	10.4	5.8	0.0	6.6	0.0
Prop In Lane	1.00			1.00	0.93	0.07
Lane Grp Cap(c), veh/h	204	1833	940		401	0
V/C Ratio(X)	0.77	0.69	0.64		0.80	0.00
Avail Cap(c_a), veh/h	400	6203	4920		1899	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.0	7.3	12.9	0.0	14.5	0.0
Incr Delay (d2), s/veh	2.4	0.2	0.3	0.0	1.4	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	1.2	1.8	1.7	0.0	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.4	7.5	13.2	0.0	15.9	0.0
LnGrp LOS	B	A	B		B	
Approach Vol, veh/h		1422	598		320	
Approach Delay, s/veh		8.8	13.2		15.9	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.3		14.1	9.7	15.6
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		67.7		41.7	8.7	53.7
Max Q Clear Time (g_c+I1), s		12.4		8.6	5.3	7.8
Green Ext Time (p_c), s		6.7		0.4	0.1	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B

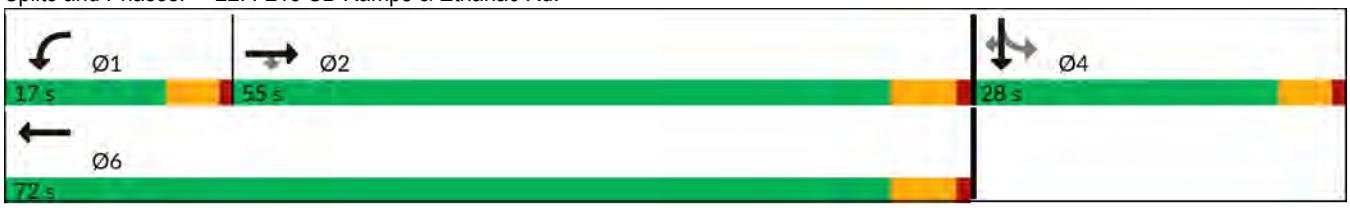
Notes

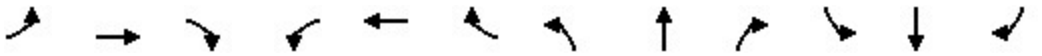
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	681	512	128	910	0	0	391
Future Volume (vph)	681	512	128	910	0	0	391
Turn Type	NA	Perm	Prot	NA		NA	Perm
Protected Phases	2		1	6		4	
Permitted Phases		2					4
Detector Phase	2	2	1	6		4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5		24.5	24.5
Total Split (s)	55.0	55.0	17.0	72.0		28.0	28.0
Total Split (%)	55.0%	55.0%	17.0%	72.0%		28.0%	28.0%
Yellow Time (s)	5.0	5.0	4.0	5.0		4.0	4.0
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	6.0	5.0	6.0		5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None		None	None
Act Effct Green (s)	38.5	38.5	10.8	50.3	0.0	18.4	18.4
Actuated g/C Ratio	0.48	0.48	0.13	0.62	0.00	0.23	0.23
v/c Ratio	0.77	0.50	0.54	0.41	0.00	0.55	0.80
Control Delay (s/veh)	26.4	3.2	48.6	8.1	0.0	37.3	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.5	3.2	48.6	8.1	0.0	37.3	33.4
LOS	C	A	D	A	A	D	C
Approach Delay (s/veh)	16.5			13.1		34.9	
Approach LOS	B			B		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	681	512	128	910	2	0	0	1	222	0	391
Future Volume (veh/h)	0	681	512	128	910	2	0	0	1	222	0	391
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	702	528	132	938	2				229	0	403
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	831	704	167	2186	5				493	0	439
Arrive On Green	0.00	0.44	0.44	0.09	0.59	0.59				0.27	0.00	0.27
Sat Flow, veh/h	0	1900	1610	1810	3696	8				1810	0	1610
Grp Volume(v), veh/h	0	702	528	132	458	482				229	0	403
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	1899				1810	0	1610
Q Serve(g_s), s	0.0	26.7	22.2	5.8	11.2	11.2				8.5	0.0	19.7
Cycle Q Clear(g_c), s	0.0	26.7	22.2	5.8	11.2	11.2				8.5	0.0	19.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	831	704	167	1068	1123				493	0	439
V/C Ratio(X)	0.00	0.84	0.75	0.79	0.43	0.43				0.46	0.00	0.92
Avail Cap(c_a), veh/h	0	1150	974	268	1471	1547				514	0	457
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	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.3	19.1	36.0	9.1	9.1				24.5	0.0	28.6
Incr Delay (d2), s/veh	0.0	4.3	2.1	8.0	0.3	0.3				0.7	0.0	23.0
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	11.4	7.7	2.8	3.7	3.9				3.3	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	24.6	21.2	44.0	9.3	9.3				25.2	0.0	51.6
LnGrp LOS		C	C	D	A	A				C		D
Approach Vol, veh/h		1230			1072						632	
Approach Delay, s/veh		23.2			13.6						42.0	
Approach LOS		C			B						D	

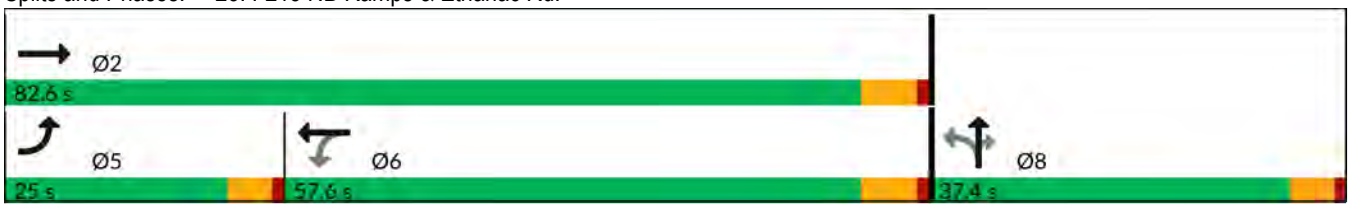
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	41.4		27.1		53.9
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	12.0	49.0		23.0		66.0
Max Q Clear Time (g_c+I1), s	7.8	28.7		21.7		13.2
Green Ext Time (p_c), s	0.1	6.7		0.4		6.7

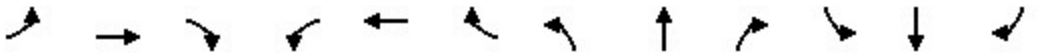
Intersection Summary		
HCM 7th Control Delay, s/veh		23.7
HCM 7th LOS		C

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	301	603	571	4	153
Future Volume (vph)	301	603	571	4	153
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	25.0	82.6	57.6	37.4	37.4
Total Split (%)	20.8%	68.8%	48.0%	31.2%	31.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	20.0	76.6	51.6	32.4	32.4
Actuated g/C Ratio	0.17	0.64	0.43	0.27	0.27
v/c Ratio	1.09	0.54	1.07	1.05	0.30
Control Delay (s/veh)	124.9	14.0	86.5	98.1	7.6
Queue Delay	0.0	0.8	0.0	0.0	0.0
Total Delay (s/veh)	124.9	14.9	86.5	98.1	7.6
LOS	F	B	F	F	A
Approach Delay (s/veh)		51.6	86.6	76.0	
Approach LOS		D	F	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 70.1	Intersection LOS: E
Intersection Capacity Utilization 115.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	603	0	0	571	217	469	4	153	0	0	0
Future Volume (veh/h)	301	603	0	0	571	217	469	4	153	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	327	655	0	0	621	127	510	4	71			
Peak Hour Factor	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			
Cap, veh/h	307	1200	0	0	642	131	494	4	443			
Arrive On Green	0.17	0.95	0.00	0.00	0.63	0.42	0.28	0.28	0.28			
Sat Flow, veh/h	1810	1900	0	0	1531	313	1796	14	1610			
Grp Volume(v), veh/h	327	655	0	0	0	748	514	0	71			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1844	1810	0	1610			
Q Serve(g_s), s	20.0	4.4	0.0	0.0	0.0	45.6	32.4	0.0	3.9			
Cycle Q Clear(g_c), s	20.0	4.4	0.0	0.0	0.0	45.6	32.4	0.0	3.9			
Prop In Lane	1.00		0.00	0.00		0.17	0.99		1.00			
Lane Grp Cap(c), veh/h	307	1200	0	0	0	773	498	0	443			
V/C Ratio(X)	1.06	0.55	0.00	0.00	0.00	0.97	1.03	0.00	0.16			
Avail Cap(c_a), veh/h	307	1235	0	0	0	807	498	0	443			
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.9	1.3	0.0	0.0	0.0	23.2	42.7	0.0	32.4			
Incr Delay (d2), s/veh	69.4	0.5	0.0	0.0	0.0	23.5	48.9	0.0	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			
%ile BackOfQ(50%),veh/ln	14.7	1.0	0.0	0.0	0.0	20.1	20.3	0.0	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	118.3	1.7	0.0	0.0	0.0	46.7	91.6	0.0	32.6			
LnGrp LOS	F	A				D	F		C			
Approach Vol, veh/h		982			748			585				
Approach Delay, s/veh		40.6			46.7			84.5				
Approach LOS		D			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.4			25.0	55.4		37.4				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		76.6			20.0	51.6		32.4				
Max Q Clear Time (g_c+I1), s		6.4			22.0	47.6		34.4				
Green Ext Time (p_c), s		4.8			0.0	1.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			53.6									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	60.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	643	80	72	618	153	93
Future Vol, veh/h	643	80	72	618	153	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	699	87	78	672	166	101

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	786	0	1571	742
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	828	-
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	-	-	842	-	~ 123	419
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	842	-	~ 112	419
Mov Cap-2 Maneuver	-	-	-	-	~ 112	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	392	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.01	$ 406.12
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	154	-	-	842	-
HCM Lane V/C Ratio	1.733	-	-	0.093	-
HCM Control Delay (s/veh)	$ 406.1	-	-	9.7	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	19.3	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX 5.2: E+P CONDITIONS (INTERIM CONDITIONS)

INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1125	1	10	677	0	1
Future Vol, veh/h	1125	1	10	677	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1197	1	11	720	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1198	0	1579	599
Stage 1	-	-	-	-	1197	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	590	-	102	450
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	590	-	100	450
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.16	13.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	-	-	590	-
HCM Lane V/C Ratio	0.002	-	-	0.018	-
HCM Control Delay (s/veh)	13	-	-	11.2	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	121	1015	670	139	0	17
Future Vol, veh/h	121	1015	670	139	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	132	1103	728	151	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	879	0	-	0	-	364
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	777	-	-	-	0	638
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	777	-	-	-	-	638
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.13	0	10.81
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	638
HCM Lane V/C Ratio	0.169	-	-	-	0.029
HCM Control Delay (s/veh)	10.6	-	-	-	10.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	773	0	12	870	0	1
Future Vol, veh/h	773	0	12	870	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	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	849	0	13	956	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	849	0	1354	425
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	797	-	143	584
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	141	584
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.13	11.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	797	-
HCM Lane V/C Ratio	0.002	-	-	0.017	-
HCM Control Delay (s/veh)	11.2	-	-	9.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	84	700	866	91	0	16
Future Vol, veh/h	84	700	866	91	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	0	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	91	761	941	99	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1040	0	-	0	-	471
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	676	-	-	-	0	545
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	-	545
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.19	0	11.82
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	-	545
HCM Lane V/C Ratio	0.135	-	-	-	0.032
HCM Control Delay (s/veh)	11.2	-	-	-	11.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1

APPENDIX 5.3: E+P CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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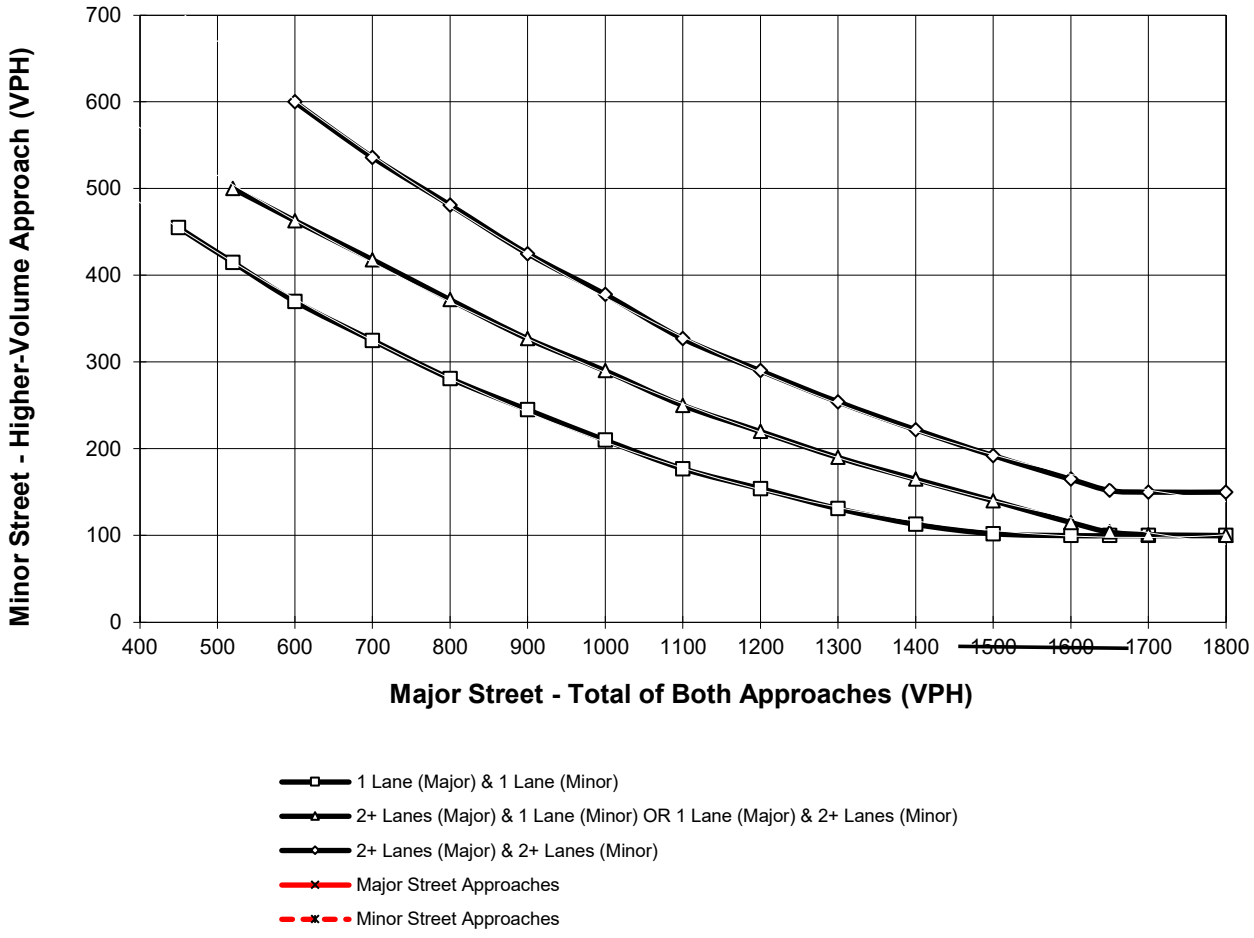
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **282**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Green Valley Rd.**
High Volume Approach (VPH) = **175**
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

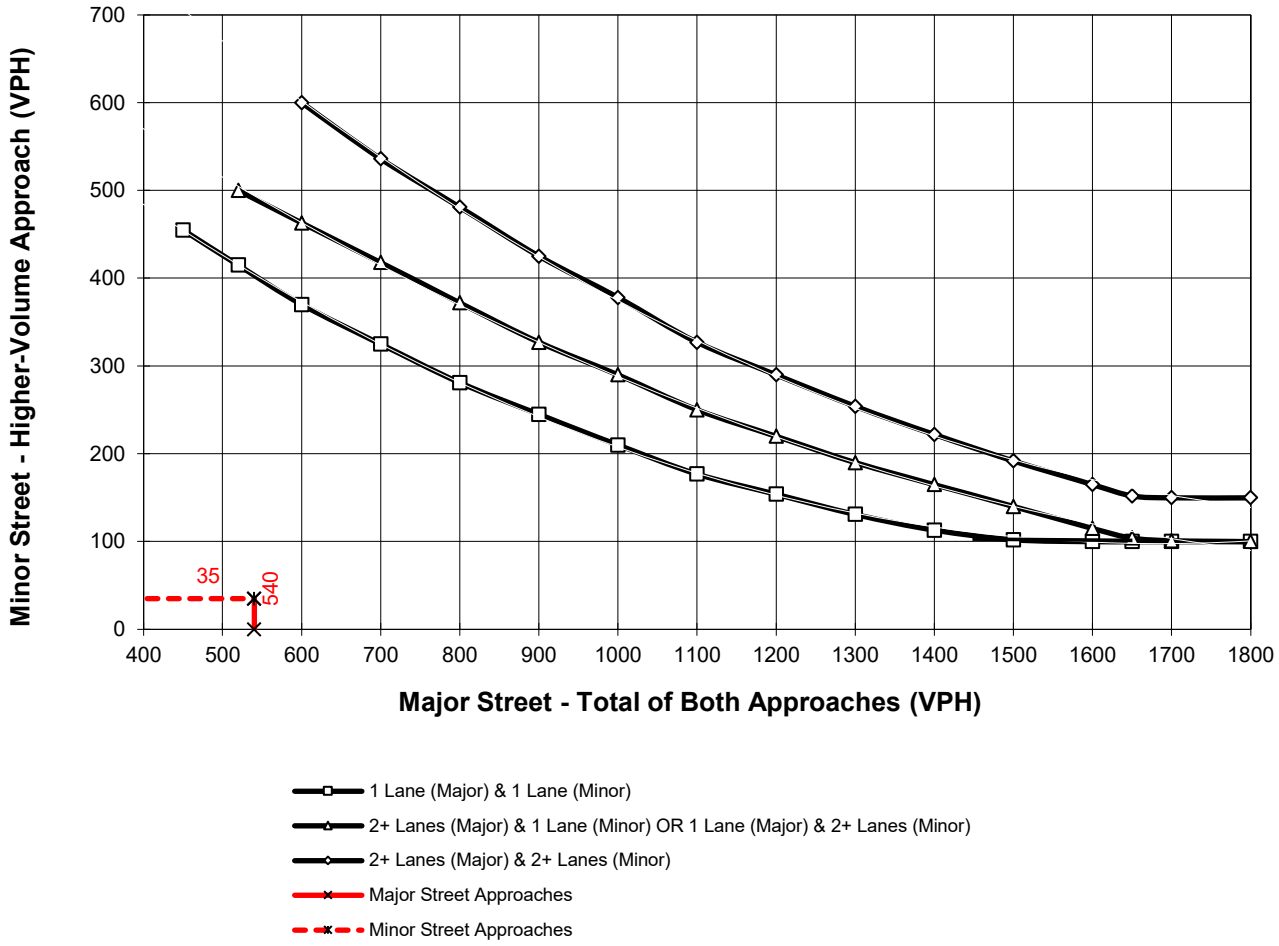
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **540**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McLaughlin Rd.**
High Volume Approach (VPH) = **35**
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

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

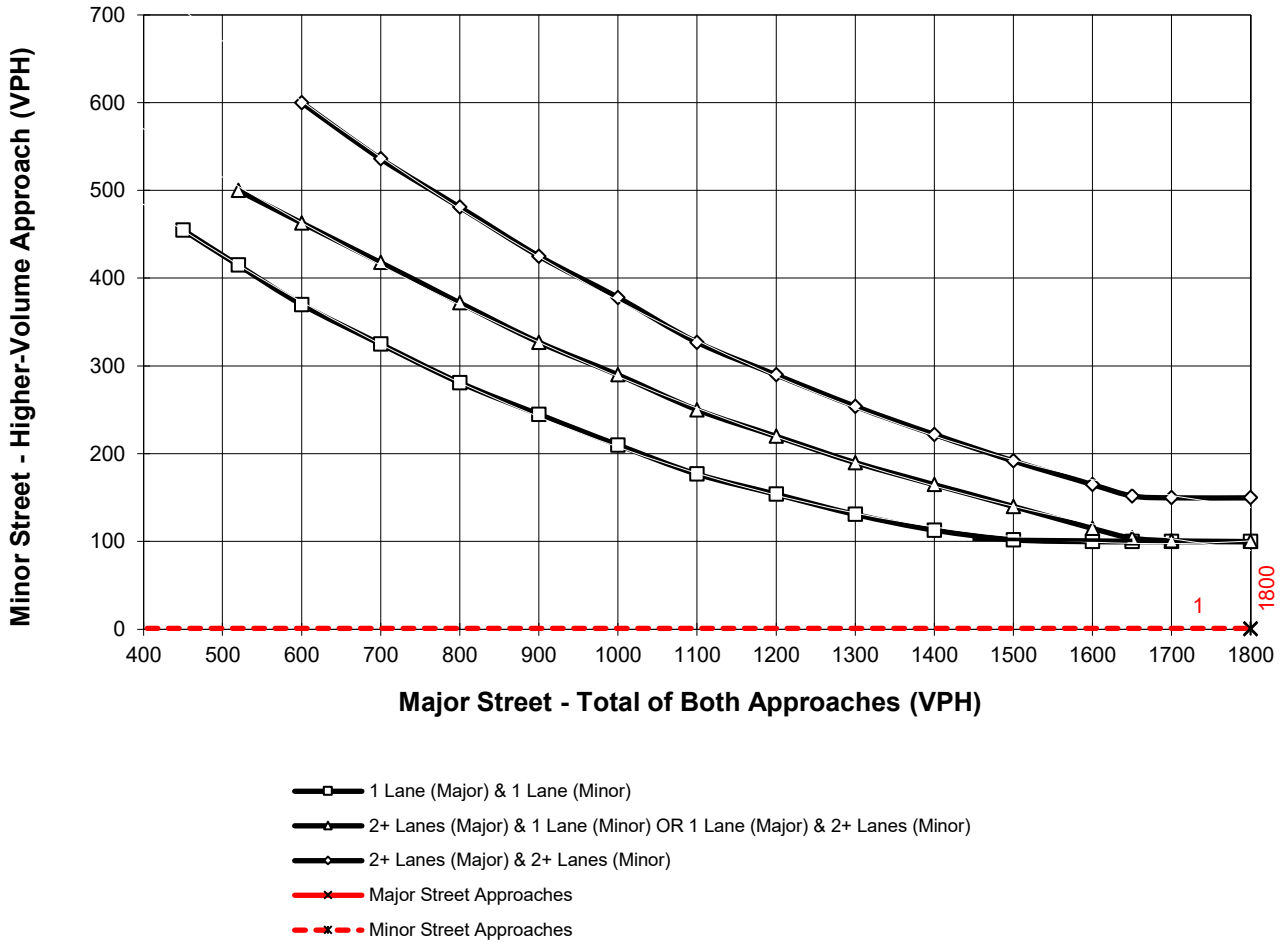
Major Street Name = **Ethanac Rd.**

Total of Both Approaches (VPH) = **1803**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Evans Rd.**

High Volume Approach (VPH) = **1**
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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC JB	DATE	01/17/24
Jurisdiction: **City of Perris**				CHK JB	DATE	01/17/24
Major Street: **Green Valley Pkwy.**				Critical Approach Speed (Major)		35 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **398** vpd Minor Street Future ADT = **186** 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: *1* **398** / Minor Street: *1* **186**	8,000	5,600	2,400	1,680
Major Street: *2* + / Minor Street: *1*	9,600	6,720	2,400	1,680
Major Street: *2* + / Minor Street: *2* +	9,600	6,720	3,200	2,240
Major Street: *1* / Minor Street: *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: *1* **398** / Minor Street: *1* **186**	12,000	8,400	1,200	850
Major Street: *2* + / Minor Street: *1*	14,400	10,080	1,200	850
Major Street: *2* + / Minor Street: *2* +	14,400	10,080	1,600	1,120
Major Street: *1* / Minor Street: *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: 5% B: 3%	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	JB	DATE	01/17/24
Jurisdiction:	City of Perris			CHK	JB	DATE	01/17/24
Major Street:	Ethanac Rd.			Critical Approach Speed (Major)		55	mph
Minor Street:	Green Valley Pkwy.			Critical Approach Speed (Minor)		25	mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **21,171** vpd Minor Street Future ADT = **1,460** 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 .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

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	1	8,000	5,600	2,400	1,680
2 + **21,171**	1 **1,460**	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	1	12,000	8,400	1,200	850
2 + **21,171**	1 **1,460**	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	B	Vehicles Per Day on Major Street	Vehicles Per Day on Higher-Volume Minor Street Approach
87%	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-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST ___ CO ___ RTE ___ PM ___ TRAFFIC CONDITIONS **E+P**

CALC JB DATE 01/17/24

Jurisdiction: **City of Perris** CHK JB DATE 01/17/24

Major Street: **Watson Rd.** Critical Approach Speed (Major) 45 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 = **48** vpd Minor Street Future ADT = **48** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... √

or **RURAL (R)**

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 **48**	*1* **48**	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 **48**	*1* **48**	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** 1% **B** 1%				

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.

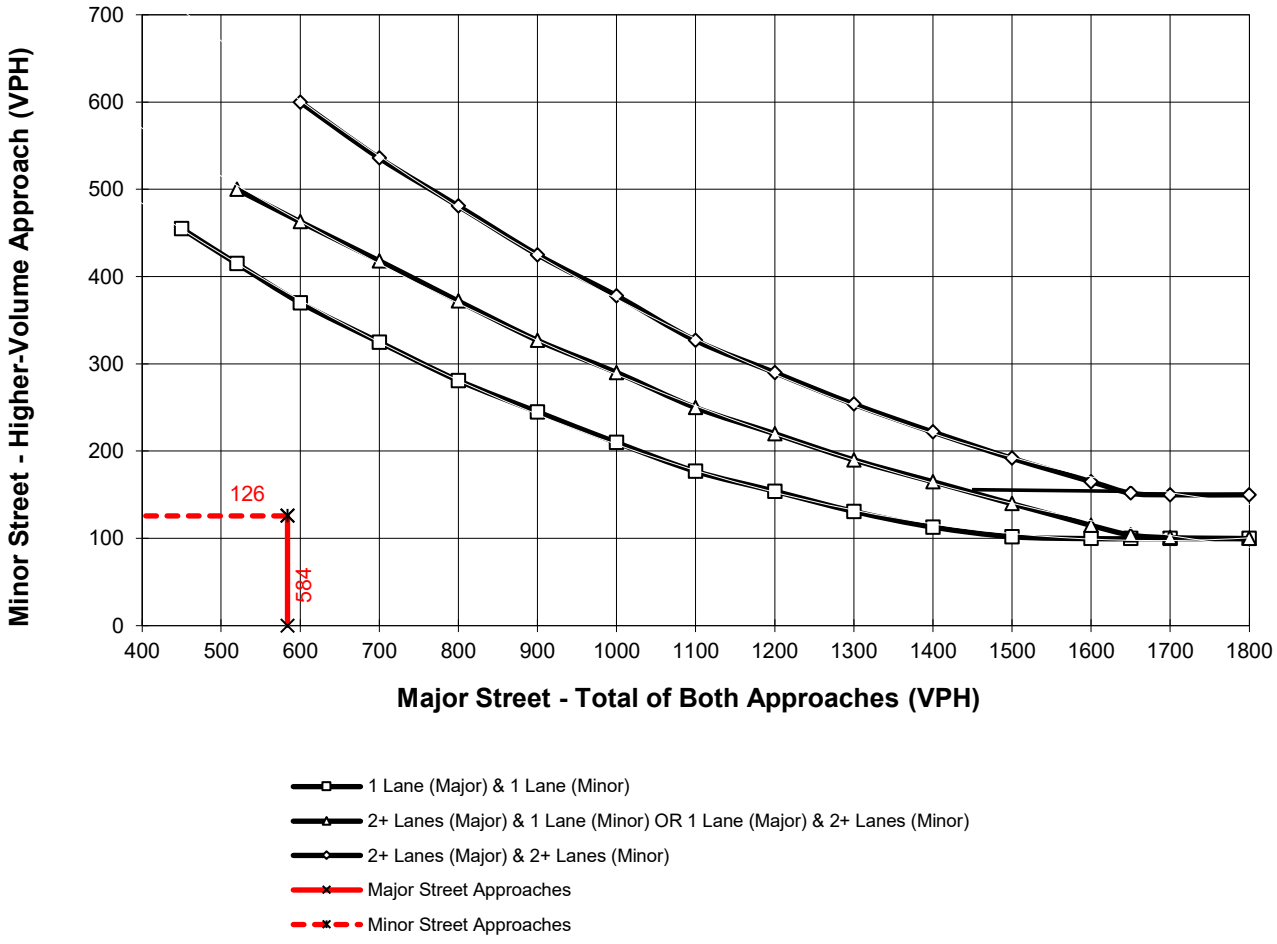
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **584**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Murrieta Rd.**
High Volume Approach (VPH) = **126**
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

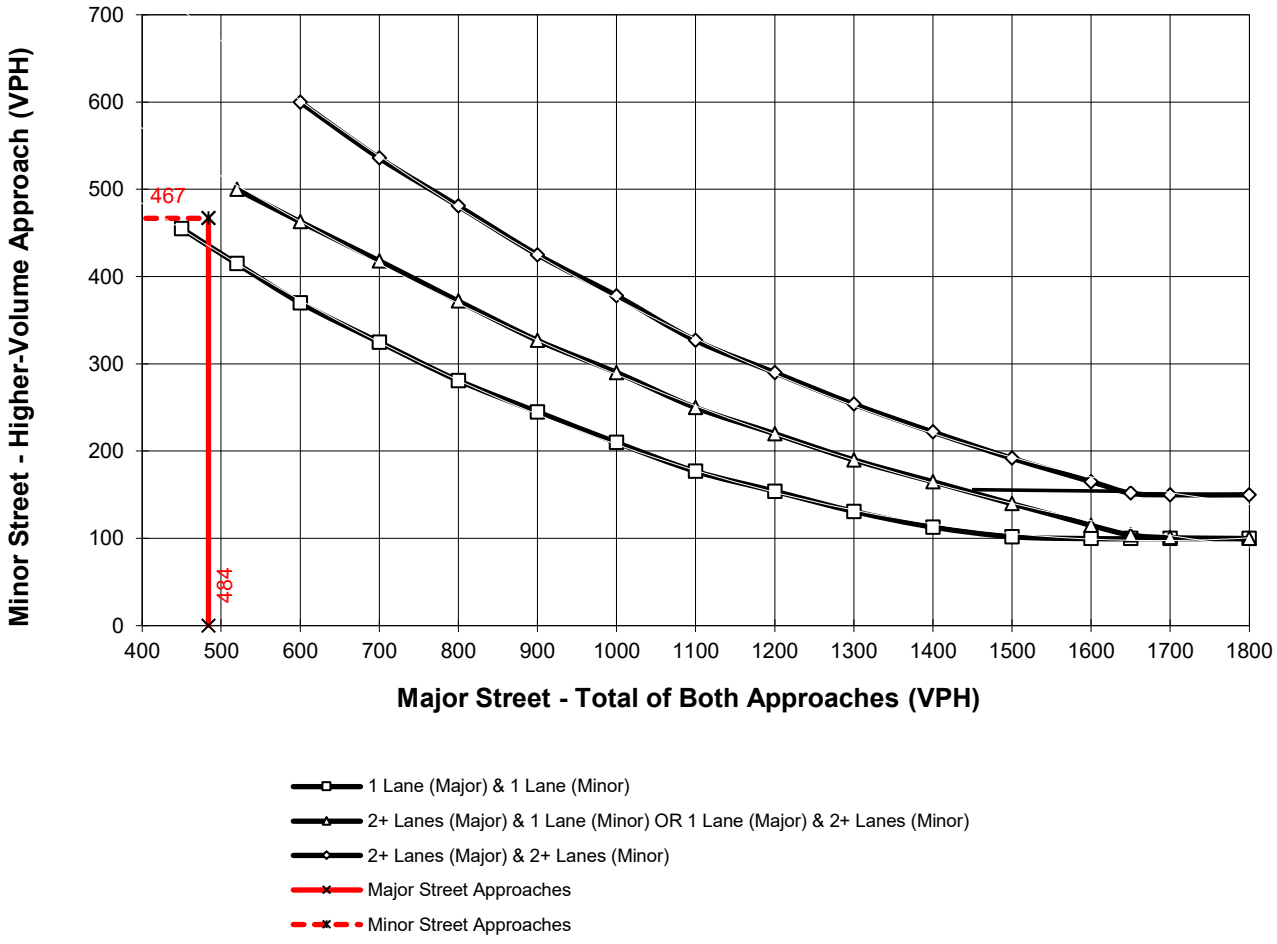
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **484**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Mapes Rd.**
High Volume Approach (VPH) = **467**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*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

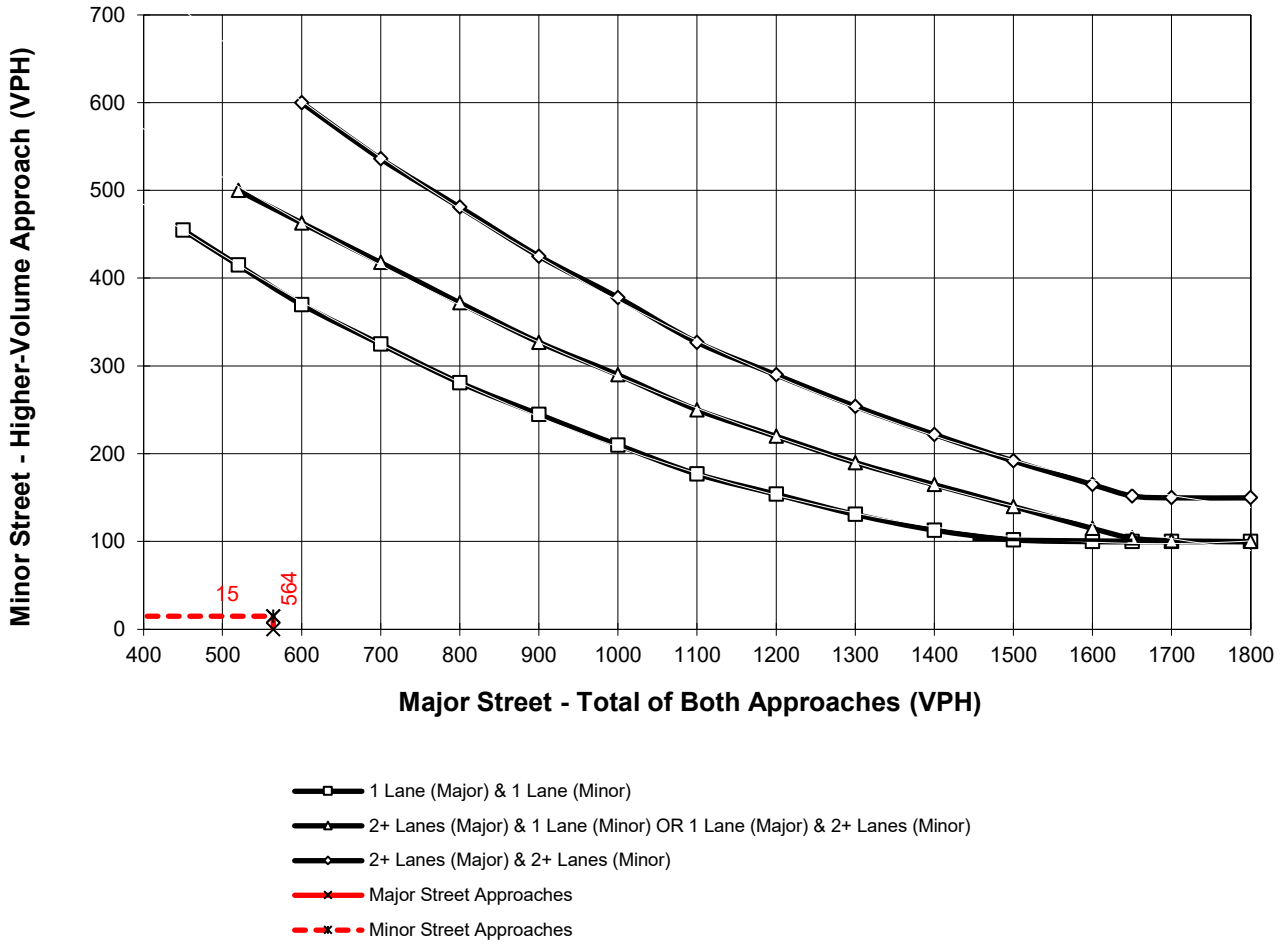
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **564**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Watson Rd.**
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

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

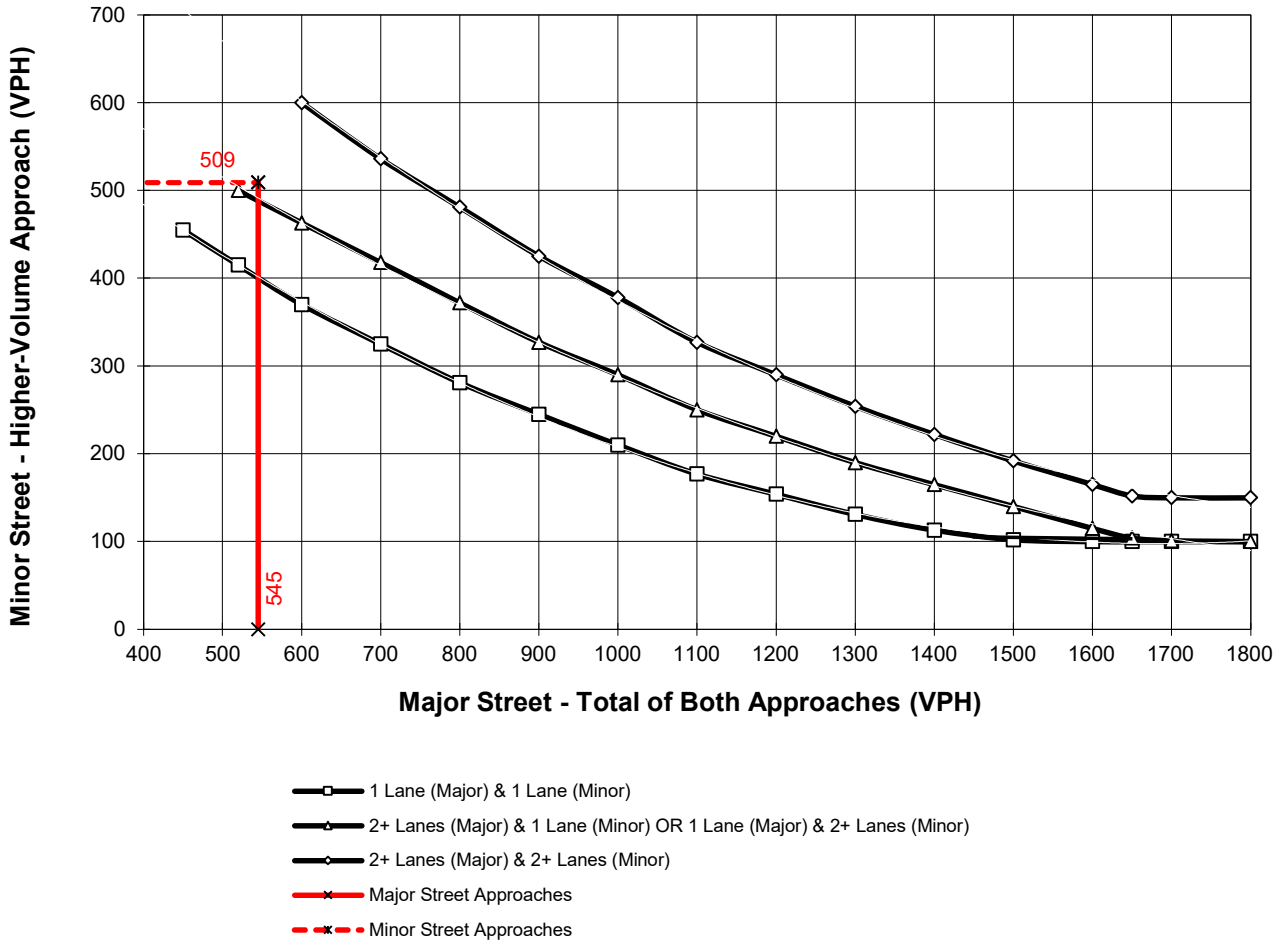
Major Street Name = **Case Rd.**

Total of Both Approaches (VPH) = **545**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway 6**

High Volume Approach (VPH) = **509**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*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 5.4: E+P OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	34	218	317	469	673	174
v/c Ratio	0.11	0.13	0.67	0.28	0.75	0.22
Control Delay (s/veh)	42.6	0.1	37.7	2.9	24.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.6	0.1	37.7	2.9	24.2	11.1
Queue Length 50th (ft)	16	0	151	68	285	37
Queue Length 95th (ft)	57	0	311	95	517	91
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	300	1615	969	1841	1501	1285
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.13	0.33	0.25	0.45	0.14

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	50	842	767	965	209
v/c Ratio	0.21	0.42	0.51	0.59	0.50
Control Delay (s/veh)	24.9	7.3	14.2	1.6	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	7.3	14.2	1.6	22.5
Queue Length 50th (ft)	13	62	95	0	52
Queue Length 95th (ft)	46	118	175	0	125
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	413	3610	3518	1615	1402
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.22	0.60	0.15

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	862	612	98	918	146	319
v/c Ratio	0.83	0.52	0.46	0.37	0.48	0.73
Control Delay (s/veh)	25.0	2.8	47.8	5.7	40.6	26.4
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	2.8	47.8	5.7	40.6	26.4
Queue Length 50th (ft)	368	0	53	83	77	66
Queue Length 95th (ft)	#629	48	114	140	143	170
Internal Link Dist (ft)	598			641	1327	
Turn Bay Length (ft)			275			240
Base Capacity (vph)	1314	1305	254	2984	498	584
Starvation Cap Reductn	75	8	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.47	0.39	0.31	0.29	0.55

Intersection Summary

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

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	299	686	826	413	133
v/c Ratio	1.00	0.52	0.94	1.15	0.31
Control Delay (s/veh)	96.1	9.0	44.0	132.8	8.4
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	96.1	9.4	44.0	132.8	8.4
Queue Length 50th (ft)	~206	180	455	~319	0
Queue Length 95th (ft)	#372	259	#721	#506	49
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	298	1370	934	359	427
Starvation Cap Reductn	0	257	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.00	0.62	0.88	1.15	0.31

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	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	39	500	282	374	968	117
v/c Ratio	0.17	0.30	0.75	0.22	0.87	0.12
Control Delay (s/veh)	51.1	0.4	53.8	2.2	28.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.1	0.4	53.8	2.2	28.2	8.4
Queue Length 50th (ft)	27	0	196	51	584	28
Queue Length 95th (ft)	65	0	#357	72	813	55
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	219	1615	492	1714	1452	1241
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.31	0.57	0.22	0.67	0.09

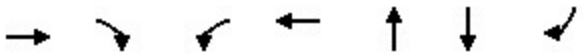
Intersection Summary

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

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	158	1264	598	713	335
v/c Ratio	0.55	0.66	0.60	0.44	0.65
Control Delay (s/veh)	36.4	12.5	21.1	0.8	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.4	12.5	21.1	0.8	25.4
Queue Length 50th (ft)	48	145	90	0	92
Queue Length 95th (ft)	#171	281	162	0	209
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	283	3520	3288	1615	1351
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.36	0.18	0.44	0.25

Intersection Summary

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



Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	702	528	132	940	1	229	403
v/c Ratio	0.77	0.50	0.54	0.41	0.00	0.55	0.80
Control Delay (s/veh)	26.4	3.2	48.6	8.1	0.0	37.3	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.5	3.2	48.6	8.1	0.0	37.3	33.4
Queue Length 50th (ft)	337	0	73	123	0	116	129
Queue Length 95th (ft)	499	53	#147	165	0	207	#298
Internal Link Dist (ft)	598			641	1271	1327	
Turn Bay Length (ft)			275				240
Base Capacity (vph)	1213	1221	298	2853	142	572	627
Starvation Cap Reductn	18	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	0.59	0.43	0.44	0.33	0.01	0.40	0.64

Intersection Summary

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

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	327	655	857	514	166
v/c Ratio	1.09	0.54	1.07	1.05	0.30
Control Delay (s/veh)	124.9	14.0	86.5	98.1	7.6
Queue Delay	0.0	0.8	0.0	0.0	0.0
Total Delay (s/veh)	124.9	14.9	86.5	98.1	7.6
Queue Length 50th (ft)	~285	260	~730	~434	5
Queue Length 95th (ft)	#468	357	#979	#647	59
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	300	1212	798	488	550
Starvation Cap Reductn	0	288	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.09	0.71	1.07	1.05	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.

APPENDIX 5.5: E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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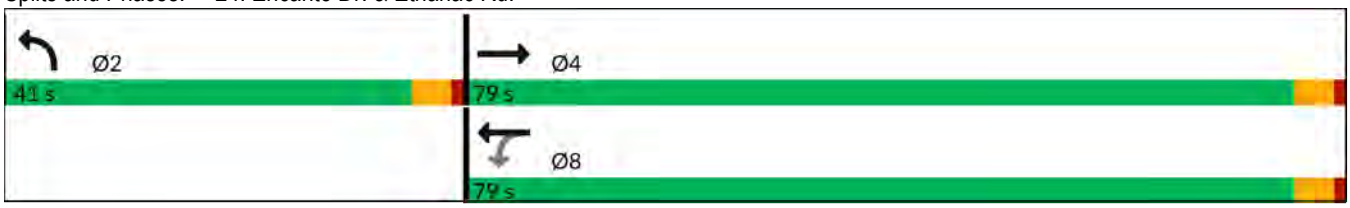
Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	386	180	420	300
Future Volume (vph)	386	180	420	300
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	22.6	22.6
Total Split (s)	79.0	79.0	79.0	41.0
Total Split (%)	65.8%	65.8%	65.8%	34.2%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)	60.8	60.8	60.8	29.9
Actuated g/C Ratio	0.60	0.60	0.60	0.30
v/c Ratio	0.75	0.91	0.39	0.85
Control Delay (s/veh)	18.5	65.8	11.8	50.6
Queue Delay	0.9	0.0	0.0	0.0
Total Delay (s/veh)	19.4	65.8	11.8	50.6
LOS	B	E	B	D
Approach Delay (s/veh)	19.4		28.1	50.7
Approach LOS	B		C	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 29.7	Intersection LOS: C
Intersection Capacity Utilization 88.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 24: Encanto Dr. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	386	375	180	420	300	119
Future Volume (veh/h)	386	375	180	420	300	119
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	420	408	196	457	326	129
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	566	550	275	1215	349	138
Arrive On Green	0.64	0.64	0.64	0.64	0.28	0.28
Sat Flow, veh/h	885	860	673	1900	1250	495
Grp Volume(v), veh/h	0	828	196	457	456	0
Grp Sat Flow(s),veh/h/ln	0	1745	673	1900	1748	0
Q Serve(g_s), s	0.0	36.7	31.8	12.9	28.7	0.0
Cycle Q Clear(g_c), s	0.0	36.7	68.5	12.9	28.7	0.0
Prop In Lane		0.49	1.00		0.71	0.28
Lane Grp Cap(c), veh/h	0	1116	275	1215	488	0
V/C Ratio(X)	0.00	0.74	0.71	0.38	0.93	0.00
Avail Cap(c_a), veh/h	0	1153	289	1255	565	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	13.9	37.4	9.6	39.6	0.0
Incr Delay (d2), s/veh	0.0	2.5	7.6	0.2	21.4	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	0.0	13.3	5.6	4.8	14.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	16.5	45.0	9.8	61.0	0.0
LnGrp LOS		B	D	A	E	
Approach Vol, veh/h	828			653	456	
Approach Delay, s/veh	16.5			20.4	61.0	
Approach LOS	B			C	E	

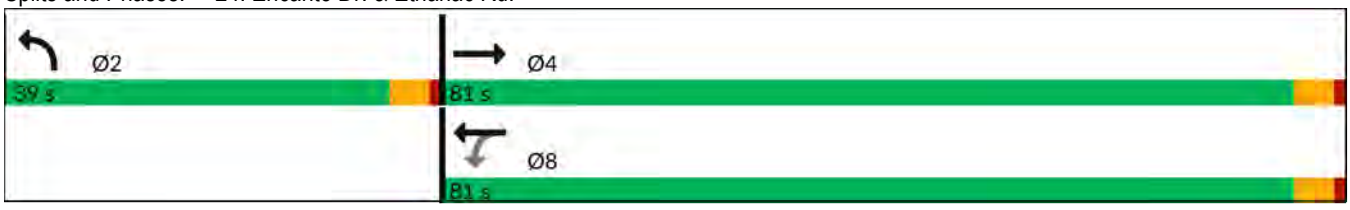
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	36.0	76.6	76.6
Change Period (Y+Rc), s	4.6	4.6	4.6
Max Green Setting (Gmax), s	36.4	74.4	74.4
Max Q Clear Time (g_c+I1), s	30.7	38.7	70.5
Green Ext Time (p_c), s	0.8	7.3	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	28.3
HCM 7th LOS	C

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	643	72	618	153
Future Volume (vph)	643	72	618	153
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	22.6	22.6
Total Split (s)	81.0	81.0	81.0	39.0
Total Split (%)	67.5%	67.5%	67.5%	32.5%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)	31.3	31.3	31.3	14.7
Actuated g/C Ratio	0.56	0.56	0.56	0.26
v/c Ratio	0.75	0.36	0.63	0.55
Control Delay (s/veh)	14.7	12.9	11.7	23.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	12.9	11.7	23.4
LOS	B	B	B	C
Approach Delay (s/veh)	14.7		11.9	23.4
Approach LOS	B		B	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: Encanto Dr. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	643	80	72	618	153	93
Future Volume (veh/h)	643	80	72	618	153	93
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	699	87	78	672	166	101
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	960	119	357	1101	223	136
Arrive On Green	0.58	0.58	0.58	0.58	0.21	0.21
Sat Flow, veh/h	1657	206	700	1900	1071	652
Grp Volume(v), veh/h	0	786	78	672	268	0
Grp Sat Flow(s),veh/h/ln	0	1863	700	1900	1729	0
Q Serve(g_s), s	0.0	13.3	4.0	10.0	6.3	0.0
Cycle Q Clear(g_c), s	0.0	13.3	17.3	10.0	6.3	0.0
Prop In Lane		0.11	1.00		0.62	0.38
Lane Grp Cap(c), veh/h	0	1079	357	1101	361	0
V/C Ratio(X)	0.00	0.73	0.22	0.61	0.74	0.00
Avail Cap(c_a), veh/h	0	3280	1183	3345	1371	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.6	12.9	5.9	16.1	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.3	0.6	3.0	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	0.0	2.6	0.5	2.0	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.6	13.2	6.5	19.1	0.0
LnGrp LOS		A	B	A	B	
Approach Vol, veh/h	786			750	268	
Approach Delay, s/veh	7.6			7.2	19.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	13.7	29.7	29.7
Change Period (Y+Rc), s	4.6	4.6	4.6
Max Green Setting (Gmax), s	34.4	76.4	76.4
Max Q Clear Time (g_c+I1), s	8.3	15.3	19.3
Green Ext Time (p_c), s	0.8	6.6	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

APPENDIX 6.1: EAC (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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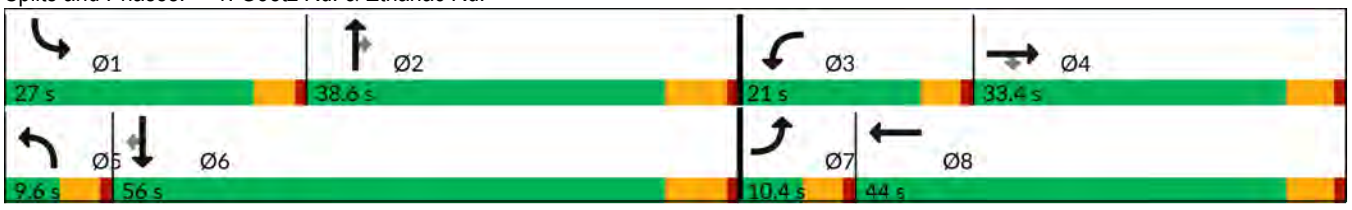
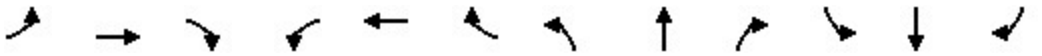
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	25	127	12	577	69	11	466	659	446	241	16
Future Volume (vph)	25	127	12	577	69	11	466	659	446	241	16
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted 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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	10.4	33.4	33.4	21.0	44.0	9.6	38.6	38.6	27.0	56.0	56.0
Total Split (%)	8.7%	27.8%	27.8%	17.5%	36.7%	8.0%	32.2%	32.2%	22.5%	46.7%	46.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.5	13.2	13.2	16.5	28.2	5.0	32.2	32.2	22.5	57.6	57.6
Actuated g/C Ratio	0.05	0.13	0.13	0.16	0.27	0.05	0.30	0.30	0.21	0.55	0.55
v/c Ratio	0.28	0.29	0.03	2.18	0.29	0.14	0.85	1.01	1.23	0.12	0.01
Control Delay (s/veh)	58.2	42.9	0.1	568.9	6.8	54.8	51.0	59.7	162.7	13.6	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 (s/veh)	58.2	42.9	0.1	568.9	6.8	54.8	51.0	59.7	162.7	13.6	0.0
LOS	E	D	A	F	A	D	D	E	F	B	A
Approach Delay (s/veh)		42.1			337.5		56.1			108.0	
Approach LOS		D			F		E			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.19	
Intersection Signal Delay (s/veh): 160.1	Intersection LOS: F
Intersection Capacity Utilization 107.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	127	12	577	69	336	11	466	659	446	241	16
Future Volume (veh/h)	25	127	12	577	69	336	11	466	659	446	241	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	135	11	614	73	279	12	496	536	474	256	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	47	362	162	290	811	377	26	596	505	396	1873	835
Arrive On Green	0.03	0.10	0.10	0.16	0.23	0.23	0.01	0.31	0.31	0.22	0.52	0.52
Sat Flow, veh/h	1810	3610	1610	1810	3458	1607	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	27	135	11	614	73	279	12	496	536	474	256	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1607	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	1.5	3.6	0.6	16.4	1.7	16.4	0.7	24.8	32.1	22.4	3.8	0.4
Cycle Q Clear(g_c), s	1.5	3.6	0.6	16.4	1.7	16.4	0.7	24.8	32.1	22.4	3.8	0.4
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	47	362	162	290	811	377	26	596	505	396	1873	835
V/C Ratio(X)	0.57	0.37	0.07	2.12	0.09	0.74	0.47	0.83	1.06	1.20	0.14	0.02
Avail Cap(c_a), veh/h	103	988	441	290	1305	607	88	596	505	396	1873	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	49.2	43.0	41.7	42.9	30.6	36.3	50.0	32.6	35.1	39.9	12.7	11.9
Incr Delay (d2), s/veh	4.0	0.6	0.2	513.6	0.0	2.9	4.9	9.7	57.0	110.3	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	0.7	1.6	0.3	48.5	0.7	6.5	0.3	12.0	19.9	21.4	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	43.6	41.8	556.5	30.7	39.1	54.9	42.3	92.1	150.2	12.8	11.9
LnGrp LOS	D	D	D	F	C	D	D	D	F	F	B	B
Approach Vol, veh/h		173			966			1044			743	
Approach Delay, s/veh		45.0			367.3			68.0			100.4	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	38.6	21.0	15.7	6.0	59.6	7.3	29.4
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	22.4	32.1	16.4	28.0	5.0	49.5	5.8	38.6
Max Q Clear Time (g_c+I1), s	24.4	34.1	18.4	5.6	2.7	5.8	3.5	18.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	1.5	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	173.7
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	179	81	321	393	93
Future Vol, veh/h	137	179	81	321	393	93
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	143	186	84	334	409	97

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	913	409	506	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	306	646	1069	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	646	1069	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	611	-	-	-	-	-

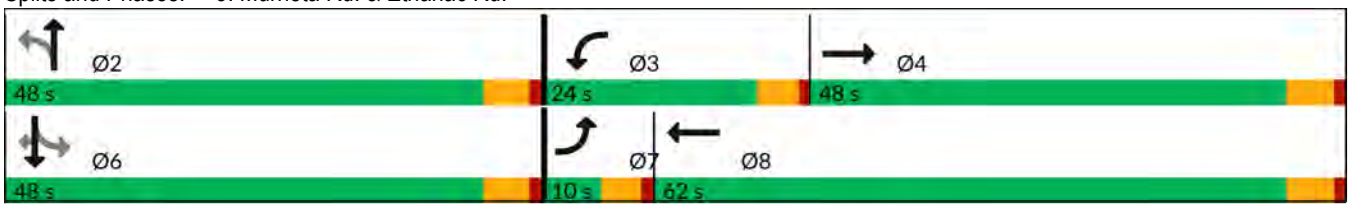
Approach	EB	NB	SB
HCM Control Delay, s/v	20.32	1.74	0
HCM LOS	C		

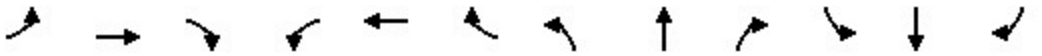
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1069	-	282	646	-	-
HCM Lane V/C Ratio	0.079	-	0.506	0.288	-	-
HCM Control Delay (s/veh)	8.7	-	30.1	12.8	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.7	1.2	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	33	1237	222	1085	151	121	416	102	73
Future Volume (vph)	33	1237	222	1085	151	121	416	102	73
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	48.0	24.0	62.0	48.0	48.0	48.0	48.0	48.0
Total Split (%)	8.3%	40.0%	20.0%	51.7%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	42.6	18.5	59.8		42.9		42.9	42.9
Actuated g/C Ratio	0.04	0.36	0.16	0.50		0.36		0.36	0.36
v/c Ratio	0.47	1.21	0.90	0.85		4.37		2.07	0.12
Control Delay (s/veh)	75.1	138.4	83.2	32.1		Error		519.0	3.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	75.1	138.4	83.2	32.1		Error		519.0	3.2
LOS	E	F	F	C		F		F	A
Approach Delay (s/veh)		137.0		39.4		1557.5		455.3	
Approach LOS		F		D		F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.38	
Intersection Signal Delay (s/veh): 314.6	Intersection LOS: F
Intersection Capacity Utilization 123.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1237	129	222	1085	251	151	121	205	416	102	73
Future Volume (veh/h)	33	1237	129	222	1085	251	151	121	205	416	102	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		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	38	1406	147	252	1233	285	172	138	233	473	116	83
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	54	1182	123	279	1407	321	40	11	8	258	50	581
Arrive On Green	0.03	0.36	0.36	0.15	0.48	0.48	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	3300	343	1810	2919	666	0	31	23	564	138	1610
Grp Volume(v), veh/h	38	765	788	252	757	761	543	0	0	589	0	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1838	1810	1805	1780	53	0	0	702	0	1610
Q Serve(g_s), s	2.5	42.6	42.6	16.3	44.4	46.0	0.0	0.0	0.0	0.0	0.0	4.1
Cycle Q Clear(g_c), s	2.5	42.6	42.6	16.3	44.4	46.0	42.9	0.0	0.0	42.9	0.0	4.1
Prop In Lane	1.00		0.19	1.00		0.37	0.32		0.43	0.80		1.00
Lane Grp Cap(c), veh/h	54	647	659	279	870	858	59	0	0	308	0	581
V/C Ratio(X)	0.70	1.18	1.20	0.90	0.87	0.89	9.18	0.00	0.00	1.91	0.00	0.14
Avail Cap(c_a), veh/h	82	647	659	295	870	858	59	0	0	308	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.1	38.2	38.2	49.4	27.4	27.9	45.7	0.0	0.0	41.8	0.0	25.6
Incr Delay (d2), s/veh	5.9	97.5	102.9	27.2	9.4	11.1	3715.1	0.0	0.0	422.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	35.5	37.1	9.3	20.2	20.9	62.8	0.0	0.0	45.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.0	135.7	141.0	76.7	36.9	39.0	3760.8	0.0	0.0	464.4	0.0	25.7
LnGrp LOS	E	F	F	E	D	D	F			F		C
Approach Vol, veh/h		1591			1770			543			672	
Approach Delay, s/veh		136.6			43.4			3760.8			410.2	
Approach LOS		F			D			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.0	22.9	48.0		48.0	8.2	62.7				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		42.9	19.4	42.6		42.9	5.4	56.6				
Max Q Clear Time (g_c+I1), s		44.9	18.3	44.6		44.9	4.5	48.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	5.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	570.8
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	8	0	3	6	0	13	30	418	5	13	365	4
Future Vol, veh/h	8	0	3	6	0	13	30	418	5	13	365	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	3	6	0	14	32	445	5	14	388	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	927	932	390	927	931	447	393	0	0	450	0	0
Stage 1	418	418	-	511	511	-	-	-	-	-	-	-
Stage 2	509	514	-	416	420	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	251	269	662	251	269	615	1177	-	-	1121	-	-
Stage 1	616	594	-	549	540	-	-	-	-	-	-	-
Stage 2	551	539	-	618	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	258	662	240	258	615	1177	-	-	1121	-	-
Mov Cap-2 Maneuver	236	258	-	240	258	-	-	-	-	-	-	-
Stage 1	609	587	-	534	526	-	-	-	-	-	-	-
Stage 2	524	524	-	607	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.13	14.19	0.54	0.28
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1177	-	-	286	412	1121	-	-
HCM Lane V/C Ratio	0.027	-	-	0.041	0.049	0.012	-	-
HCM Control Delay (s/veh)	8.1	-	-	18.1	14.2	8.3	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	23.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1871	44	163	1608	8	55
Future Vol, veh/h	1871	44	163	1608	8	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1990	47	173	1711	9	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2037	0	3216	1019
Stage 1	-	-	-	-	2014	-
Stage 2	-	-	-	-	1202	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	281	-	~ 8	238
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	251	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	281	-	~ 3	238
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	96	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.35	$ 1327.75
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	22	-	-	281	-
HCM Lane V/C Ratio	3.116	-	-	0.617	-
HCM Control Delay (s/veh)	$ 1327.7	-	-	36.4	-
HCM Lane LOS	F	-	-	E	-
HCM 95th %tile Q(veh)	8.6	-	-	3.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	92	28	42	131	0
Future Vol, veh/h	0	92	28	42	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
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	100	30	46	142	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	142	142	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	744	911	1453	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	728	911	1453	-	-	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.44	3.01	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	911	-	-
HCM Lane V/C Ratio	0.021	-	0.11	-	-
HCM Control Delay (s/veh)	7.5	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	510.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1922	1757	66	209	14
Future Vol, veh/h	4	1922	1757	66	209	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	4	2089	1910	72	227	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1982	0	-	0	2963	955
Stage 1	-	-	-	-	1910	-
Stage 2	-	-	-	-	1053	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	295	-	-	-	~ 12	263
Stage 1	-	-	-	-	~ 104	-
Stage 2	-	-	-	-	301	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	295	-	-	-	~ 11	263
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	~ 103	-
Stage 2	-	-	-	-	301	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.04	0	$ 9086.14
HCM LOS			F

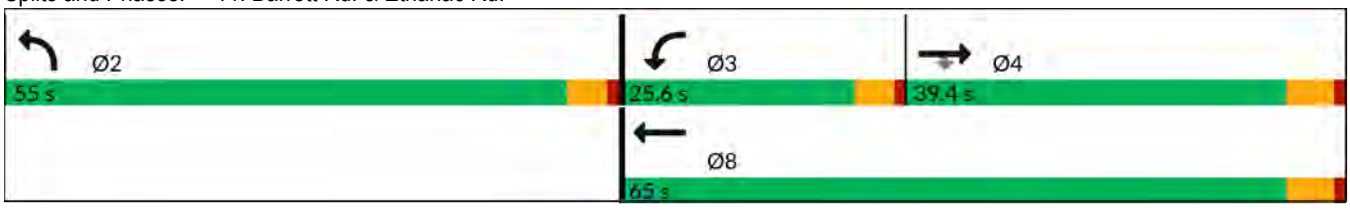
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	295	-	-	-	12
HCM Lane V/C Ratio	0.015	-	-	-	19.858
HCM Control Delay (s/veh)	17.4	-	-	-	$ 9086.1
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	31.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1914	195	201	1746	25
Future Volume (vph)	1914	195	201	1746	25
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	41.7	41.7	13.5	59.9	10.5
Actuated g/C Ratio	0.52	0.52	0.17	0.74	0.13
v/c Ratio	0.77	0.24	0.72	0.70	0.62
Control Delay (s/veh)	21.3	11.9	46.7	10.1	12.6
Queue Delay	0.0	0.0	6.4	47.9	0.0
Total Delay (s/veh)	21.3	11.9	53.2	58.0	12.6
LOS	C	B	D	E	B
Approach Delay (s/veh)	20.5			57.6	12.7
Approach LOS	C			E	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 80.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 36.8	Intersection LOS: D
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1914	195	201	1746	25	221
Future Volume (veh/h)	1914	195	201	1746	25	221
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2080	212	218	1898	27	240
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	2390	742	264	2419	31	279
Arrive On Green	0.46	0.46	0.15	0.67	0.19	0.19
Sat Flow, veh/h	5358	1610	1810	3705	164	1459
Grp Volume(v), veh/h	2080	212	218	1898	268	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1629	0
Q Serve(g_s), s	26.1	5.9	8.5	26.4	11.5	0.0
Cycle Q Clear(g_c), s	26.1	5.9	8.5	26.4	11.5	0.0
Prop In Lane		1.00	1.00		0.10	0.90
Lane Grp Cap(c), veh/h	2390	742	264	2419	312	0
V/C Ratio(X)	0.87	0.29	0.83	0.78	0.86	0.00
Avail Cap(c_a), veh/h	2439	757	525	2975	1135	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	12.1	30.0	8.3	28.3	0.0
Incr Delay (d2), s/veh	3.7	0.2	2.5	1.2	2.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	1.9	3.6	7.0	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.2	12.3	32.5	9.5	31.0	0.0
LnGrp LOS	C	B	C	A	C	
Approach Vol, veh/h	2292			2116	268	
Approach Delay, s/veh	20.4			11.8	31.0	
Approach LOS	C			B	C	

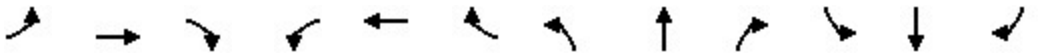
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		18.4	15.1	38.7		53.9
Change Period (Y+Rc), s		4.6	4.6	5.4		5.4
Max Green Setting (Gmax), s		50.4	21.0	34.0		59.6
Max Q Clear Time (g_c+I1), s		13.5	10.5	28.1		28.4
Green Ext Time (p_c), s		0.4	0.2	5.2		19.1

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	180	160	211	427	366	191	330
Future Volume (vph)	180	160	211	427	366	191	330
Turn Type	NA	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	8		2		1	6
Permitted Phases			2		2		
Detector Phase	4	8	2	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	16.4	9.6	16.4
Total Split (s)	47.0	47.0	16.4	16.4	16.4	9.6	26.0
Total Split (%)	39.2%	39.2%	13.7%	13.7%	13.7%	8.0%	21.7%
Yellow Time (s)	3.8	3.8	5.4	5.4	5.4	3.6	5.4
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)	4.8	4.8		6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	34.9	42.4		10.0	10.0	5.0	19.7
Actuated g/C Ratio	0.31	0.37		0.09	0.09	0.04	0.17
v/c Ratio	0.90	1.16		16.09	1.54	2.65	1.11
Control Delay (s/veh)	51.5	121.5		Error	288.2	798.7	127.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	121.5		Error	288.2	798.7	127.0
LOS	D	F		F	F	F	F
Approach Delay (s/veh)	51.5	121.5		4468.3			373.0
Approach LOS	D	F		F			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 16.09	
Intersection Signal Delay (s/veh): 1763.9	Intersection LOS: F
Intersection Capacity Utilization 137.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	180	300	374	160	176	211	427	366	191	330	0
Future Volume (veh/h)	0	180	300	374	160	176	211	427	366	191	330	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	200	332	416	178	196	234	474	0	212	367	0
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	0	213	354	338	145	159	41	0		78	320	0
Arrive On Green	0.00	0.33	0.33	0.36	0.36	0.36	0.09	0.09	0.00	0.04	0.17	0.00
Sat Flow, veh/h	0	642	1066	934	400	440	0	0	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	532	790	0	0	708	0	0	212	367	0
Grp Sat Flow(s),veh/h/ln	0	0	1708	1774	0	0	0	0	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	35.2	42.2	0.0	0.0	0.0	0.0	0.0	5.0	19.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	35.2	42.2	0.0	0.0	10.0	0.0	0.0	5.0	19.6	0.0
Prop In Lane	0.00		0.62	0.53		0.25	0.33		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	568	642	0	0	41	0		78	320	0
V/C Ratio(X)	0.00	0.00	0.94	1.23	0.00	0.00	17.23	0.00		2.73	1.15	0.00
Avail Cap(c_a), veh/h	0	0	619	642	0	0	41	0		78	320	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	37.7	37.2	0.0	0.0	58.3	0.0	0.0	55.8	48.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	21.1	116.7	0.0	0.0	7348.0	0.0	0.0	813.8	96.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	17.6	38.5	0.0	0.0	85.1	0.0	0.0	19.7	17.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	58.8	153.9	0.0	0.0	7406.3	0.0	0.0	869.6	145.4	0.0
LnGrp LOS			E	F			F			F	F	
Approach Vol, veh/h		532			790			708			579	
Approach Delay, s/veh		58.8			153.9			7406.3			410.5	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.6	16.4		43.5		26.0		47.0				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	5.0	10.0		42.2		19.6		42.2				
Max Q Clear Time (g_c+I1), s	7.0	12.0		37.2		21.6		44.2				
Green Ext Time (p_c), s	0.0	0.0		1.5		0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	2159.5	
HCM 7th LOS	F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	224.3
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	801	201	97	643	385	112
Future Vol, veh/h	801	201	97	643	385	112
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	852	214	103	684	410	119
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	316.5	215.2	51.8
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	385	112	801	201	97	643
LT Vol	385	0	0	0	97	0
Through Vol	0	0	801	0	0	643
RT Vol	0	112	0	201	0	0
Lane Flow Rate	410	119	852	214	103	684
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.938	0.233	1.808	0.412	0.236	1.467
Departure Headway (Hd)	9.489	8.225	8.244	7.514	9.085	8.563
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	385	440	452	483	398	431
Service Time	7.189	5.925	5.944	5.214	6.785	6.263
HCM Lane V/C Ratio	1.065	0.27	1.885	0.443	0.259	1.587
HCM Control Delay, s/veh	63	13.4	392.1	15.4	14.6	245.5
HCM Lane LOS	F	B	F	C	B	F
HCM 95th-tile Q	10.2	0.9	50	2	0.9	31.8

Intersection	
Intersection Delay, s/veh	214.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	725	98	0	0	82	85	0	2	0	183	2	600
Future Vol, veh/h	725	98	0	0	82	85	0	2	0	183	2	600
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	780	105	0	0	88	91	0	2	0	197	2	645
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	279.2	15.6	13.2	189.1
HCM LOS	F	C	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	88%	0%	23%
Vol Thru, %	100%	12%	49%	0%
Vol Right, %	0%	0%	51%	76%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	823	167	785
LT Vol	0	725	0	183
Through Vol	2	98	82	2
RT Vol	0	0	85	600
Lane Flow Rate	2	885	180	844
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	1.556	0.334	1.347
Departure Headway (Hd)	10.149	7.204	8.45	6.831
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	355	513	429	540
Service Time	8.149	5.204	6.45	4.831
HCM Lane V/C Ratio	0.006	1.725	0.42	1.563
HCM Control Delay, s/veh	13.2	279.2	15.6	189.1
HCM Lane LOS	B	F	C	F
HCM 95th-tile Q	0	41.7	1.4	31.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	108	251	20
Future Vol, veh/h	32	0	0	108	251	20
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	0	0	111	259	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	380	269	279	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	626	774	1295	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	626	774	1295	-	-	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.07	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1295	-	626	-	-
HCM Lane V/C Ratio	-	-	0.053	-	-
HCM Control Delay (s/veh)	0	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	13	13	64	176	74
Future Vol, veh/h	46	13	13	64	176	74
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	180	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	14	14	69	189	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	291	229	269	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	692	815	1306	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	685	815	1306	-	-	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	959	-	-	-	-	-

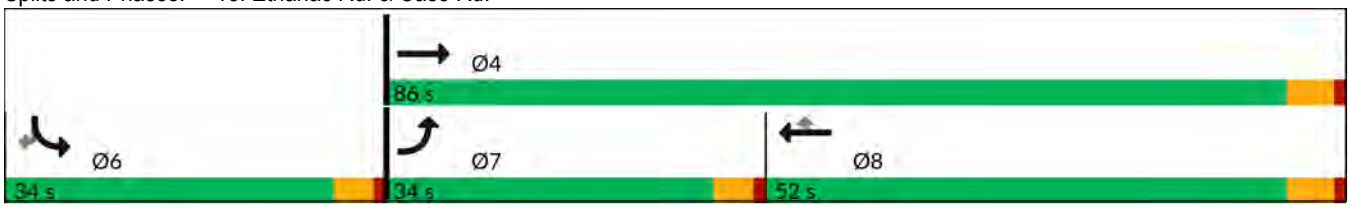
Approach	EB	NB	SB
HCM Control Delay, s/v	10.3	1.31	0
HCM LOS	B		

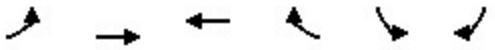
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1306	-	701	815	-	-
HCM Lane V/C Ratio	0.011	-	0.071	0.017	-	-
HCM Control Delay (s/veh)	7.8	-	10.5	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	187	1950	1835	459	507	110
Future Volume (vph)	187	1950	1835	459	507	110
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	86.0	52.0	52.0	34.0	34.0
Total Split (%)	28.3%	71.7%	43.3%	43.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.9	70.9	50.3	50.3	20.3	20.3
Actuated g/C Ratio	0.16	0.70	0.50	0.50	0.20	0.20
v/c Ratio	0.69	0.81	0.75	0.48	0.76	0.17
Control Delay (s/veh)	55.1	14.6	24.1	5.7	46.8	7.5
Queue Delay	2.1	21.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.3	35.8	24.2	5.7	46.8	7.5
LOS	E	D	C	A	D	A
Approach Delay (s/veh)		37.8	20.5		39.8	
Approach LOS		D	C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 30.2	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	1950	1835	459	507	110
Future Volume (veh/h)	187	1950	1835	459	507	110
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	2053	1932	483	534	116
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	236	2550	2719	844	637	514
Arrive On Green	0.13	0.71	0.52	0.52	0.18	0.18
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	197	2053	1932	483	534	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	9.5	34.5	25.1	18.1	13.1	3.1
Cycle Q Clear(g_c), s	9.5	34.5	25.1	18.1	13.1	3.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	236	2550	2719	844	637	514
V/C Ratio(X)	0.84	0.81	0.71	0.57	0.84	0.23
Avail Cap(c_a), veh/h	598	3270	2719	844	1160	936
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	37.8	8.9	16.0	14.4	35.2	31.1
Incr Delay (d2), s/veh	3.0	1.2	0.9	0.9	1.2	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	4.2	9.8	8.9	6.0	5.2	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.8	10.1	16.9	15.3	36.3	31.2
LnGrp LOS	D	B	B	B	D	C
Approach Vol, veh/h		2250	2415		650	
Approach Delay, s/veh		12.8	16.6		35.4	
Approach LOS		B	B		D	

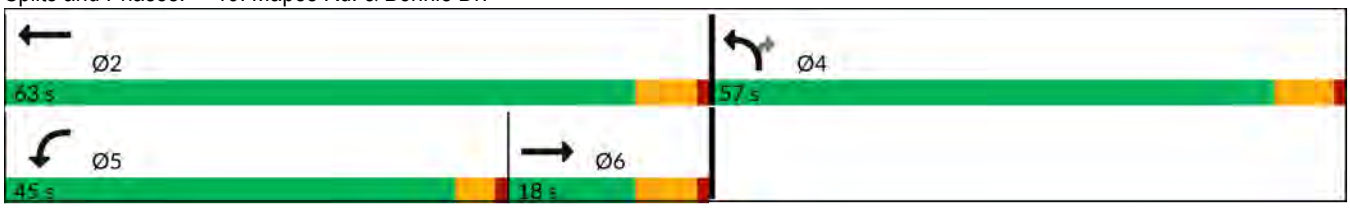
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			68.2		20.7	16.2	52.1
Change Period (Y+Rc), s			5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s			80.6		29.4	29.4	46.6
Max Q Clear Time (g_c+I1), s			36.5		15.1	11.5	27.1
Green Ext Time (p_c), s			26.4		1.1	0.2	14.8

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	16	776	25	1	812
Future Volume (vph)	16	776	25	1	812
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	18.0	45.0	63.0	57.0	57.0
Total Split (%)	15.0%	37.5%	52.5%	47.5%	47.5%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.2	41.2	56.1	17.1	17.1
Actuated g/C Ratio	0.12	0.48	0.65	0.20	0.20
v/c Ratio	0.13	1.08	0.02	0.00	0.88
Control Delay (s/veh)	30.9	82.5	9.4	23.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.9	82.5	9.4	23.0	12.7
LOS	C	F	A	C	B
Approach Delay (s/veh)	31.0		80.2	12.7	
Approach LOS	C		F	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 46.0	Intersection LOS: D
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	16	9	776	25	1	812
Future Volume (veh/h)	16	9	776	25	1	812
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	11	935	30	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	186	108	982	1488	5	
Arrive On Green	0.16	0.16	0.54	0.78	0.00	0.00
Sat Flow, veh/h	1129	654	1810	1900	1810	1610
Grp Volume(v), veh/h	0	30	935	30	1	0
Grp Sat Flow(s),veh/h/ln	0	1782	1810	1900	1810	1610
Q Serve(g_s), s	0.0	0.9	29.7	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.9	29.7	0.2	0.0	0.0
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	294	982	1488	5	
V/C Ratio(X)	0.00	0.10	0.95	0.02	0.20	
Avail Cap(c_a), veh/h	0	338	1204	1768	1505	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.5	13.1	1.5	30.2	0.0
Incr Delay (d2), s/veh	0.0	0.2	13.3	0.0	18.6	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	0.0	0.3	10.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	21.7	26.4	1.5	48.8	0.0
LnGrp LOS		C	C	A	D	
Approach Vol, veh/h	30			965	1	
Approach Delay, s/veh	21.7			25.7	48.8	
Approach LOS	C			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.0		6.7	37.5	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		56.5		50.5	40.4	11.5
Max Q Clear Time (g_c+I1), s		2.2		2.0	31.7	2.9
Green Ext Time (p_c), s		0.1		0.0	1.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

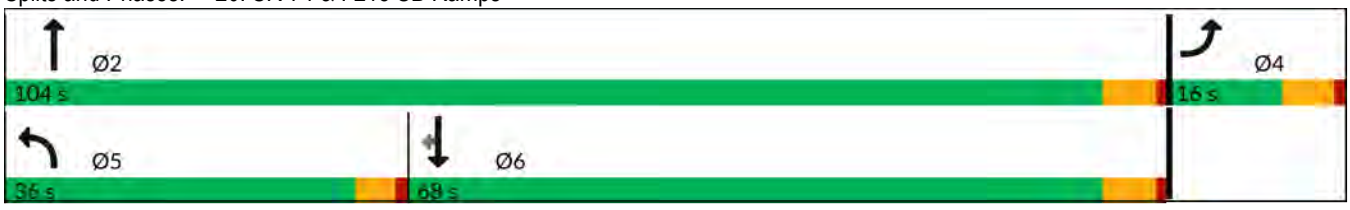
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	426	403	582	719	1018	219
Future Volume (vph)	426	403	582	719	1018	219
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	16.0		36.0	104.0	68.0	68.0
Total Split (%)	13.3%		30.0%	86.7%	56.7%	56.7%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	10.2	120.0	31.4	98.2	62.2	62.2
Actuated g/C Ratio	0.09	1.00	0.26	0.82	0.52	0.52
v/c Ratio	2.84	0.25	1.25	0.47	1.05	0.26
Control Delay (s/veh)	867.6	0.3	170.3	4.3	73.8	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	867.6	0.3	170.3	4.3	73.8	13.9
LOS	F	A	F	A	E	B
Approach Delay (s/veh)	446.3			78.6	63.3	
Approach LOS	F			E	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.84	
Intersection Signal Delay (s/veh): 163.5	Intersection LOS: F
Intersection Capacity Utilization 122.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	426	403	582	719	1018	219
Future Volume (veh/h)	426	403	582	719	1018	219
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	435	0	594	734	1039	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	154		473	1555	985	
Arrive On Green	0.09	0.00	0.26	0.82	0.52	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	435	0	594	734	1039	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	10.2	0.0	31.4	13.7	62.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	31.4	13.7	62.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	154		473	1555	985	
V/C Ratio(X)	2.83		1.25	0.47	1.06	
Avail Cap(c_a), veh/h	154		473	1555	985	
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	0.00
Uniform Delay (d), s/veh	54.9	0.0	44.3	3.2	28.9	0.0
Incr Delay (d2), s/veh	840.4	0.0	130.9	0.2	44.3	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	40.4	0.0	30.7	3.1	37.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	895.3	0.0	175.2	3.5	73.2	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	435			1328	1039	
Approach Delay, s/veh	895.3			80.3	73.2	
Approach LOS	F			F	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.0		16.0	36.0	68.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		98.2		10.2	31.4	62.2
Max Q Clear Time (g_c+I1), s		15.7		12.2	33.4	64.2
Green Ext Time (p_c), s		5.5		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	204.2
HCM 7th LOS	F

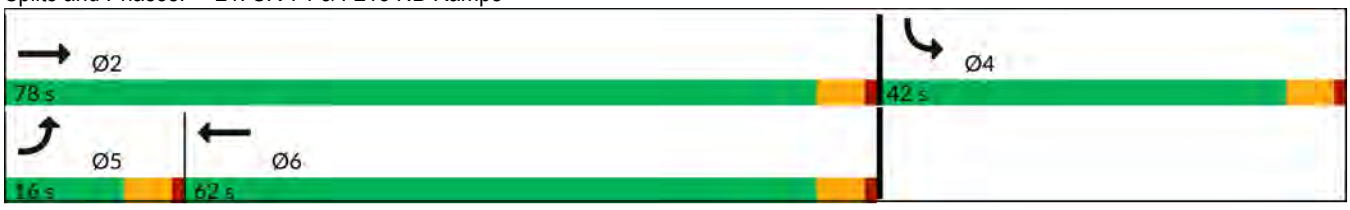
Notes

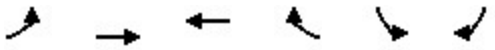
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	202	1220	1051	1185	438
Future Volume (vph)	202	1220	1051	1185	438
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	16.0	78.0	62.0		42.0
Total Split (%)	13.3%	65.0%	51.7%		35.0%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	10.7	50.2	34.1	97.7	36.9
Actuated g/C Ratio	0.11	0.51	0.35	1.00	0.38
v/c Ratio	1.04	0.67	0.85	0.74	1.03
Control Delay (s/veh)	119.6	19.5	36.5	3.2	76.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	119.6	19.5	36.5	3.2	76.1
LOS	F	B	D	A	E
Approach Delay (s/veh)		33.7	18.9		76.2
Approach LOS		C	B		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 97.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 32.8	Intersection LOS: C
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	202	1220	1051	1185	438	250
Future Volume (veh/h)	202	1220	1051	1185	438	250
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	1245	1072	0	447	249
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	200	1850	1254		420	234
Arrive On Green	0.11	0.51	0.35	0.00	0.38	0.38
Sat Flow, veh/h	1810	3705	3705	1610	1111	619
Grp Volume(v), veh/h	206	1245	1072	0	697	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1733	0
Q Serve(g_s), s	10.7	24.9	26.7	0.0	36.7	0.0
Cycle Q Clear(g_c), s	10.7	24.9	26.7	0.0	36.7	0.0
Prop In Lane	1.00			1.00	0.64	0.36
Lane Grp Cap(c), veh/h	200	1850	1254		656	0
V/C Ratio(X)	1.03	0.67	0.85		1.06	0.00
Avail Cap(c_a), veh/h	200	2705	2110		656	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	43.2	17.6	29.4	0.0	30.2	0.0
Incr Delay (d2), s/veh	72.4	0.2	0.8	0.0	53.1	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	8.6	9.1	10.8	0.0	23.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	115.5	17.8	30.2	0.0	83.3	0.0
LnGrp LOS	F	B	C		F	
Approach Vol, veh/h		1451	1072		697	
Approach Delay, s/veh		31.6	30.2		83.3	
Approach LOS		C	C		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.0		42.0	16.0	39.0
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		72.7		36.7	10.7	56.7
Max Q Clear Time (g_c+I1), s		26.9		38.7	12.7	28.7
Green Ext Time (p_c), s		6.5		0.0	0.0	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	42.3
HCM 7th LOS	D

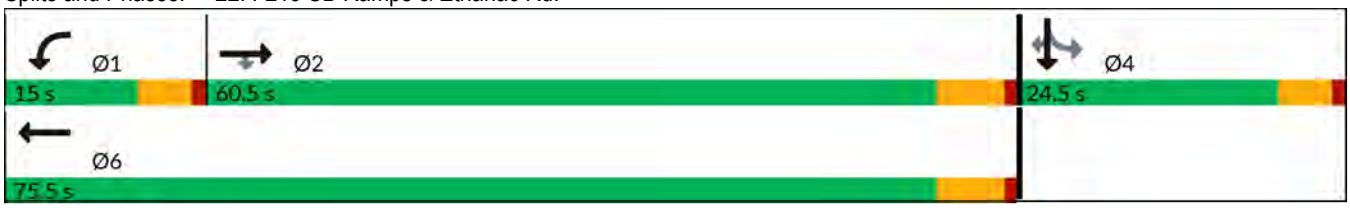
Notes

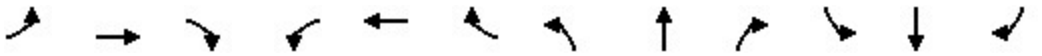
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1516	941	176	1418	1	876
Future Volume (vph)	1516	941	176	1418	1	876
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5	24.5	24.5
Total Split (s)	60.5	60.5	15.0	75.5	24.5	24.5
Total Split (%)	60.5%	60.5%	15.0%	75.5%	24.5%	24.5%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
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	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	54.5	54.5	10.0	69.5	19.5	19.5
Actuated g/C Ratio	0.55	0.55	0.10	0.70	0.20	0.20
v/c Ratio	1.55	0.88	1.03	0.60	1.75	2.42
Control Delay (s/veh)	279.2	20.4	123.2	9.2	379.3	669.8
Queue Delay	0.0	0.5	0.0	0.3	0.0	0.0
Total Delay (s/veh)	279.3	21.0	123.2	9.5	379.3	669.8
LOS	F	C	F	A	F	F
Approach Delay (s/veh)	180.4			22.1	554.0	
Approach LOS	F			C	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.43	
Intersection Signal Delay (s/veh): 233.4	Intersection LOS: F
Intersection Capacity Utilization 166.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1516	941	176	1418	0	0	0	0	580	1	876
Future Volume (veh/h)	0	1516	941	176	1418	0	0	0	0	580	1	876
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1613	1001	187	1509	0				617	1	932
Peak Hour Factor	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
Cap, veh/h	0	1036	878	181	2509	0				352	1	314
Arrive On Green	0.00	0.55	0.55	0.10	0.69	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1807	3	1610
Grp Volume(v), veh/h	0	1613	1001	187	1509	0				618	0	932
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	54.5	54.5	10.0	21.9	0.0				19.5	0.0	19.5
Cycle Q Clear(g_c), s	0.0	54.5	54.5	10.0	21.9	0.0				19.5	0.0	19.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1036	878	181	2509	0				353	0	314
V/C Ratio(X)	0.00	1.56	1.14	1.03	0.60	0.00				1.75	0.00	2.97
Avail Cap(c_a), veh/h	0	1036	878	181	2509	0				353	0	314
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	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.7	22.8	45.0	8.0	0.0				40.3	0.0	40.2
Incr Delay (d2), s/veh	0.0	255.7	77.0	75.9	0.4	0.0				349.6	0.0	894.3
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	94.7	36.7	8.2	6.8	0.0				42.3	0.0	85.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	278.5	99.7	120.9	8.4	0.0				389.8	0.0	934.6
LnGrp LOS		F	F	F	A					F		F
Approach Vol, veh/h		2614			1696						1550	
Approach Delay, s/veh		210.0			20.8						717.4	
Approach LOS		F			C						F	

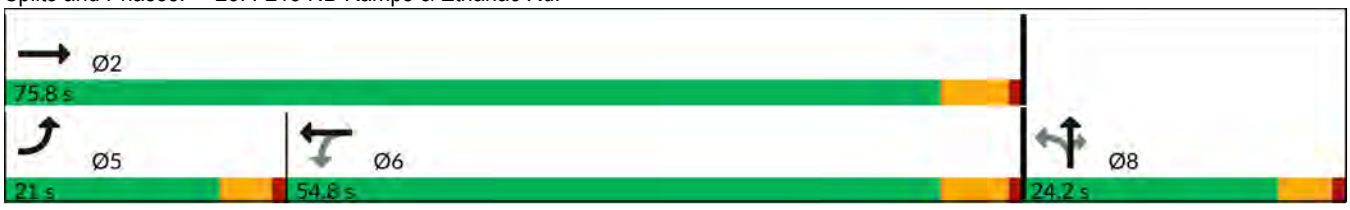
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	60.5		24.5		75.5
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	10.0	54.5		19.5		69.5
Max Q Clear Time (g_c+I1), s	12.0	56.5		21.5		23.9
Green Ext Time (p_c), s	0.0	0.0		0.0		16.0

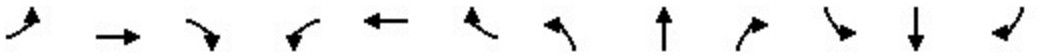
Intersection Summary		
HCM 7th Control Delay, s/veh		289.5
HCM 7th LOS		F

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	709	1387	850	3	423
Future Volume (vph)	709	1387	850	3	423
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	21.0	75.8	54.8	24.2	24.2
Total Split (%)	21.0%	75.8%	54.8%	24.2%	24.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	16.0	69.8	48.8	19.2	19.2
Actuated g/C Ratio	0.16	0.70	0.49	0.19	0.19
v/c Ratio	2.56	1.08	1.50	2.23	1.16
Control Delay (s/veh)	735.4	70.6	259.1	587.2	128.4
Queue Delay	0.0	4.5	0.0	0.0	0.0
Total Delay (s/veh)	735.4	75.1	259.1	587.2	128.4
LOS	F	E	F	F	F
Approach Delay (s/veh)		298.6	259.2	420.8	
Approach LOS		F	F	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.57	
Intersection Signal Delay (s/veh): 318.5	Intersection LOS: F
Intersection Capacity Utilization 166.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	709	1387	0	0	850	459	741	3	423	0	0	0
Future Volume (veh/h)	709	1387	0	0	850	459	741	3	423	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	739	1445	0	0	885	445	772	3	373			
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	290	1326	0	0	582	293	346	1	309			
Arrive On Green	0.16	0.70	0.00	0.00	0.49	0.49	0.19	0.19	0.19			
Sat Flow, veh/h	1810	1900	0	0	1192	600	1803	7	1610			
Grp Volume(v), veh/h	739	1445	0	0	0	1330	775	0	373			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1792	1810	0	1610			
Q Serve(g_s), s	16.0	69.8	0.0	0.0	0.0	48.8	19.2	0.0	19.2			
Cycle Q Clear(g_c), s	16.0	69.8	0.0	0.0	0.0	48.8	19.2	0.0	19.2			
Prop In Lane	1.00		0.00	0.00		0.33	1.00		1.00			
Lane Grp Cap(c), veh/h	290	1326	0	0	0	875	347	0	309			
V/C Ratio(X)	2.55	1.09	0.00	0.00	0.00	1.52	2.23	0.00	1.21			
Avail Cap(c_a), veh/h	290	1326	0	0	0	875	347	0	309			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.0	15.1	0.0	0.0	0.0	25.6	40.4	0.0	40.4			
Incr Delay (d2), s/veh	708.7	52.9	0.0	0.0	0.0	240.2	562.9	0.0	119.4			
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	63.9	41.6	0.0	0.0	0.0	76.9	62.2	0.0	17.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	750.7	68.0	0.0	0.0	0.0	265.8	603.3	0.0	159.8			
LnGrp LOS	F	F				F	F		F			
Approach Vol, veh/h		2184			1330			1148				
Approach Delay, s/veh		299.0			265.8			459.2				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		75.8			21.0	54.8		24.2				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		69.8			16.0	48.8		19.2				
Max Q Clear Time (g_c+I1), s		71.8			18.0	50.8		21.2				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			329.0									
HCM 7th LOS			F									

Intersection	
Int Delay, s/veh	7669.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1366	416	191	776	455	126
Future Vol, veh/h	1366	416	191	776	455	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	1485	452	208	843	495	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1937	0	2970	1711
Stage 1	-	-	-	-	1711	-
Stage 2	-	-	-	-	1259	-
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	-	-	307	-	~ 16	~ 114
Stage 1	-	-	-	-	~ 162	-
Stage 2	-	-	-	-	~ 270	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	307	-	~ 5	~ 114
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	~ 162	-
Stage 2	-	-	-	-	~ 88	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.5	$ 43947.05
HCM LOS			F

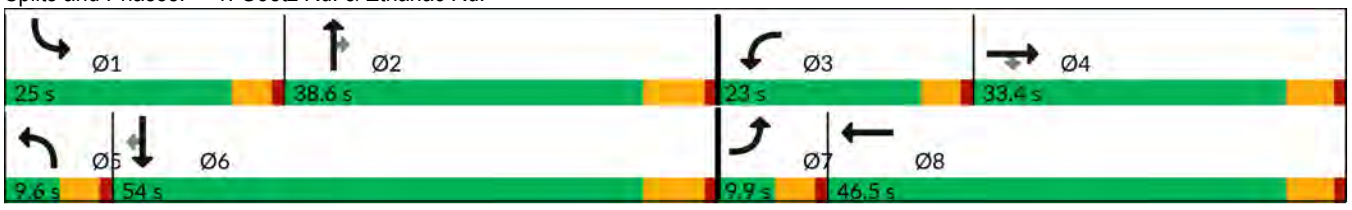
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	307	-
HCM Lane V/C Ratio	96.214	-	-	0.675	-
HCM Control Delay (s/veh)	$ 43947.1	-	-	38	-
HCM Lane LOS	F	-	-	E	-
HCM 95th %tile Q(veh)	81	-	-	4.6	-

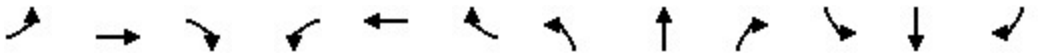
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	67	10	696	92	11	267	488	467	367	32
Future Volume (vph)	16	67	10	696	92	11	267	488	467	367	32
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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	9.9	33.4	33.4	23.0	46.5	9.6	38.6	38.6	25.0	54.0	54.0
Total Split (%)	8.3%	27.8%	27.8%	19.2%	38.8%	8.0%	32.2%	32.2%	20.8%	45.0%	45.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.3	13.0	13.0	18.7	32.8	5.1	21.1	21.1	20.7	45.0	45.0
Actuated g/C Ratio	0.06	0.14	0.14	0.20	0.35	0.05	0.22	0.22	0.22	0.47	0.47
v/c Ratio	0.18	0.14	0.02	2.17	0.27	0.12	0.70	0.83	1.31	0.23	0.04
Control Delay (s/veh)	52.5	37.6	0.1	562.3	6.1	51.9	44.1	23.4	192.8	16.5	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 (s/veh)	52.5	37.6	0.1	562.3	6.1	51.9	44.1	23.4	192.8	16.5	0.0
LOS	D	D	A	F	A	D	D	C	F	B	A
Approach Delay (s/veh)		36.2			341.8		31.0			110.9	
Approach LOS		D			F		C			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.18	
Intersection Signal Delay (s/veh): 179.7	Intersection LOS: F
Intersection Capacity Utilization 98.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	67	10	696	92	365	11	267	488	467	367	32
Future Volume (veh/h)	16	67	10	696	92	365	11	267	488	467	367	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	74	9	773	102	319	12	297	440	519	408	23
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	371	166	334	925	430	26	563	478	370	1758	784
Arrive On Green	0.02	0.10	0.10	0.18	0.27	0.27	0.01	0.30	0.30	0.20	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	3458	1607	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	18	74	9	773	102	319	12	297	440	519	408	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1607	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	1.0	1.9	0.5	18.4	2.2	18.1	0.7	13.0	26.4	20.4	6.5	0.7
Cycle Q Clear(g_c), s	1.0	1.9	0.5	18.4	2.2	18.1	0.7	13.0	26.4	20.4	6.5	0.7
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	36	371	166	334	925	430	26	563	478	370	1758	784
V/C Ratio(X)	0.51	0.20	0.05	2.32	0.11	0.74	0.47	0.53	0.92	1.40	0.23	0.03
Avail Cap(c_a), veh/h	96	1014	452	334	1425	662	91	612	518	370	1758	784
HCM Platoon Ratio	1.00	1.00	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	48.4	41.0	40.4	40.7	27.6	33.4	48.8	29.2	34.0	39.7	14.8	13.3
Incr Delay (d2), s/veh	4.1	0.3	0.1	601.3	0.1	2.5	4.8	0.8	21.1	196.6	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	0.5	0.8	0.2	63.6	0.9	7.0	0.3	5.6	12.6	28.6	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.5	41.2	40.5	641.9	27.6	35.9	53.6	30.0	55.1	236.2	14.9	13.3
LnGrp LOS	D	D	D	F	C	D	D	C	E	F	B	B
Approach Vol, veh/h		101			1194			749			950	
Approach Delay, s/veh		43.2			427.5			45.1			135.8	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	36.1	23.0	15.7	6.0	55.1	6.6	32.1
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	20.4	32.1	18.4	28.0	5.0	47.5	5.3	41.1
Max Q Clear Time (g_c+I1), s	22.4	28.4	20.4	3.9	2.7	8.5	3.0	20.1
Green Ext Time (p_c), s	0.0	1.2	0.0	0.4	0.0	2.5	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	226.3
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	20.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	139	111	157	507	444	136
Future Vol, veh/h	139	111	157	507	444	136
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
Veh in Median Storage, #	0	-	-	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	153	122	173	557	488	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1390	488	637	0	-	0
Stage 1	488	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	158	584	956	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 130	584	956	-	-	-
Mov Cap-2 Maneuver	~ 130	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	16.81	2.27	0
HCM LOS	F		

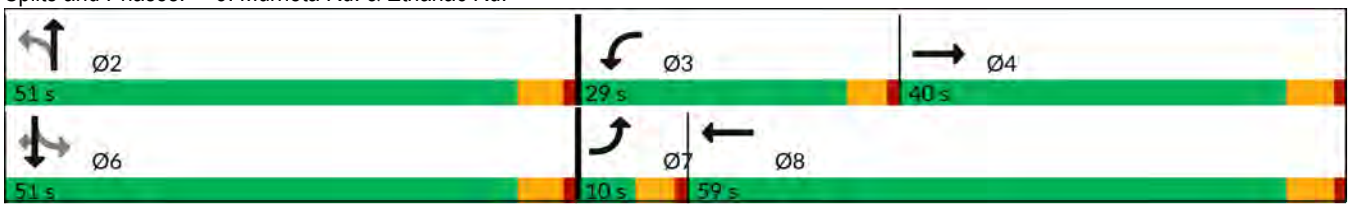
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	956	-	130	584	-	-
HCM Lane V/C Ratio	0.18	-	1.176	0.209	-	-
HCM Control Delay (s/veh)	9.6	-	199.9	12.8	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.7	-	9.1	0.8	-	-

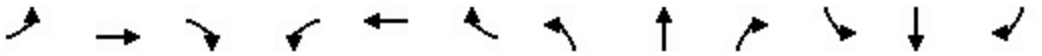
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	70	1252	273	1220	163	126	355	143	65
Future Volume (vph)	70	1252	273	1220	163	126	355	143	65
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	40.0	29.0	59.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	8.3%	33.3%	24.2%	49.2%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	37.2	21.8	53.6		45.9		45.9	45.9
Actuated g/C Ratio	0.05	0.31	0.18	0.45		0.38		0.38	0.38
v/c Ratio	0.90	1.40	0.86	1.12		2.33		1.67	0.09
Control Delay (s/veh)	132.7	221.0	72.8	96.6		631.3		347.1	1.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	132.7	221.0	72.8	96.6		631.3		347.1	1.7
LOS	F	F	E	F		F		F	A
Approach Delay (s/veh)		217.1		93.4		631.4		307.1	
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: 2.33	
Intersection Signal Delay (s/veh): 225.4	Intersection LOS: F
Intersection Capacity Utilization 133.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1252	238	273	1220	486	163	126	273	355	143	65
Future Volume (veh/h)	70	1252	238	273	1220	486	163	126	273	355	143	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1304	248	284	1271	506	170	131	284	370	149	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	81	969	182	312	1142	435	39	12	11	243	77	616
Arrive On Green	0.05	0.32	0.32	0.17	0.45	0.45	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	3032	570	1810	2557	973	0	30	29	500	201	1610
Grp Volume(v), veh/h	73	770	782	284	880	897	585	0	0	519	0	68
Grp Sat Flow(s),veh/h/ln	1810	1805	1797	1810	1805	1725	59	0	0	701	0	1610
Q Serve(g_s), s	4.8	38.3	38.3	18.5	53.6	53.6	0.0	0.0	0.0	0.0	0.0	3.3
Cycle Q Clear(g_c), s	4.8	38.3	38.3	18.5	53.6	53.6	45.9	0.0	0.0	45.9	0.0	3.3
Prop In Lane	1.00		0.32	1.00		0.56	0.29		0.49	0.71		1.00
Lane Grp Cap(c), veh/h	81	577	574	312	806	770	61	0	0	320	0	616
V/C Ratio(X)	0.90	1.34	1.36	0.91	1.09	1.16	9.55	0.00	0.00	1.62	0.00	0.11
Avail Cap(c_a), veh/h	81	577	574	368	806	770	61	0	0	320	0	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	40.8	40.8	48.8	33.2	33.2	43.4	0.0	0.0	40.7	0.0	23.9
Incr Delay (d2), s/veh	64.8	162.5	173.7	22.2	59.5	88.0	3881.8	0.0	0.0	294.7	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	42.4	44.0	10.1	35.3	39.9	67.9	0.0	0.0	35.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	121.8	203.3	214.5	71.0	92.7	121.2	3925.2	0.0	0.0	335.4	0.0	24.0
LnGrp LOS	F	F	F	E	F	F	F			F		C
Approach Vol, veh/h		1625			2061			585			587	
Approach Delay, s/veh		205.0			102.1			3925.2			299.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		51.0	25.3	43.7		51.0	10.0	59.0				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		45.9	24.4	34.6		45.9	5.4	53.6				
Max Q Clear Time (g_c+I1), s		47.9	20.5	40.3		47.9	6.8	55.6				
Green Ext Time (p_c), s		0.0	0.2	0.0		0.0	0.0	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	620.7
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	2	1	11	6	1	5	20	479	6	15	584	5
Future Vol, veh/h	2	1	11	6	1	5	20	479	6	15	584	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	12	6	1	5	21	504	6	16	615	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1196	1202	617	1196	1201	507	620	0	0	511	0	0
Stage 1	649	649	-	549	549	-	-	-	-	-	-	-
Stage 2	547	553	-	647	652	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	186	493	164	186	569	970	-	-	1065	-	-
Stage 1	462	469	-	523	519	-	-	-	-	-	-	-
Stage 2	525	518	-	463	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	180	493	154	180	569	970	-	-	1065	-	-
Mov Cap-2 Maneuver	156	180	-	154	180	-	-	-	-	-	-	-
Stage 1	455	462	-	512	508	-	-	-	-	-	-	-
Stage 2	508	506	-	444	460	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.93	21.95	0.35	0.21
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	344	225	1065	-	-
HCM Lane V/C Ratio	0.022	-	-	0.043	0.056	0.015	-	-
HCM Control Delay (s/veh)	8.8	-	-	15.9	22	8.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	193.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1871	20	84	1937	37	140
Future Vol, veh/h	1871	20	84	1937	37	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	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	2056	22	92	2129	41	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2078	0	3316	1039
Stage 1	-	-	-	-	2067	-
Stage 2	-	-	-	-	1249	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	271	-	~ 7	231
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	271	-	~ 4	231
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	157	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.04	$ 4455.82
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	19	-	-	271	-
HCM Lane V/C Ratio	10.04	-	-	0.341	-
HCM Control Delay (s/veh)	$ 4455.8	-	-	25	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	24.8	-	-	1.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	54	94	142	88	0
Future Vol, veh/h	0	54	94	142	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
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	59	102	154	96	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	454	96	96	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	567	966	1511	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	529	966	1511	-	-	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.97	3.01	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1511	-	966	-	-
HCM Lane V/C Ratio	0.068	-	0.061	-	-
HCM Control Delay (s/veh)	7.6	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	364.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1997	2014	222	134	8
Future Vol, veh/h	14	1997	2014	222	134	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	100	-	-	0	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	15	2171	2189	241	146	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2430	0	-	0	3305	1095
Stage 1	-	-	-	-	2189	-
Stage 2	-	-	-	-	1116	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	197	-	-	-	~ 7	212
Stage 1	-	-	-	-	~ 73	-
Stage 2	-	-	-	-	279	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	197	-	-	-	~ 6	212
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	~ 67	-
Stage 2	-	-	-	-	279	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.17	0	$ 11274.95
HCM LOS			F

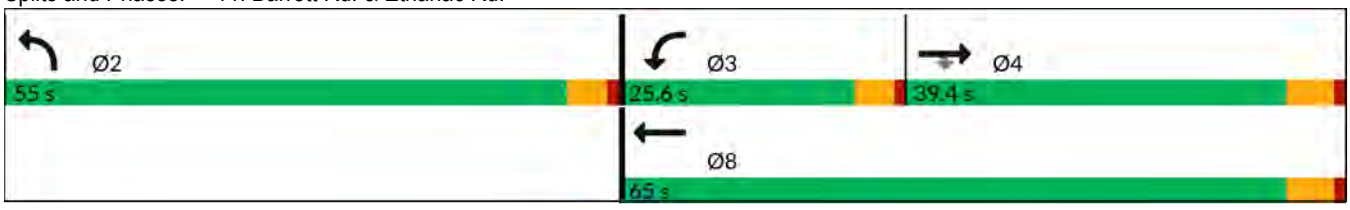
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	197	-	-	-	7
HCM Lane V/C Ratio	0.077	-	-	-	23.608
HCM Control Delay (s/veh)	24.8	-	-	-	$ 11275
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	21.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	2089	43	206	2194	42
Future Volume (vph)	2089	43	206	2194	42
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	41.5	41.5	14.3	60.5	11.0
Actuated g/C Ratio	0.51	0.51	0.18	0.74	0.13
v/c Ratio	0.90	0.05	0.74	0.93	0.66
Control Delay (s/veh)	26.8	13.3	47.6	19.6	14.8
Queue Delay	0.0	0.0	13.8	45.2	0.0
Total Delay (s/veh)	26.8	13.3	61.5	64.8	14.8
LOS	C	B	E	E	B
Approach Delay (s/veh)	26.6			64.5	14.8
Approach LOS	C			E	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 45.0	Intersection LOS: D
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2089	43	206	2194	42	214
Future Volume (veh/h)	2089	43	206	2194	42	214
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2374	49	234	2493	48	243
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2493	774	273	2471	54	274
Arrive On Green	0.48	0.48	0.15	0.68	0.20	0.20
Sat Flow, veh/h	5358	1610	1810	3705	270	1365
Grp Volume(v), veh/h	2374	49	234	2493	292	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1641	0
Q Serve(g_s), s	38.2	1.4	11.0	59.6	15.1	0.0
Cycle Q Clear(g_c), s	38.2	1.4	11.0	59.6	15.1	0.0
Prop In Lane		1.00	1.00		0.16	0.83
Lane Grp Cap(c), veh/h	2493	774	273	2471	329	0
V/C Ratio(X)	0.95	0.06	0.86	1.01	0.89	0.00
Avail Cap(c_a), veh/h	2493	774	436	2471	950	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.7	12.1	36.1	13.7	33.8	0.0
Incr Delay (d2), s/veh	9.3	0.0	5.4	20.3	3.2	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	15.6	0.5	5.0	23.8	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.9	12.1	41.4	34.1	37.0	0.0
LnGrp LOS	C	B	D	F	D	
Approach Vol, veh/h	2423			2727	292	
Approach Delay, s/veh	30.6			34.7	37.0	
Approach LOS	C			C	D	

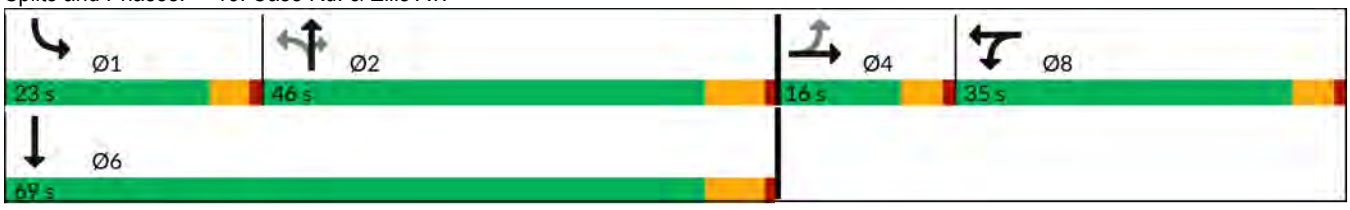
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.1	17.7	47.3		65.0
Change Period (Y+Rc), s		4.6	4.6	5.4		5.4
Max Green Setting (Gmax), s		50.4	21.0	34.0		59.6
Max Q Clear Time (g_c+I1), s		17.1	13.0	40.2		61.6
Green Ext Time (p_c), s		0.4	0.2	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.0
HCM 7th LOS	C

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	207	121	208	416	354	116	525
Future Volume (vph)	207	121	208	416	354	116	525
Turn Type	NA	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	8		2		1	6
Permitted Phases			2		2		
Detector Phase	4	8	2	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	16.4	9.6	16.4
Total Split (s)	16.0	35.0	46.0	46.0	46.0	23.0	69.0
Total Split (%)	13.3%	29.2%	38.3%	38.3%	38.3%	19.2%	57.5%
Yellow Time (s)	3.8	3.8	5.4	5.4	5.4	3.6	5.4
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)	4.8	4.8		6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	11.2	30.2		39.6	39.6	12.0	56.3
Actuated g/C Ratio	0.10	0.27		0.35	0.35	0.11	0.50
v/c Ratio	2.67	1.78		1.56	0.55	0.64	0.58
Control Delay (s/veh)	785.0	387.4		292.9	18.9	64.1	23.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	785.0	387.4		292.9	18.9	64.1	23.4
LOS	F	F		F	B	E	C
Approach Delay (s/veh)	785.1	387.5		193.7			30.8
Approach LOS	F	F		F			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.68	
Intersection Signal Delay (s/veh): 322.8	Intersection LOS: F
Intersection Capacity Utilization 158.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	207	357	522	121	175	208	416	354	116	525	0
Future Volume (veh/h)	0	207	357	522	121	175	208	416	354	116	525	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	218	375	549	127	183	219	438	0	122	553	0
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	0	63	109	309	72	103	166	244		150	916	0
Arrive On Green	0.00	0.10	0.10	0.27	0.27	0.27	0.36	0.36	0.00	0.08	0.48	0.00
Sat Flow, veh/h	0	627	1079	1135	262	378	342	684	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	593	859	0	0	657	0	0	122	553	0
Grp Sat Flow(s),veh/h/ln	0	0	1706	1775	0	0	1026	0	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	11.2	30.2	0.0	0.0	29.8	0.0	0.0	7.3	23.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	11.2	30.2	0.0	0.0	39.6	0.0	0.0	7.3	23.6	0.0
Prop In Lane	0.00		0.63	0.64		0.21	0.33		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	172	484	0	0	410	0		150	916	0
V/C Ratio(X)	0.00	0.00	3.44	1.78	0.00	0.00	1.60	0.00		0.81	0.60	0.00
Avail Cap(c_a), veh/h	0	0	172	484	0	0	410	0		300	1073	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	49.8	40.3	0.0	0.0	42.1	0.0	0.0	49.9	21.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1112.2	357.3	0.0	0.0	282.4	0.0	0.0	4.0	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	0.0	0.0	58.0	60.8	0.0	0.0	43.0	0.0	0.0	3.3	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	1162.0	397.6	0.0	0.0	324.5	0.0	0.0	53.9	21.7	0.0
LnGrp LOS			F	F			F			D	C	
Approach Vol, veh/h		593			859			657			675	
Approach Delay, s/veh		1162.0			397.6			324.5			27.5	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.8	46.0		16.0		59.8		35.0				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	18.4	39.6		11.2		62.6		30.2				
Max Q Clear Time (g_c+I1), s	9.3	41.6		13.2		25.6		32.2				
Green Ext Time (p_c), s	0.1	0.0		0.0		3.2		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	453.4
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	258.4
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	808	604	306	505	478	235
Future Vol, veh/h	808	604	306	505	478	235
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	888	664	336	555	525	258
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	83.5	135.2	150.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	478	235	808	604	306	505
LT Vol	478	0	0	0	306	0
Through Vol	0	0	808	0	0	505
RT Vol	0	235	0	604	0	0
Lane Flow Rate	525	258	888	664	336	555
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	1.355	0.58	2.057	1.408	0.838	1.307
Departure Headway (Hd)	11.918	10.692	9.296	8.567	10.868	10.351
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	310	341	400	431	336	355
Service Time	9.618	8.392	6.996	6.267	8.568	8.051
HCM Lane V/C Ratio	1.694	0.757	2.22	1.541	1	1.563
HCM Control Delay, s/veh	211.3	27.2	505.1	220.8	50.8	186.3
HCM Lane LOS	F	D	F	F	F	F
HCM 95th-tile Q	20.8	3.5	56.5	29.1	7.4	21.3

Intersection	
Intersection Delay, s/veh	323.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	883	99	0	0	97	192	1	1	0	164	0	617
Future Vol, veh/h	883	99	0	0	97	192	1	1	0	164	0	617
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	981	110	0	0	108	213	1	1	0	182	0	686
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	481.7	24.8	15.9	237
HCM LOS	F	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	90%	0%	21%
Vol Thru, %	50%	10%	34%	0%
Vol Right, %	0%	0%	66%	79%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	982	289	781
LT Vol	1	883	0	164
Through Vol	1	99	97	0
RT Vol	0	0	192	617
Lane Flow Rate	2	1091	321	868
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	2.013	0.59	1.453
Departure Headway (Hd)	12.8	7.811	9.303	7.747
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	281	480	392	477
Service Time	10.8	5.811	7.303	5.747
HCM Lane V/C Ratio	0.007	2.273	0.819	1.82
HCM Control Delay, s/veh	15.9	481.7	24.8	237
HCM Lane LOS	C	F	C	F
HCM 95th-tile Q	0	63.8	3.6	33.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	294	226	41
Future Vol, veh/h	30	0	0	294	226	41
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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	0	0	372	286	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	684	312	338	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	417	733	1233	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	417	733	1233	-	-	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.49	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1233	-	417	-	-
HCM Lane V/C Ratio	-	-	0.091	-	-
HCM Control Delay (s/veh)	0	-	14.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	26	16	182	153	72
Future Vol, veh/h	112	26	16	182	153	72
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	180	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	133	31	19	217	182	86

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	225	268	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	620	819	1308	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	611	819	1308	-	-	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	872	-	-	-	-	-

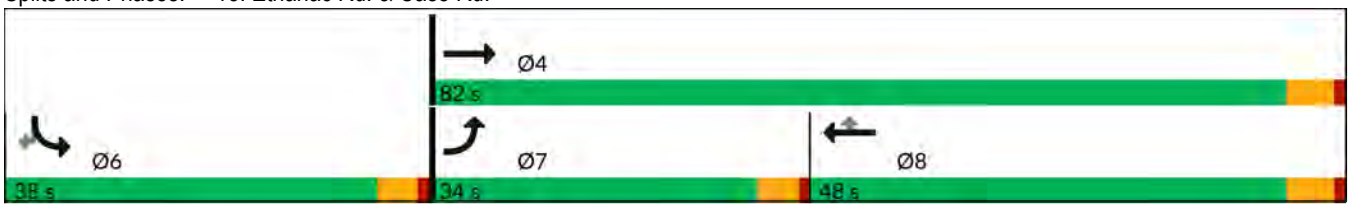
Approach	EB	NB	SB
HCM Control Delay, s/v	11.41	0.63	0
HCM LOS	B		

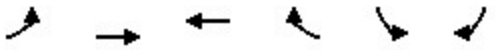
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1308	-	659	819	-	-
HCM Lane V/C Ratio	0.015	-	0.202	0.038	-	-
HCM Control Delay (s/veh)	7.8	-	11.8	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	238	2066	2156	510	537	244
Future Volume (vph)	238	2066	2156	510	537	244
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	82.0	48.0	48.0	38.0	38.0
Total Split (%)	28.3%	68.3%	40.0%	40.0%	31.7%	31.7%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	18.7	71.4	48.0	48.0	21.2	21.2
Actuated g/C Ratio	0.18	0.70	0.47	0.47	0.21	0.21
v/c Ratio	0.75	0.85	0.92	0.56	0.77	0.32
Control Delay (s/veh)	55.6	17.0	34.8	9.7	47.2	5.5
Queue Delay	10.0	47.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.6	64.3	34.8	9.7	47.2	5.5
LOS	E	E	C	A	D	A
Approach Delay (s/veh)		64.5	30.0		34.2	
Approach LOS		E	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 44.4	Intersection LOS: D
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	238	2066	2156	510	537	244
Future Volume (veh/h)	238	2066	2156	510	537	244
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	248	2152	2246	531	559	254
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	285	2544	2585	802	666	538
Arrive On Green	0.16	0.70	0.50	0.50	0.19	0.19
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	248	2152	2246	531	559	254
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	12.7	41.3	36.3	23.4	14.5	7.6
Cycle Q Clear(g_c), s	12.7	41.3	36.3	23.4	14.5	7.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	285	2544	2585	802	666	538
V/C Ratio(X)	0.87	0.85	0.87	0.66	0.84	0.47
Avail Cap(c_a), veh/h	562	2921	2585	802	1239	1000
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	38.9	10.2	21.0	17.8	37.0	34.1
Incr Delay (d2), s/veh	3.2	2.2	3.5	2.0	1.1	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	5.7	12.6	13.8	8.3	5.9	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.1	12.4	24.5	19.8	38.1	34.4
LnGrp LOS	D	B	C	B	D	C
Approach Vol, veh/h		2400	2777		813	
Approach Delay, s/veh		15.5	23.6		36.9	
Approach LOS		B	C		D	

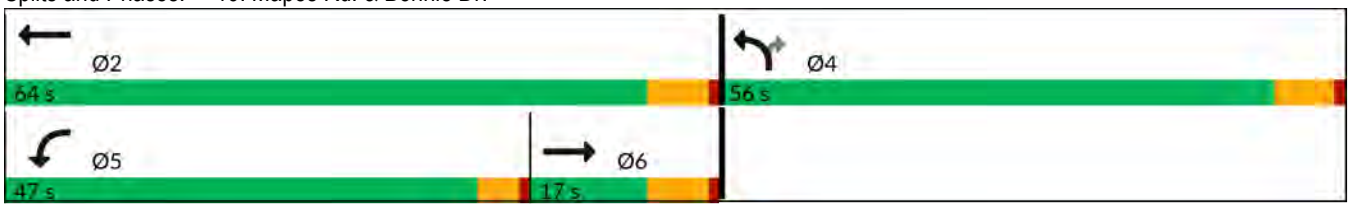
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	72.1	22.6	19.5	52.6
Change Period (Y+Rc), s	5.4	4.6	4.6	5.4
Max Green Setting (Gmax), s	76.6	33.4	29.4	42.6
Max Q Clear Time (g_c+I1), s	43.3	16.5	14.7	38.3
Green Ext Time (p_c), s	23.4	1.4	0.3	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	10	774	4	5	1079
Future Volume (vph)	10	774	4	5	1079
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	17.0	47.0	64.0	56.0	56.0
Total Split (%)	14.2%	39.2%	53.3%	46.7%	46.7%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.2	43.2	58.0	36.5	36.5
Actuated g/C Ratio	0.09	0.40	0.54	0.34	0.34
v/c Ratio	0.10	1.19	0.00	0.00	0.96
Control Delay (s/veh)	38.2	130.8	16.5	20.8	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.2	130.8	16.5	20.8	22.9
LOS	D	F	B	C	C
Approach Delay (s/veh)	38.2		130.4	22.9	
Approach LOS	D		F	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 67.5	Intersection LOS: E
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	7	774	4	5	1079
Future Volume (veh/h)	10	7	774	4	5	1079
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	8	860	4	6	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	177	129	914	1441	29	
Arrive On Green	0.17	0.17	0.50	0.76	0.02	0.00
Sat Flow, veh/h	1023	744	1810	1900	1810	1610
Grp Volume(v), veh/h	0	19	860	4	6	0
Grp Sat Flow(s),veh/h/ln	0	1766	1810	1900	1810	1610
Q Serve(g_s), s	0.0	0.5	25.8	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	0.5	25.8	0.0	0.2	0.0
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	307	914	1441	29	
V/C Ratio(X)	0.00	0.06	0.94	0.00	0.21	
Avail Cap(c_a), veh/h	0	322	1332	1896	1555	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	19.9	13.4	1.7	28.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	8.3	0.0	3.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	8.5	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	20.0	21.8	1.7	31.5	0.0
LnGrp LOS		B	C	A	C	
Approach Vol, veh/h	19			864	6	
Approach Delay, s/veh	20.0			21.7	31.5	
Approach LOS	B			C	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.2		7.4	33.7	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		57.5		49.5	42.4	10.5
Max Q Clear Time (g_c+I1), s		2.0		2.2	27.8	2.5
Green Ext Time (p_c), s		0.0		0.0	1.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

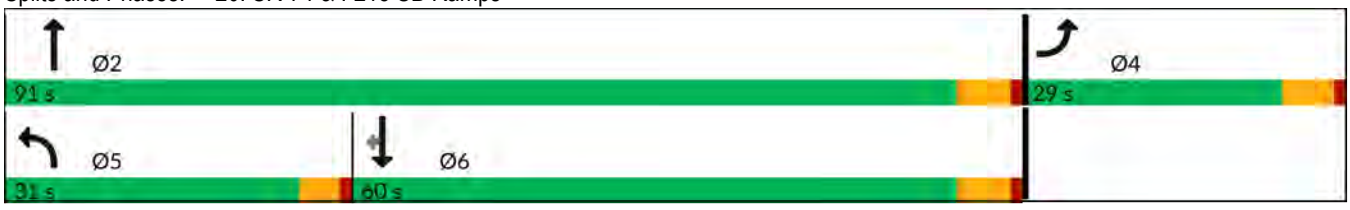
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	476	610	574	597	1287	203
Future Volume (vph)	476	610	574	597	1287	203
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	29.0		31.0	91.0	60.0	60.0
Total Split (%)	24.2%		25.8%	75.8%	50.0%	50.0%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	23.2	120.0	26.4	85.2	54.2	54.2
Actuated g/C Ratio	0.19	1.00	0.22	0.71	0.45	0.45
v/c Ratio	1.47	0.40	1.55	0.47	1.61	0.29
Control Delay (s/veh)	262.5	0.7	294.6	9.0	308.0	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	262.5	0.7	294.6	9.0	308.0	19.4
LOS	F	A	F	A	F	B
Approach Delay (s/veh)	115.5			149.0	268.8	
Approach LOS	F			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay (s/veh): 186.9	Intersection LOS: F
Intersection Capacity Utilization 139.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	476	610	574	597	1287	203
Future Volume (veh/h)	476	610	574	597	1287	203
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	512	0	617	642	1384	0
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	350		398	1349	858	
Arrive On Green	0.29	0.00	0.33	1.00	0.68	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	512	0	617	642	1384	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	23.2	0.0	26.4	0.0	54.2	0.0
Cycle Q Clear(g_c), s	23.2	0.0	26.4	0.0	54.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	350		398	1349	858	
V/C Ratio(X)	1.46		1.55	0.48	1.61	
Avail Cap(c_a), veh/h	350		398	1349	858	
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.6	0.0	40.2	0.0	19.4	0.0
Incr Delay (d2), s/veh	223.7	0.0	259.6	0.3	281.1	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	30.8	0.0	38.8	0.1	81.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	266.3	0.0	299.8	0.3	300.5	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	512			1259	1384	
Approach Delay, s/veh	266.3			147.1	300.5	
Approach LOS	F			F	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.0		29.0	31.0	60.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		85.2		23.2	26.4	54.2
Max Q Clear Time (g_c+I1), s		2.0		25.2	28.4	56.2
Green Ext Time (p_c), s		4.5		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	233.7
HCM 7th LOS	F

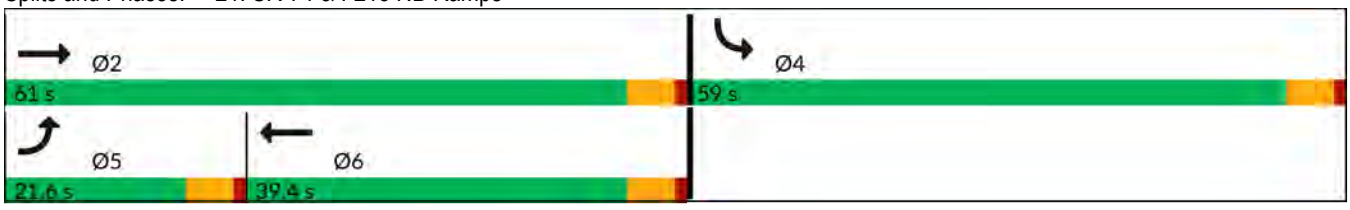
Notes

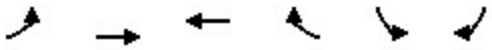
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	226	1672	899	907	555
Future Volume (vph)	226	1672	899	907	555
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	21.6	61.0	39.4		59.0
Total Split (%)	18.0%	50.8%	32.8%		49.2%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	16.3	55.7	34.1	120.0	53.7
Actuated g/C Ratio	0.14	0.46	0.28	1.00	0.45
v/c Ratio	0.95	1.04	0.91	0.58	1.07
Control Delay (s/veh)	99.8	65.2	55.5	1.5	85.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.8	65.2	55.5	1.5	85.7
LOS	F	E	E	A	F
Approach Delay (s/veh)		69.4	28.4		85.7
Approach LOS		E	C		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 56.0	Intersection LOS: E
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	1672	899	907	555	272
Future Volume (veh/h)	226	1672	899	907	555	272
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	1742	936	0	578	137
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	258	1760	1077		599	142
Arrive On Green	0.14	0.68	0.30	0.00	0.42	0.42
Sat Flow, veh/h	1810	3705	3705	1610	1427	338
Grp Volume(v), veh/h	235	1742	936	0	716	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1768	0
Q Serve(g_s), s	14.6	54.0	28.1	0.0	45.1	0.0
Cycle Q Clear(g_c), s	14.6	54.0	28.1	0.0	45.1	0.0
Prop In Lane	1.00			1.00	0.81	0.19
Lane Grp Cap(c), veh/h	258	1760	1077		742	0
V/C Ratio(X)	0.91	0.99	0.87		0.96	0.00
Avail Cap(c_a), veh/h	258	1760	1077		831	0
HCM Platoon Ratio	1.00	1.40	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	48.3	17.9	38.0	0.0	32.3	0.0
Incr Delay (d2), s/veh	32.7	19.0	7.5	0.0	21.2	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	8.7	18.3	12.9	0.0	22.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	80.9	36.9	45.4	0.0	53.6	0.0
LnGrp LOS	F	D	D		D	
Approach Vol, veh/h		1977	936		716	
Approach Delay, s/veh		42.1	45.4		53.6	
Approach LOS		D	D		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.0		53.3	21.6	39.4
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		55.7		53.7	16.3	34.1
Max Q Clear Time (g_c+I1), s		56.0		47.1	16.6	30.1
Green Ext Time (p_c), s		0.0		0.8	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	45.2
HCM 7th LOS	D

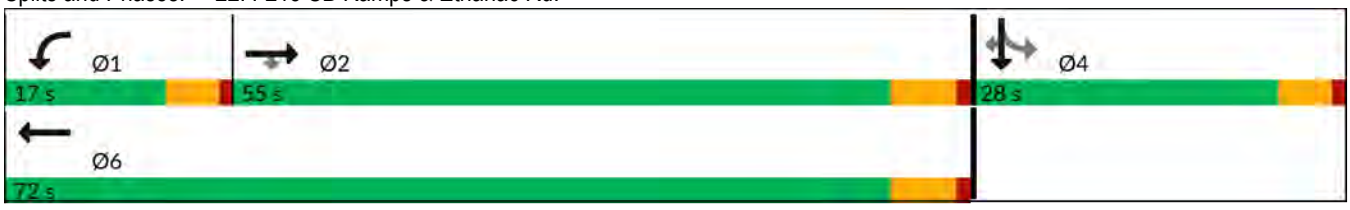
Notes

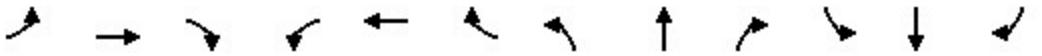
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1654	950	423	1704	0	0	962
Future Volume (vph)	1654	950	423	1704	0	0	962
Turn Type	NA	Perm	Prot	NA		NA	Perm
Protected Phases	2		1	6		4	
Permitted Phases		2					4
Detector Phase	2	2	1	6		4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5		24.5	24.5
Total Split (s)	55.0	55.0	17.0	72.0		28.0	28.0
Total Split (%)	55.0%	55.0%	17.0%	72.0%		28.0%	28.0%
Yellow Time (s)	5.0	5.0	4.0	5.0		4.0	4.0
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	6.0	5.0	6.0		5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None		None	None
Act Effct Green (s)	49.0	49.0	12.0	66.0	0.0	23.0	23.0
Actuated g/C Ratio	0.49	0.49	0.12	0.66	0.00	0.23	0.23
v/c Ratio	1.83	0.96	2.01	0.73	0.00	1.52	2.26
Control Delay (s/veh)	400.8	34.9	500.0	13.7	0.0	278.4	597.2
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay (s/veh)	400.8	34.9	500.0	14.3	0.0	278.4	597.2
LOS	F	C	F	B	A	F	F
Approach Delay (s/veh)	267.4			110.8		473.1	
Approach LOS	F			F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.26	
Intersection Signal Delay (s/veh): 265.9	Intersection LOS: F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1654	950	423	1704	2	0	0	1	614	0	962
Future Volume (veh/h)	0	1654	950	423	1704	2	0	0	1	614	0	962
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1705	979	436	1757	2				633	0	992
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	931	789	217	2442	3				416	0	370
Arrive On Green	0.00	0.49	0.49	0.12	0.66	0.66				0.23	0.00	0.23
Sat Flow, veh/h	0	1900	1610	1810	3700	4				1810	0	1610
Grp Volume(v), veh/h	0	1705	979	436	857	902				633	0	992
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	1899				1810	0	1610
Q Serve(g_s), s	0.0	49.0	49.0	12.0	30.7	30.8				23.0	0.0	23.0
Cycle Q Clear(g_c), s	0.0	49.0	49.0	12.0	30.7	30.8				23.0	0.0	23.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	931	789	217	1191	1253				416	0	370
V/C Ratio(X)	0.00	1.83	1.24	2.01	0.72	0.72				1.52	0.00	2.68
Avail Cap(c_a), veh/h	0	931	789	217	1191	1253				416	0	370
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	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.5	25.5	44.0	11.0	11.0				38.5	0.0	38.5
Incr Delay (d2), s/veh	0.0	378.3	119.1	469.5	2.1	2.0				246.4	0.0	763.1
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	117.6	42.8	33.5	10.6	11.2				37.9	0.0	86.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	403.8	144.6	513.5	13.1	13.0				284.9	0.0	801.6
LnGrp LOS		F	F	F	B	B				F		F
Approach Vol, veh/h		2684			2195						1625	
Approach Delay, s/veh		309.3			112.5						600.3	
Approach LOS		F			F						F	

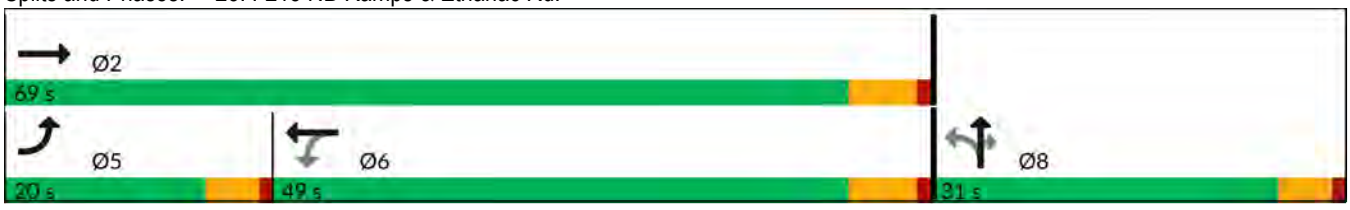
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.0	55.0		28.0		72.0
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	12.0	49.0		23.0		66.0
Max Q Clear Time (g_c+I1), s	14.0	51.0		25.0		32.8
Green Ext Time (p_c), s	0.0	0.0		0.0		16.9

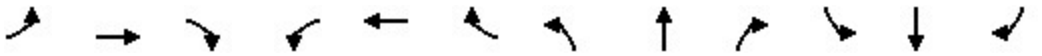
Intersection Summary	
HCM 7th Control Delay, s/veh	315.6
HCM 7th LOS	F

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	965	1303	1216	4	347
Future Volume (vph)	965	1303	1216	4	347
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	20.0	69.0	49.0	31.0	31.0
Total Split (%)	20.0%	69.0%	49.0%	31.0%	31.0%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	15.0	63.0	43.0	26.0	26.0
Actuated g/C Ratio	0.15	0.63	0.43	0.26	0.26
v/c Ratio	3.88	1.18	2.61	2.11	0.77
Control Delay (s/veh)	Error	112.3	749.0	533.9	38.8
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	Error	112.5	749.0	533.9	38.8
LOS	F	F	F	F	D
Approach Delay (s/veh)		627.0	749.0	398.0	
Approach LOS		F	F	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.89	
Intersection Signal Delay (s/veh): 616.9	Intersection LOS: F
Intersection Capacity Utilization 240.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	965	1303	0	0	1216	702	913	4	347	0	0	0
Future Volume (veh/h)	965	1303	0	0	1216	702	913	4	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	1049	1416	0	0	1322	676	992	4	282			
Peak Hour Factor	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			
Cap, veh/h	271	1197	0	0	510	261	469	2	419			
Arrive On Green	0.15	0.63	0.00	0.00	0.43	0.43	0.26	0.26	0.26			
Sat Flow, veh/h	1810	1900	0	0	1185	606	1803	7	1610			
Grp Volume(v), veh/h	1049	1416	0	0	0	1998	996	0	282			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1791	1810	0	1610			
Q Serve(g_s), s	15.0	63.0	0.0	0.0	0.0	43.0	26.0	0.0	15.7			
Cycle Q Clear(g_c), s	15.0	63.0	0.0	0.0	0.0	43.0	26.0	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		0.34	1.00		1.00			
Lane Grp Cap(c), veh/h	271	1197	0	0	0	770	471	0	419			
V/C Ratio(X)	3.86	1.18	0.00	0.00	0.00	2.59	2.12	0.00	0.67			
Avail Cap(c_a), veh/h	271	1197	0	0	0	770	471	0	419			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.5	18.5	0.0	0.0	0.0	28.5	37.0	0.0	33.2			
Incr Delay (d2), s/veh	1298.0	91.1	0.0	0.0	0.0	721.3	509.6	0.0	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			
%ile BackOfQ(50%),veh/ln	104.3	52.7	0.0	0.0	0.0	171.2	77.1	0.0	6.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1340.5	109.6	0.0	0.0	0.0	749.8	546.6	0.0	37.4			
LnGrp LOS	F	F				F	F		D			
Approach Vol, veh/h		2465			1998			1278				
Approach Delay, s/veh		633.4			749.8			434.3				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			20.0	49.0		31.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		63.0			15.0	43.0		26.0				
Max Q Clear Time (g_c+I1), s		65.0			17.0	45.0		28.0				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			629.6									
HCM 7th LOS			F									

Intersection	
Int Delay, s/veh	3720.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1517	99	77	1586	314	99
Future Vol, veh/h	1517	99	77	1586	314	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	1649	108	84	1724	341	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1757	0	3594	1703
Stage 1	-	-	-	-	1703	-
Stage 2	-	-	-	-	1891	-
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	-	-	361	-	~ 6	115
Stage 1	-	-	-	-	~ 164	-
Stage 2	-	-	-	-	~ 132	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	361	-	~ 5	115
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	~ 164	-
Stage 2	-	-	-	-	~ 101	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.83	$ 33255.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	6	-	-	361	-
HCM Lane V/C Ratio	72.318	-	-	0.232	-
HCM Control Delay (s/veh)	$ 33255.8	-	-	18	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	58.2	-	-	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX 6.2: EAPC (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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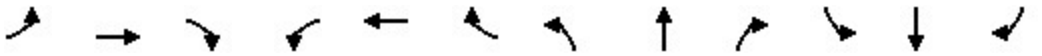
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	25	138	12	592	78	11	466	690	475	241	16
Future Volume (vph)	25	138	12	592	78	11	466	690	475	241	16
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted 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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	10.4	33.4	33.4	21.0	44.0	9.6	38.6	38.6	27.0	56.0	56.0
Total Split (%)	8.7%	27.8%	27.8%	17.5%	36.7%	8.0%	32.2%	32.2%	22.5%	46.7%	46.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.5	13.3	13.3	16.5	28.3	5.0	32.2	32.2	22.5	57.7	57.7
Actuated g/C Ratio	0.05	0.13	0.13	0.16	0.27	0.05	0.30	0.30	0.21	0.55	0.55
v/c Ratio	0.28	0.32	0.03	2.24	0.31	0.14	0.85	1.04	1.31	0.13	0.01
Control Delay (s/veh)	58.3	43.2	0.1	594.5	7.1	54.9	51.1	68.7	194.8	13.7	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 (s/veh)	58.3	43.2	0.1	594.5	7.1	54.9	51.1	68.7	194.8	13.7	0.0
LOS	E	D	A	F	A	D	D	E	F	B	A
Approach Delay (s/veh)		42.4			348.2		61.6			131.0	
Approach LOS		D			F		E			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.24	
Intersection Signal Delay (s/veh): 171.4	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	138	12	592	78	350	11	466	690	475	241	16
Future Volume (veh/h)	25	138	12	592	78	350	11	466	690	475	241	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	147	11	630	83	294	12	496	569	505	256	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	47	362	162	290	811	377	26	596	505	396	1873	835
Arrive On Green	0.03	0.10	0.10	0.16	0.23	0.23	0.01	0.31	0.31	0.22	0.52	0.52
Sat Flow, veh/h	1810	3610	1610	1810	3458	1607	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	27	147	11	630	83	294	12	496	569	505	256	13
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1607	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	1.5	3.9	0.6	16.4	1.9	17.5	0.7	24.8	32.1	22.4	3.8	0.4
Cycle Q Clear(g_c), s	1.5	3.9	0.6	16.4	1.9	17.5	0.7	24.8	32.1	22.4	3.8	0.4
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	47	362	162	290	811	377	26	596	505	396	1873	835
V/C Ratio(X)	0.57	0.41	0.07	2.17	0.10	0.78	0.47	0.83	1.13	1.27	0.14	0.02
Avail Cap(c_a), veh/h	103	988	441	290	1305	607	88	596	505	396	1873	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	49.2	43.1	41.7	42.9	30.7	36.7	50.0	32.6	35.1	39.9	12.7	11.9
Incr Delay (d2), s/veh	4.0	0.7	0.2	538.1	0.1	3.5	4.9	9.7	79.3	141.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	0.3	50.5	0.8	7.0	0.3	12.0	23.0	24.8	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	43.9	41.8	581.1	30.8	40.2	54.9	42.3	114.4	181.6	12.8	11.9
LnGrp LOS	D	D	D	F	C	D	D	D	F	F	B	B
Approach Vol, veh/h		185			1007			1077			774	
Approach Delay, s/veh		45.1			377.8			80.5			122.9	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	38.6	21.0	15.7	6.0	59.6	7.3	29.4
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	22.4	32.1	16.4	28.0	5.0	49.5	5.8	38.6
Max Q Clear Time (g_c+I1), s	24.4	34.1	18.4	5.9	2.7	5.8	3.5	19.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	1.5	0.0	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	187.5
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	200	92	333	414	93
Future Vol, veh/h	137	200	92	333	414	93
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	143	208	96	347	431	97

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	970	431	528	0	-	0
Stage 1	431	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	283	628	1049	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	257	628	1049	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	589	-	-	-	-	-

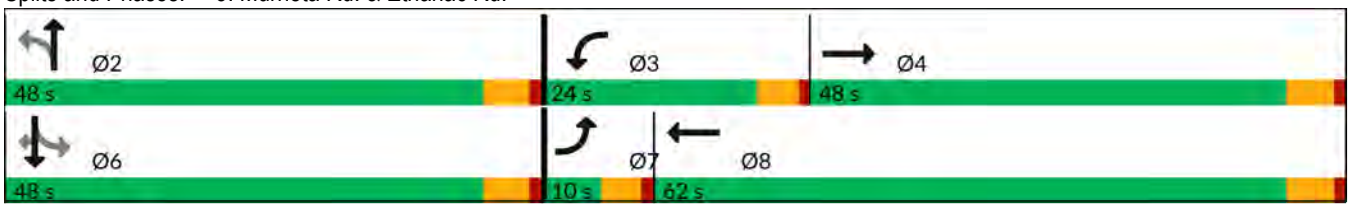
Approach	EB	NB	SB
HCM Control Delay, s/v	22.3	1.9	0
HCM LOS	C		

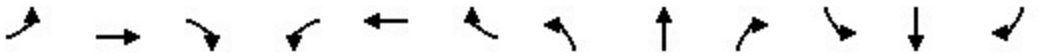
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1049	-	257	628	-	-
HCM Lane V/C Ratio	0.091	-	0.554	0.332	-	-
HCM Control Delay (s/veh)	8.8	-	35.1	13.5	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.3	-	3.1	1.4	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	33	1308	246	1122	151	121	458	102	73
Future Volume (vph)	33	1308	246	1122	151	121	458	102	73
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	48.0	24.0	62.0	48.0	48.0	48.0	48.0	48.0
Total Split (%)	8.3%	40.0%	20.0%	51.7%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	42.6	19.4	60.6		42.9		42.9	42.9
Actuated g/C Ratio	0.04	0.36	0.16	0.51		0.36		0.36	0.36
v/c Ratio	0.47	1.28	0.96	0.88		7.88		2.45	0.12
Control Delay (s/veh)	75.5	168.7	94.3	34.5		Error		687.4	3.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	75.5	168.7	94.3	34.5		Error		687.4	3.2
LOS	E	F	F	C		F		F	A
Approach Delay (s/veh)		166.6		43.5		3130.2		608.4	
Approach LOS		F		D		F		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 7.88	
Intersection Signal Delay (s/veh): 545.9	Intersection LOS: F
Intersection Capacity Utilization 131.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1308	129	246	1122	275	151	121	247	458	102	73
Future Volume (veh/h)	33	1308	129	246	1122	275	151	121	247	458	102	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		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	38	1486	147	280	1275	312	172	138	281	520	116	83
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	54	1179	116	293	1404	338	39	10	9	243	42	576
Arrive On Green	0.03	0.35	0.35	0.16	0.49	0.49	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	3320	326	1810	2885	695	0	27	24	527	118	1610
Grp Volume(v), veh/h	38	803	830	280	790	797	591	0	0	636	0	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1775	51	0	0	645	0	1610
Q Serve(g_s), s	2.5	42.6	42.6	18.4	47.9	50.2	0.0	0.0	0.0	0.0	0.0	4.2
Cycle Q Clear(g_c), s	2.5	42.6	42.6	18.4	47.9	50.2	42.9	0.0	0.0	42.9	0.0	4.2
Prop In Lane	1.00		0.18	1.00		0.39	0.29		0.48	0.82		1.00
Lane Grp Cap(c), veh/h	54	641	654	293	879	864	57	0	0	285	0	576
V/C Ratio(X)	0.70	1.25	1.27	0.96	0.90	0.92	10.37	0.00	0.00	2.23	0.00	0.14
Avail Cap(c_a), veh/h	81	641	654	293	879	864	57	0	0	285	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	38.7	38.7	49.9	28.1	28.7	46.5	0.0	0.0	42.7	0.0	26.1
Incr Delay (d2), s/veh	6.0	126.1	133.5	40.7	12.1	15.2	4250.8	0.0	0.0	564.8	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	40.5	42.6	11.5	22.3	23.6	69.0	0.0	0.0	53.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.7	164.8	172.2	90.6	40.2	43.9	4297.2	0.0	0.0	607.5	0.0	26.2
LnGrp LOS	E	F	F	F	D	D	F			F		C
Approach Vol, veh/h		1671			1867			591			719	
Approach Delay, s/veh		166.2			49.3			4297.2			540.4	
Approach LOS		F			D			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.0	24.0	48.0		48.0	8.2	63.8				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		42.9	19.4	42.6		42.9	5.4	56.6				
Max Q Clear Time (g_c+I1), s		44.9	20.4	44.6		44.9	4.5	52.2				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	3.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		680.3
HCM 7th LOS		F

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	3	6	0	30	30	442	5	23	378	4
Future Vol, veh/h	8	0	3	6	0	30	30	442	5	23	378	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	3	6	0	32	32	470	5	24	402	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	987	993	404	988	992	473	406	0	0	476	0	0
Stage 1	453	453	-	537	537	-	-	-	-	-	-	-
Stage 2	534	539	-	451	455	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	228	248	651	228	248	595	1163	-	-	1097	-	-
Stage 1	590	573	-	532	526	-	-	-	-	-	-	-
Stage 2	533	525	-	592	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	235	651	216	236	595	1163	-	-	1097	-	-
Mov Cap-2 Maneuver	205	235	-	216	236	-	-	-	-	-	-	-
Stage 1	577	560	-	517	512	-	-	-	-	-	-	-
Stage 2	491	510	-	576	559	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.94	13.53	0.51	0.47
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	253	460	1097	-	-
HCM Lane V/C Ratio	0.027	-	-	0.046	0.083	0.022	-	-
HCM Control Delay (s/veh)	8.2	-	-	19.9	13.5	8.4	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	45.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2025	44	163	1693	8	55
Future Vol, veh/h	2025	44	163	1693	8	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2154	47	173	1801	9	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2201	0	3425	1101
Stage 1	-	-	-	-	2178	-
Stage 2	-	-	-	-	1247	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	243	-	~ 6	210
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	243	-	~ 2	210
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	68	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.38	$ 2744.66
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	12	-	-	243	-
HCM Lane V/C Ratio	5.693	-	-	0.715	-
HCM Control Delay (s/veh)	$ 2744.7	-	-	49.9	-
HCM Lane LOS	F	-	-	E	-
HCM 95th %tile Q(veh)	9.5	-	-	4.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	42	10	0	131
Future Vol, veh/h	0	0	42	10	0	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	46	11	0	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	46	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	1030	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	1030	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	52	8	0	131
Future Vol, veh/h	0	0	52	8	0	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	57	9	0	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	33	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	1040	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	1040	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	92	17	0	0	28	60	19	0	131	0
Future Vol, veh/h	0	0	92	17	0	0	28	60	19	0	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	100	18	0	0	30	65	21	0	142	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	236	289	71	208	279	43	142	0	0	86	0	0
Stage 1	142	142	-	136	136	-	-	-	-	-	-	-
Stage 2	93	147	-	71	142	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	704	624	983	737	633	1025	1453	-	-	1523	-	-
Stage 1	852	783	-	859	787	-	-	-	-	-	-	-
Stage 2	909	779	-	936	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	689	611	983	648	619	1025	1453	-	-	1523	-	-
Mov Cap-2 Maneuver	689	611	-	672	630	-	-	-	-	-	-	-
Stage 1	852	783	-	841	771	-	-	-	-	-	-	-
Stage 2	890	763	-	841	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.08	10.51	1.97	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1453	-	-	983	672	1523	-	-
HCM Lane V/C Ratio	0.021	-	-	0.102	0.027	-	-	-
HCM Control Delay (s/veh)	7.5	-	-	9.1	10.5	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	107	223	0	240
Future Vol, veh/h	0	0	107	223	0	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	116	242	0	261

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	179	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	839	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	839	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	2041.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	1955	1835	205	219	21
Future Vol, veh/h	125	1955	1835	205	219	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	136	2125	1995	223	238	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2217	0	-	0	3329	997
Stage 1	-	-	-	-	1995	-
Stage 2	-	-	-	-	1334	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	239	-	-	-	~ 6	246
Stage 1	-	-	-	-	~ 94	-
Stage 2	-	-	-	-	~ 214	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	239	-	-	-	~ 3	246
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	~ 40	-
Stage 2	-	-	-	-	~ 214	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.29	0	$ 37074.22
HCM LOS			F

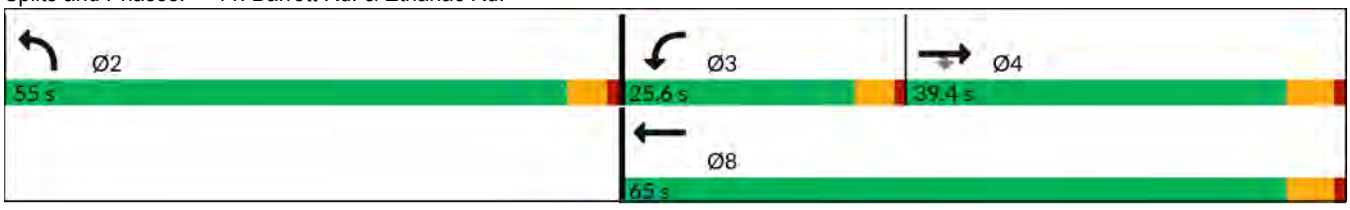
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	239	-	-	-	3	246
HCM Lane V/C Ratio	0.568	-	-	-	85.579	0.093
HCM Control Delay (s/veh)	38.2	-	-	-	$ 40627.3	21.1
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	3.2	-	-	-	32.2	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1956	196	210	1874	37
Future Volume (vph)	1956	196	210	1874	37
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	41.8	41.8	14.0	60.5	10.8
Actuated g/C Ratio	0.51	0.51	0.17	0.74	0.13
v/c Ratio	0.79	0.24	0.73	0.76	0.65
Control Delay (s/veh)	22.3	12.2	47.5	11.5	14.0
Queue Delay	0.0	0.0	10.1	47.6	0.0
Total Delay (s/veh)	22.3	12.2	57.7	59.1	14.0
LOS	C	B	E	E	B
Approach Delay (s/veh)	21.5			59.0	14.0
Approach LOS	C			E	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 81.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 38.5	Intersection LOS: D
Intersection Capacity Utilization 77.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1956	196	210	1874	37	221
Future Volume (veh/h)	1956	196	210	1874	37	221
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2126	213	228	2037	40	240
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	2416	750	271	2436	46	275
Arrive On Green	0.47	0.47	0.15	0.67	0.20	0.20
Sat Flow, veh/h	5358	1610	1810	3705	233	1398
Grp Volume(v), veh/h	2126	213	228	2037	281	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1637	0
Q Serve(g_s), s	28.9	6.3	9.6	32.8	13.0	0.0
Cycle Q Clear(g_c), s	28.9	6.3	9.6	32.8	13.0	0.0
Prop In Lane		1.00	1.00		0.14	0.85
Lane Grp Cap(c), veh/h	2416	750	271	2436	322	0
V/C Ratio(X)	0.88	0.28	0.84	0.84	0.87	0.00
Avail Cap(c_a), veh/h	2416	750	488	2760	1058	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	12.8	32.2	9.5	30.3	0.0
Incr Delay (d2), s/veh	4.1	0.2	2.7	2.2	2.9	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	10.8	2.1	4.1	9.4	4.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.0	13.0	34.9	11.6	33.2	0.0
LnGrp LOS	C	B	C	B	C	
Approach Vol, veh/h	2339			2265	281	
Approach Delay, s/veh	22.1			14.0	33.2	
Approach LOS	C			B	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	20.0	16.3	41.7	58.0
Change Period (Y+Rc), s	4.6	4.6	5.4	5.4
Max Green Setting (Gmax), s	50.4	21.0	34.0	59.6
Max Q Clear Time (g_c+I1), s	15.0	11.6	30.9	34.8
Green Ext Time (p_c), s	0.4	0.2	2.8	17.8

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	0	12	20	0	13
Future Vol, veh/h	32	0	12	20	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	35	0	13	22	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	83	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	48	-
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	-	-	1590	-	924	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1590	-	917	1044
Mov Cap-2 Maneuver	-	-	-	-	917	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.73	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1044	-	-	1590	-
HCM Lane V/C Ratio	0.014	-	-	0.008	-
HCM Control Delay (s/veh)	8.5	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	180	160	211	441	380	191	360
Future Volume (vph)	180	160	211	441	380	191	360
Turn Type	NA	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	8		2		1	6
Permitted Phases			2		2		
Detector Phase	4	8	2	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	16.4	9.6	16.4
Total Split (s)	47.0	47.0	16.4	16.4	16.4	9.6	26.0
Total Split (%)	39.2%	39.2%	13.7%	13.7%	13.7%	8.0%	21.7%
Yellow Time (s)	3.8	3.8	5.4	5.4	5.4	3.6	5.4
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)	4.8	4.8		6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	34.9	42.4		10.0	10.0	5.0	19.7
Actuated g/C Ratio	0.31	0.37		0.09	0.09	0.04	0.17
v/c Ratio	0.90	1.21		16.45	1.59	2.65	1.21
Control Delay (s/veh)	51.5	140.4		Error	307.1	798.7	160.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	140.4		Error	307.1	798.7	160.7
LOS	D	F		F	F	F	F
Approach Delay (s/veh)	51.5	140.5		4557.8			381.8
Approach LOS	D	F		F			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 16.45	
Intersection Signal Delay (s/veh): 1798.9	Intersection LOS: F
Intersection Capacity Utilization 141.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	180	300	403	160	176	211	441	380	191	360	0
Future Volume (veh/h)	0	180	300	403	160	176	211	441	380	191	360	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	200	332	448	178	196	234	490	0	212	400	0
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	0	213	354	350	139	153	41	0		78	320	0
Arrive On Green	0.00	0.33	0.33	0.36	0.36	0.36	0.09	0.09	0.00	0.04	0.17	0.00
Sat Flow, veh/h	0	642	1066	968	384	423	0	0	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	532	822	0	0	724	0	0	212	400	0
Grp Sat Flow(s),veh/h/ln	0	0	1708	1775	0	0	0	0	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	35.2	42.2	0.0	0.0	0.0	0.0	0.0	5.0	19.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	35.2	42.2	0.0	0.0	10.0	0.0	0.0	5.0	19.6	0.0
Prop In Lane	0.00		0.62	0.55		0.24	0.32		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	568	643	0	0	41	0		78	320	0
V/C Ratio(X)	0.00	0.00	0.94	1.28	0.00	0.00	17.71	0.00		2.73	1.25	0.00
Avail Cap(c_a), veh/h	0	0	619	643	0	0	41	0		78	320	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	37.7	37.2	0.0	0.0	58.3	0.0	0.0	55.8	48.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	21.1	137.1	0.0	0.0	7567.1	0.0	0.0	813.8	136.5	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	0.0	0.0	17.6	42.2	0.0	0.0	87.1	0.0	0.0	19.7	20.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	58.8	174.3	0.0	0.0	7625.4	0.0	0.0	869.6	185.0	0.0
LnGrp LOS			E	F			F			F	F	
Approach Vol, veh/h		532			822			724			612	
Approach Delay, s/veh		58.8			174.3			7625.4			422.2	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.6	16.4		43.5		26.0		47.0				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	5.0	10.0		42.2		19.6		42.2				
Max Q Clear Time (g_c+I1), s	7.0	12.0		37.2		21.6		44.2				
Green Ext Time (p_c), s	0.0	0.0		1.5		0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	2213.3	
HCM 7th LOS	F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	259.1
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	861	201	97	671	385	112
Future Vol, veh/h	861	201	97	671	385	112
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	916	214	103	714	410	119
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	369.2	240.6	52.3
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	385	112	861	201	97	671
LT Vol	385	0	0	0	97	0
Through Vol	0	0	861	0	0	671
RT Vol	0	112	0	201	0	0
Lane Flow Rate	410	119	916	214	103	714
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.938	0.233	1.943	0.412	0.236	1.531
Departure Headway (Hd)	9.618	8.35	8.306	7.576	9.202	8.679
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	433	449	479	393	428
Service Time	7.318	6.05	6.006	5.276	6.902	6.379
HCM Lane V/C Ratio	1.076	0.275	2.04	0.447	0.262	1.668
HCM Control Delay, s/veh	63.6	13.6	451.8	15.5	14.7	273.2
HCM Lane LOS	F	B	F	C	B	F
HCM 95th-tile Q	10.1	0.9	56.7	2	0.9	34.4

Intersection	
Intersection Delay, s/veh	311.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	725	158	0	0	110	138	0	2	0	345	2	600
Future Vol, veh/h	725	158	0	0	110	138	0	2	0	345	2	600
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	780	170	0	0	118	148	0	2	0	371	2	645
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	354.7	21.7	15.2	348.4
HCM LOS	F	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	82%	0%	36%
Vol Thru, %	100%	18%	44%	0%
Vol Right, %	0%	0%	56%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	883	248	947
LT Vol	0	725	0	345
Through Vol	2	158	110	2
RT Vol	0	0	138	600
Lane Flow Rate	2	949	267	1018
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	1.722	0.494	1.714
Departure Headway (Hd)	12.136	8.221	9.651	7.351
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	297	456	376	509
Service Time	10.136	6.221	7.651	5.351
HCM Lane V/C Ratio	0.007	2.081	0.71	2
HCM Control Delay, s/veh	15.2	354.7	21.7	348.4
HCM Lane LOS	C	F	C	F
HCM 95th-tile Q	0	45.7	2.6	50

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	176	460	32
Future Vol, veh/h	45	0	0	176	460	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	0	0	181	474	33
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.1	9.1	14.8
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%
Vol Thru, %	100%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	45	460	32
LT Vol	0	45	0	0
Through Vol	176	0	460	0
RT Vol	0	0	0	32
Lane Flow Rate	181	46	474	33
Geometry Grp	4a	2	5	5
Degree of Util (X)	0.235	0.073	0.63	0.037
Departure Headway (Hd)	4.668	5.66	4.784	4.081
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	632	759	882
Service Time	2.694	3.701	2.484	1.781
HCM Lane V/C Ratio	0.235	0.073	0.625	0.037
HCM Control Delay, s/veh	9.1	9.1	15.3	6.9
HCM Lane LOS	A	A	C	A
HCM 95th-tile Q	0.9	0.2	4.5	0.1

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	59	186	92	211	249
Future Vol, veh/h	86	59	186	92	211	249
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	180	150	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	63	200	99	227	268

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	676	227	495	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	406	817	1079	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	817	1079	-	-	-
Mov Cap-2 Maneuver	442	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	615	-	-	-	-	-

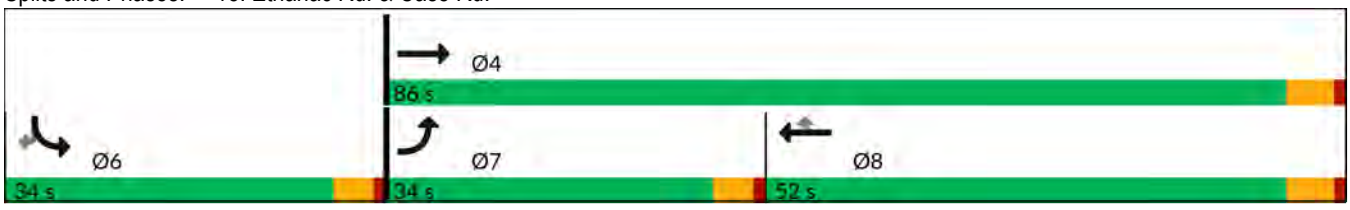
Approach	EB	NB	SB
HCM Control Delay, s/v	13.04	6.08	0
HCM LOS	B		

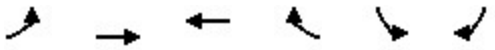
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1079	-	442	817	-	-
HCM Lane V/C Ratio	0.185	-	0.209	0.078	-	-
HCM Control Delay (s/veh)	9.1	-	15.3	9.8	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	0.8	0.3	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	1959	1944	563	646	137
Future Volume (vph)	256	1959	1944	563	646	137
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	86.0	52.0	52.0	34.0	34.0
Total Split (%)	28.3%	71.7%	43.3%	43.3%	28.3%	28.3%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	20.7	74.3	48.9	48.9	24.7	24.7
Actuated g/C Ratio	0.19	0.68	0.45	0.45	0.23	0.23
v/c Ratio	0.78	0.83	0.88	0.60	0.85	0.19
Control Delay (s/veh)	59.0	17.6	34.5	8.9	52.7	6.4
Queue Delay	61.8	47.4	0.5	0.0	0.0	0.0
Total Delay (s/veh)	120.8	65.1	35.0	8.9	52.7	6.4
LOS	F	E	D	A	D	A
Approach Delay (s/veh)		71.6	29.2		44.7	
Approach LOS		E	C		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 48.5	Intersection LOS: D
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	256	1959	1944	563	646	137
Future Volume (veh/h)	256	1959	1944	563	646	137
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	269	2062	2046	593	680	144
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	304	2456	2417	750	771	622
Arrive On Green	0.17	0.68	0.47	0.47	0.22	0.22
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	269	2062	2046	593	680	144
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	14.5	42.6	34.7	31.1	18.7	4.2
Cycle Q Clear(g_c), s	14.5	42.6	34.7	31.1	18.7	4.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	304	2456	2417	750	771	622
V/C Ratio(X)	0.88	0.84	0.85	0.79	0.88	0.23
Avail Cap(c_a), veh/h	532	2912	2419	751	1033	834
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	40.6	11.9	23.5	22.5	37.7	32.1
Incr Delay (d2), s/veh	3.8	2.0	3.0	5.7	5.8	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	6.6	14.0	13.6	12.0	8.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.4	13.9	26.5	28.3	43.6	32.1
LnGrp LOS	D	B	C	C	D	C
Approach Vol, veh/h		2331	2639		824	
Approach Delay, s/veh		17.4	26.9		41.6	
Approach LOS		B	C		D	

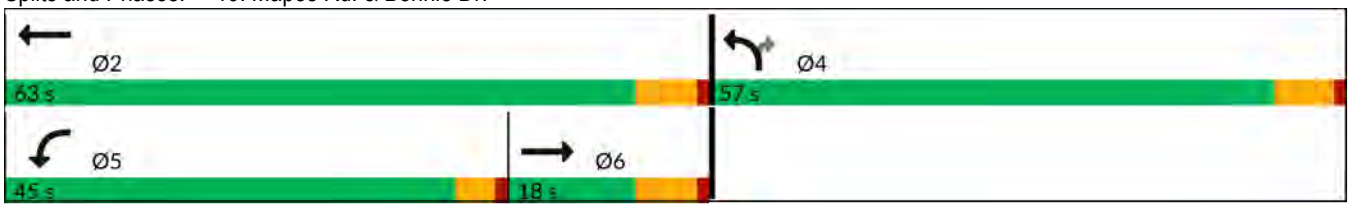
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			73.4		26.5	21.4	52.0
Change Period (Y+Rc), s			5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s			80.6		29.4	29.4	46.6
Max Q Clear Time (g_c+I1), s			44.6		20.7	16.5	36.7
Green Ext Time (p_c), s			23.4		1.2	0.3	8.7

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	16	938	25	1	865
Future Volume (vph)	16	938	25	1	865
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	18.0	45.0	63.0	57.0	57.0
Total Split (%)	15.0%	37.5%	52.5%	47.5%	47.5%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.3	41.5	56.5	18.6	18.6
Actuated g/C Ratio	0.12	0.47	0.64	0.21	0.21
v/c Ratio	0.13	1.33	0.02	0.00	0.89
Control Delay (s/veh)	32.4	183.4	10.7	22.0	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.4	183.4	10.7	22.0	13.3
LOS	C	F	B	C	B
Approach Delay (s/veh)	32.4		179.0	13.4	
Approach LOS	C		F	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay (s/veh): 99.6	Intersection LOS: F
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	16	9	938	25	1	865
Future Volume (veh/h)	16	9	938	25	1	865
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	11	1130	30	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	166	96	1072	1533	5	
Arrive On Green	0.15	0.15	0.59	0.81	0.00	0.00
Sat Flow, veh/h	1129	654	1810	1900	1810	1610
Grp Volume(v), veh/h	0	30	1130	30	1	0
Grp Sat Flow(s),veh/h/ln	0	1782	1810	1900	1810	1610
Q Serve(g_s), s	0.0	1.0	40.4	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.0	40.4	0.2	0.0	0.0
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	261	1072	1533	5	
V/C Ratio(X)	0.00	0.11	1.05	0.02	0.20	
Avail Cap(c_a), veh/h	0	301	1072	1574	1340	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.3	13.9	1.3	33.9	0.0
Incr Delay (d2), s/veh	0.0	0.2	42.9	0.0	18.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	22.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	25.4	56.8	1.3	52.6	0.0
LnGrp LOS		C	F	A	D	
Approach Vol, veh/h	30			1160	1	
Approach Delay, s/veh	25.4			55.3	52.6	
Approach LOS	C			E	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.5		6.7	45.0	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		56.5		50.5	40.4	11.5
Max Q Clear Time (g_c+I1), s		2.2		2.0	42.4	3.0
Green Ext Time (p_c), s		0.1		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.6
HCM 7th LOS	D

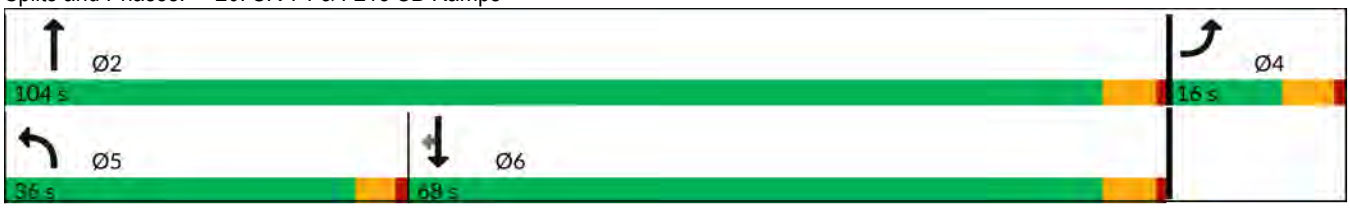
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	431	451	616	719	1018	347
Future Volume (vph)	431	451	616	719	1018	347
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	16.0		36.0	104.0	68.0	68.0
Total Split (%)	13.3%		30.0%	86.7%	56.7%	56.7%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	10.2	120.0	31.4	98.2	62.2	62.2
Actuated g/C Ratio	0.09	1.00	0.26	0.82	0.52	0.52
v/c Ratio	2.87	0.28	1.33	0.47	1.05	0.40
Control Delay (s/veh)	882.0	0.4	199.8	4.3	73.8	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	882.0	0.4	199.8	4.3	73.8	15.8
LOS	F	A	F	A	E	B
Approach Delay (s/veh)	431.4			94.6	59.1	
Approach LOS	F			F	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.88	
Intersection Signal Delay (s/veh): 164.0	Intersection LOS: F
Intersection Capacity Utilization 125.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	431	451	616	719	1018	347
Future Volume (veh/h)	431	451	616	719	1018	347
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	440	0	629	734	1039	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	154		473	1555	985	
Arrive On Green	0.09	0.00	0.26	0.82	0.52	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	440	0	629	734	1039	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	10.2	0.0	31.4	13.7	62.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	31.4	13.7	62.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	154		473	1555	985	
V/C Ratio(X)	2.86		1.33	0.47	1.06	
Avail Cap(c_a), veh/h	154		473	1555	985	
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	0.00
Uniform Delay (d), s/veh	54.9	0.0	44.3	3.2	28.9	0.0
Incr Delay (d2), s/veh	854.9	0.0	161.8	0.2	44.3	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	41.1	0.0	34.8	3.1	37.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	909.8	0.0	206.1	3.5	73.2	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	440			1363	1039	
Approach Delay, s/veh	909.8			97.0	73.2	
Approach LOS	F			F	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.0		16.0	36.0	68.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		98.2		10.2	31.4	62.2
Max Q Clear Time (g_c+I1), s		15.7		12.2	33.4	64.2
Green Ext Time (p_c), s		5.5		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	214.1
HCM 7th LOS	F

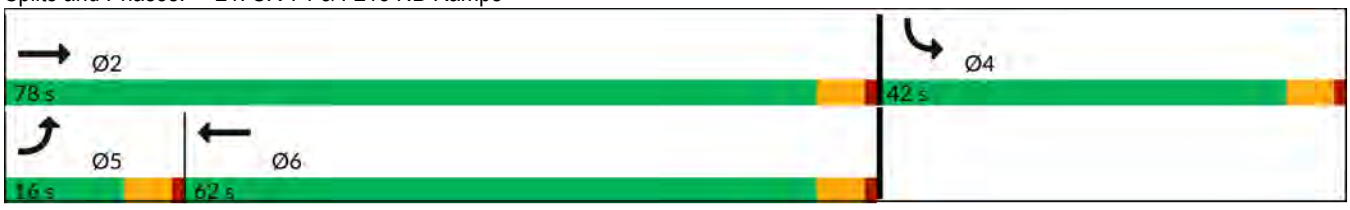
Notes

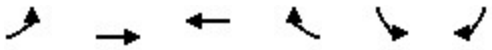
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	236	1234	1080	1185	438
Future Volume (vph)	236	1234	1080	1185	438
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	16.0	78.0	62.0		42.0
Total Split (%)	13.3%	65.0%	51.7%		35.0%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	10.8	51.6	35.5	99.1	36.9
Actuated g/C Ratio	0.11	0.52	0.36	1.00	0.37
v/c Ratio	1.23	0.67	0.85	0.74	1.06
Control Delay (s/veh)	180.9	19.3	36.4	3.2	83.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	180.9	19.3	36.4	3.2	83.5
LOS	F	B	D	A	F
Approach Delay (s/veh)		45.3	19.1		83.6
Approach LOS		D	B		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay (s/veh): 37.9	Intersection LOS: D
Intersection Capacity Utilization 96.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	236	1234	1080	1185	438	255
Future Volume (veh/h)	236	1234	1080	1185	438	255
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1259	1102	0	447	254
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	197	1872	1284		412	234
Arrive On Green	0.11	0.52	0.36	0.00	0.37	0.37
Sat Flow, veh/h	1810	3705	3705	1610	1103	627
Grp Volume(v), veh/h	241	1259	1102	0	702	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1732	0
Q Serve(g_s), s	10.7	25.3	27.8	0.0	36.7	0.0
Cycle Q Clear(g_c), s	10.7	25.3	27.8	0.0	36.7	0.0
Prop In Lane	1.00			1.00	0.64	0.36
Lane Grp Cap(c), veh/h	197	1872	1284		647	0
V/C Ratio(X)	1.22	0.67	0.86		1.08	0.00
Avail Cap(c_a), veh/h	197	2671	2083		647	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	43.8	17.5	29.4	0.0	30.8	0.0
Incr Delay (d2), s/veh	137.0	0.2	1.1	0.0	60.6	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	12.1	9.3	11.3	0.0	24.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	180.8	17.6	30.5	0.0	91.4	0.0
LnGrp LOS	F	B	C		F	
Approach Vol, veh/h		1500	1102		702	
Approach Delay, s/veh		43.8	30.5		91.4	
Approach LOS		D	C		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		56.2		42.0	16.0	40.2
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		72.7		36.7	10.7	56.7
Max Q Clear Time (g_c+I1), s		27.3		38.7	12.7	29.8
Green Ext Time (p_c), s		6.6		0.0	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	49.5
HCM 7th LOS	D

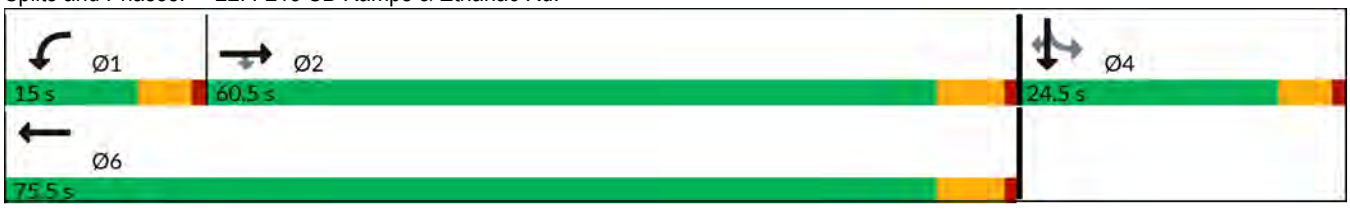
Notes

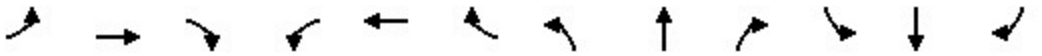
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1579	990	176	1583	1	925
Future Volume (vph)	1579	990	176	1583	1	925
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5	24.5	24.5
Total Split (s)	60.5	60.5	15.0	75.5	24.5	24.5
Total Split (%)	60.5%	60.5%	15.0%	75.5%	24.5%	24.5%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0
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	6.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	54.5	54.5	10.0	69.5	19.5	19.5
Actuated g/C Ratio	0.55	0.55	0.10	0.70	0.20	0.20
v/c Ratio	1.62	0.93	1.03	0.67	1.75	2.56
Control Delay (s/veh)	307.7	26.1	123.2	10.4	379.3	729.7
Queue Delay	0.0	1.0	0.0	0.4	0.0	0.0
Total Delay (s/veh)	307.7	27.1	123.2	10.8	379.3	729.7
LOS	F	C	F	B	F	F
Approach Delay (s/veh)	199.7			22.1	594.6	
Approach LOS	F			C	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.56	
Intersection Signal Delay (s/veh): 248.1	Intersection LOS: F
Intersection Capacity Utilization 177.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1579	990	176	1583	0	0	0	0	580	1	925
Future Volume (veh/h)	0	1579	990	176	1583	0	0	0	0	580	1	925
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1680	1053	187	1684	0				617	1	984
Peak Hour Factor	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
Cap, veh/h	0	1036	878	181	2509	0				352	1	314
Arrive On Green	0.00	0.55	0.55	0.10	0.69	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	1900	1610	1810	3705	0				1807	3	1610
Grp Volume(v), veh/h	0	1680	1053	187	1684	0				618	0	984
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	54.5	54.5	10.0	26.7	0.0				19.5	0.0	19.5
Cycle Q Clear(g_c), s	0.0	54.5	54.5	10.0	26.7	0.0				19.5	0.0	19.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1036	878	181	2509	0				353	0	314
V/C Ratio(X)	0.00	1.62	1.20	1.03	0.67	0.00				1.75	0.00	3.13
Avail Cap(c_a), veh/h	0	1036	878	181	2509	0				353	0	314
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	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.7	22.8	45.0	8.7	0.0				40.3	0.0	40.2
Incr Delay (d2), s/veh	0.0	284.5	100.9	75.9	0.7	0.0				349.6	0.0	968.6
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	103.0	42.5	8.2	8.3	0.0				42.3	0.0	91.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	307.3	123.7	120.9	9.4	0.0				389.8	0.0	1008.9
LnGrp LOS		F	F	F	A					F		F
Approach Vol, veh/h		2733			1871						1602	
Approach Delay, s/veh		236.6			20.6						770.1	
Approach LOS		F			C						F	

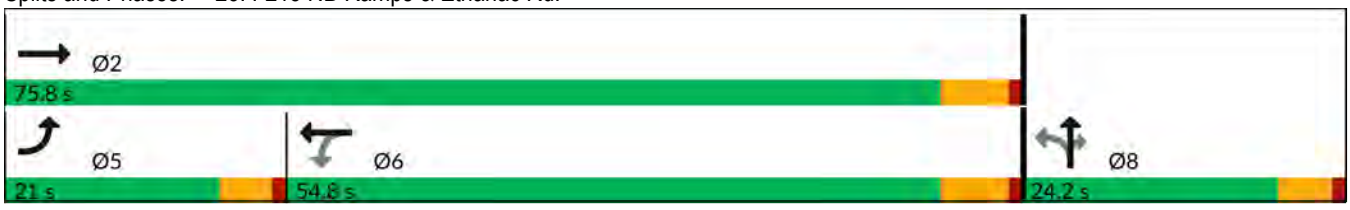
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.0	60.5		24.5		75.5
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	10.0	54.5		19.5		69.5
Max Q Clear Time (g_c+I1), s	12.0	56.5		21.5		28.7
Green Ext Time (p_c), s	0.0	0.0		0.0		18.5

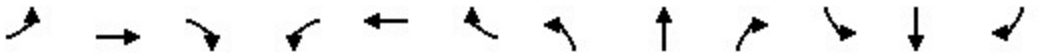
Intersection Summary		
HCM 7th Control Delay, s/veh		309.2
HCM 7th LOS		F

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	749	1411	892	3	423
Future Volume (vph)	749	1411	892	3	423
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	21.0	75.8	54.8	24.2	24.2
Total Split (%)	21.0%	75.8%	54.8%	24.2%	24.2%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	16.0	69.8	48.8	19.2	19.2
Actuated g/C Ratio	0.16	0.70	0.49	0.19	0.19
v/c Ratio	2.70	1.10	1.55	2.60	1.16
Control Delay (s/veh)	798.2	78.0	280.5	749.5	128.4
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	798.2	78.3	280.5	749.5	128.4
LOS	F	E	F	F	F
Approach Delay (s/veh)		327.9	280.5	545.7	
Approach LOS		F	F	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.71	
Intersection Signal Delay (s/veh): 373.1	Intersection LOS: F
Intersection Capacity Utilization 177.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	749	1411	0	0	892	459	864	3	423	0	0	0
Future Volume (veh/h)	749	1411	0	0	892	459	864	3	423	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	780	1470	0	0	929	445	900	3	373			
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	290	1326	0	0	592	284	346	1	309			
Arrive On Green	0.16	0.70	0.00	0.00	0.49	0.49	0.19	0.19	0.19			
Sat Flow, veh/h	1810	1900	0	0	1214	581	1804	6	1610			
Grp Volume(v), veh/h	780	1470	0	0	0	1374	903	0	373			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1795	1810	0	1610			
Q Serve(g_s), s	16.0	69.8	0.0	0.0	0.0	48.8	19.2	0.0	19.2			
Cycle Q Clear(g_c), s	16.0	69.8	0.0	0.0	0.0	48.8	19.2	0.0	19.2			
Prop In Lane	1.00		0.00	0.00		0.32	1.00		1.00			
Lane Grp Cap(c), veh/h	290	1326	0	0	0	876	347	0	309			
V/C Ratio(X)	2.69	1.11	0.00	0.00	0.00	1.57	2.60	0.00	1.21			
Avail Cap(c_a), veh/h	290	1326	0	0	0	876	347	0	309			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.0	15.1	0.0	0.0	0.0	25.6	40.4	0.0	40.4			
Incr Delay (d2), s/veh	772.1	60.1	0.0	0.0	0.0	261.3	727.7	0.0	119.4			
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	69.0	44.3	0.0	0.0	0.0	82.2	78.2	0.0	17.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	814.1	75.2	0.0	0.0	0.0	286.9	768.1	0.0	159.8			
LnGrp LOS	F	F				F	F		F			
Approach Vol, veh/h		2250			1374			1276				
Approach Delay, s/veh		331.3			286.9			590.3				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		75.8			21.0	54.8		24.2				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		69.8			16.0	48.8		19.2				
Max Q Clear Time (g_c+I1), s		71.8			18.0	50.8		21.2				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			386.3									
HCM 7th LOS			F									

Intersection	
Int Delay, s/veh	8955.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1381	425	191	807	466	126
Future Vol, veh/h	1381	425	191	807	466	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	1501	462	208	877	507	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1963	0	3024	1732
Stage 1	-	-	-	-	1732	-
Stage 2	-	-	-	-	1292	-
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	-	-	300	-	~ 15	~ 110
Stage 1	-	-	-	-	~ 158	-
Stage 2	-	-	-	-	~ 260	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	300	-	~ 5	~ 110
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	~ 158	-
Stage 2	-	-	-	-	~ 80	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.65	$ 51362
HCM LOS			F

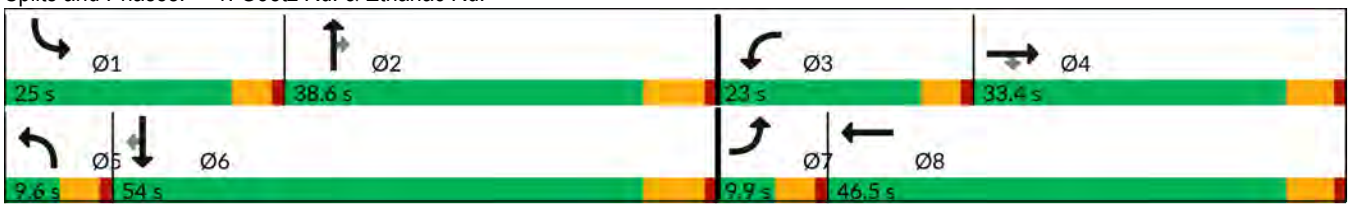
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	6	-	-	300	-
HCM Lane V/C Ratio	112.338	-	-	0.691	-
HCM Control Delay (s/veh)	$ 51362	-	-	40	-
HCM Lane LOS	F	-	-	E	-
HCM 95th %tile Q(veh)	82.6	-	-	4.8	-

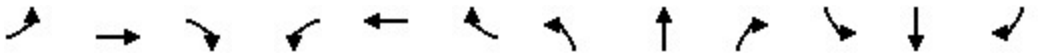
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	74	10	719	95	11	267	508	486	367	32
Future Volume (vph)	16	74	10	719	95	11	267	508	486	367	32
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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	9.9	33.4	33.4	23.0	46.5	9.6	38.6	38.6	25.0	54.0	54.0
Total Split (%)	8.3%	27.8%	27.8%	19.2%	38.8%	8.0%	32.2%	32.2%	20.8%	45.0%	45.0%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.3	13.0	13.0	18.7	32.9	5.1	21.4	21.4	20.7	45.3	45.3
Actuated g/C Ratio	0.06	0.14	0.14	0.20	0.35	0.05	0.22	0.22	0.22	0.48	0.48
v/c Ratio	0.18	0.16	0.02	2.25	0.29	0.12	0.69	0.85	1.37	0.23	0.04
Control Delay (s/veh)	52.8	37.9	0.1	597.3	6.1	52.1	43.6	24.3	216.3	16.4	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 (s/veh)	52.8	37.9	0.1	597.3	6.1	52.1	43.6	24.3	216.3	16.4	0.0
LOS	D	D	A	F	A	D	D	C	F	B	A
Approach Delay (s/veh)		36.6			360.0		31.3			125.6	
Approach LOS		D			F		C			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.26	
Intersection Signal Delay (s/veh): 192.4	Intersection LOS: F
Intersection Capacity Utilization 101.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	74	10	719	95	387	11	267	508	486	367	32
Future Volume (veh/h)	16	74	10	719	95	387	11	267	508	486	367	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	82	9	799	106	343	12	297	462	540	408	23
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	366	163	329	913	424	26	581	492	365	1782	794
Arrive On Green	0.02	0.10	0.10	0.18	0.26	0.26	0.01	0.31	0.31	0.20	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	3458	1607	1810	1900	1610	1810	3610	1609
Grp Volume(v), veh/h	18	82	9	799	106	343	12	297	462	540	408	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1607	1810	1900	1610	1810	1805	1609
Q Serve(g_s), s	1.0	2.1	0.5	18.4	2.4	20.2	0.7	13.0	28.2	20.4	6.5	0.7
Cycle Q Clear(g_c), s	1.0	2.1	0.5	18.4	2.4	20.2	0.7	13.0	28.2	20.4	6.5	0.7
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	36	366	163	329	913	424	26	581	492	365	1782	794
V/C Ratio(X)	0.51	0.22	0.06	2.43	0.12	0.81	0.47	0.51	0.94	1.48	0.23	0.03
Avail Cap(c_a), veh/h	95	1000	446	329	1406	654	90	603	511	365	1782	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	41.7	41.0	41.3	28.2	34.8	49.4	28.9	34.1	40.3	14.6	13.1
Incr Delay (d2), s/veh	4.1	0.3	0.1	650.6	0.1	4.4	4.9	0.7	24.9	229.6	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	0.5	0.9	0.2	67.4	1.0	8.1	0.3	5.6	13.9	31.7	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	42.1	41.2	691.9	28.3	39.2	54.3	29.6	59.0	269.9	14.7	13.2
LnGrp LOS	D	D	D	F	C	D	D	C	E	F	B	B
Approach Vol, veh/h		109			1248			771			971	
Approach Delay, s/veh		43.8			456.1			47.6			156.6	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	37.4	23.0	15.7	6.0	56.4	6.6	32.1
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	20.4	32.1	18.4	28.0	5.0	47.5	5.3	41.1
Max Q Clear Time (g_c+I1), s	22.4	30.2	20.4	4.1	2.7	8.5	3.0	22.2
Green Ext Time (p_c), s	0.0	0.7	0.0	0.4	0.0	2.5	0.0	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	246.1
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	25.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	139	124	171	520	457	136
Future Vol, veh/h	139	124	171	520	457	136
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
Veh in Median Storage, #	0	-	-	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	153	136	188	571	502	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1449	502	652	0	-	0
Stage 1	502	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 146	573	944	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 117	573	944	-	-	-
Mov Cap-2 Maneuver	~ 117	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	41.81	2.41	0
HCM LOS	F		

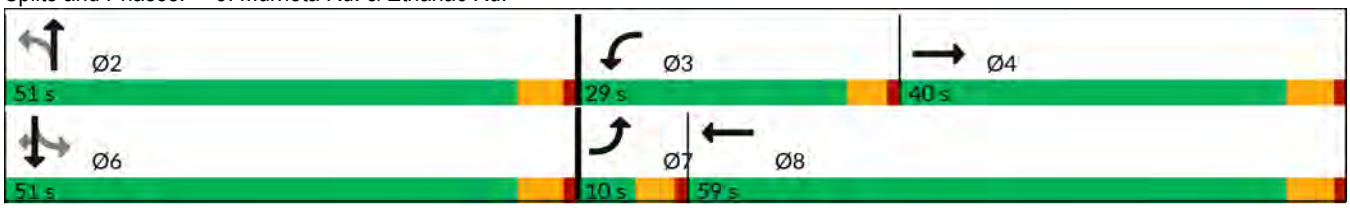
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	944	-	117	573	-	-
HCM Lane V/C Ratio	0.199	-	1.308	0.238	-	-
HCM Control Delay (s/veh)	9.8	-	256.5	13.2	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.7	-	10.1	0.9	-	-

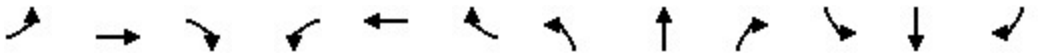
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	70	1297	300	1269	163	126	382	143	65
Future Volume (vph)	70	1297	300	1269	163	126	382	143	65
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	10.0	40.0	29.0	59.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	8.3%	33.3%	24.2%	49.2%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.1	4.1	4.1	4.1	4.1
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	5.4	4.6	5.4		5.1		5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	36.1	22.9	53.6		45.9		45.9	45.9
Actuated g/C Ratio	0.05	0.30	0.19	0.45		0.38		0.38	0.38
v/c Ratio	0.90	1.49	0.90	1.17		2.68		1.86	0.09
Control Delay (s/veh)	132.7	258.0	77.5	116.6		786.9		425.6	1.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	132.7	258.0	77.5	116.6		786.9		425.6	1.7
LOS	F	F	E	F		F		F	A
Approach Delay (s/veh)		252.6		111.0		786.9		378.8	
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: 2.68	
Intersection Signal Delay (s/veh): 272.0	Intersection LOS: F
Intersection Capacity Utilization 139.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1297	238	300	1269	513	163	126	300	382	143	65
Future Volume (veh/h)	70	1297	238	300	1269	513	163	126	300	382	143	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1351	248	312	1322	534	170	131	312	398	149	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	81	930	169	338	1141	436	38	11	11	237	69	616
Arrive On Green	0.05	0.30	0.30	0.19	0.45	0.45	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	3052	553	1810	2553	976	0	29	30	484	181	1610
Grp Volume(v), veh/h	73	792	807	312	912	944	613	0	0	547	0	68
Grp Sat Flow(s),veh/h/ln	1810	1805	1800	1810	1805	1724	59	0	0	666	0	1610
Q Serve(g_s), s	4.8	36.6	36.6	20.3	53.6	53.6	0.0	0.0	0.0	0.0	0.0	3.3
Cycle Q Clear(g_c), s	4.8	36.6	36.6	20.3	53.6	53.6	45.9	0.0	0.0	45.9	0.0	3.3
Prop In Lane	1.00		0.31	1.00		0.57	0.28		0.51	0.73		1.00
Lane Grp Cap(c), veh/h	81	550	549	338	806	770	61	0	0	306	0	616
V/C Ratio(X)	0.90	1.44	1.47	0.92	1.13	1.23	10.09	0.00	0.00	1.79	0.00	0.11
Avail Cap(c_a), veh/h	81	550	549	368	806	770	61	0	0	306	0	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	41.7	41.7	47.9	33.2	33.2	43.3	0.0	0.0	40.9	0.0	23.9
Incr Delay (d2), s/veh	64.8	208.1	222.0	26.0	74.5	112.7	4123.7	0.0	0.0	366.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	47.5	49.5	11.4	38.7	45.1	71.4	0.0	0.0	40.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	121.8	249.8	263.7	73.9	107.7	145.9	4167.0	0.0	0.0	407.1	0.0	24.0
LnGrp LOS	F	F	F	E	F	F	F			F		C
Approach Vol, veh/h		1672			2168			613			615	
Approach Delay, s/veh		250.9			119.5			4167.0			364.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		51.0	27.0	42.0		51.0	10.0	59.0				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		45.9	24.4	34.6		45.9	5.4	53.6				
Max Q Clear Time (g_c+I1), s		47.9	22.3	38.6		47.9	6.8	55.6				
Green Ext Time (p_c), s		0.0	0.1	0.0		0.0	0.0	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	682.2
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	2	1	11	6	1	16	20	494	6	26	600	5
Future Vol, veh/h	2	1	11	6	1	16	20	494	6	26	600	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	12	6	1	17	21	520	6	27	632	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1252	1257	634	1252	1257	523	637	0	0	526	0	0
Stage 1	689	689	-	565	565	-	-	-	-	-	-	-
Stage 2	563	568	-	687	692	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	151	173	483	151	173	558	956	-	-	1051	-	-
Stage 1	439	450	-	513	511	-	-	-	-	-	-	-
Stage 2	515	509	-	440	448	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	164	483	139	164	558	956	-	-	1051	-	-
Mov Cap-2 Maneuver	138	164	-	139	164	-	-	-	-	-	-	-
Stage 1	428	438	-	502	500	-	-	-	-	-	-	-
Stage 2	487	498	-	418	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.68	18.28	0.34	0.35
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	323	295	1051	-	-
HCM Lane V/C Ratio	0.022	-	-	0.046	0.082	0.026	-	-
HCM Control Delay (s/veh)	8.8	-	-	16.7	18.3	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	256.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1969	20	84	2039	37	140
Future Vol, veh/h	1969	20	84	2039	37	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	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	2164	22	92	2241	41	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2186	0	3480	1093
Stage 1	-	-	-	-	2175	-
Stage 2	-	-	-	-	1305	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	246	-	~ 5	213
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	222	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	246	-	~ 3	213
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	139	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.11	$ 6208.87
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	14	-	-	246	-
HCM Lane V/C Ratio	13.646	-	-	0.375	-
HCM Control Delay (s/veh)	$ 6208.9	-	-	28.2	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	25.4	-	-	1.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	142	14	0	88
Future Vol, veh/h	0	0	142	14	0	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	154	15	0	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	154	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	897	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	897	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	156	5	0	88
Future Vol, veh/h	0	0	156	5	0	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	170	5	0	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	88	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	960	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	960	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	16	0	0	94	161	11	0	88	0
Future Vol, veh/h	0	0	54	16	0	0	94	161	11	0	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	59	17	0	0	102	175	12	0	96	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	388	487	48	433	-	-	96	0	0	187	0	0
Stage 1	96	96	-	385	-	-	-	-	-	-	-	-
Stage 2	292	391	-	48	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	551	484	1017	511	0	0	1511	-	-	1400	-	-
Stage 1	906	820	-	615	0	0	-	-	-	-	-	-
Stage 2	697	610	-	966	0	0	-	-	-	-	-	-
Platoon blocked, %						-		-	-		-	-
Mov Cap-1 Maneuver	513	451	1017	449	-	-	1511	-	-	1400	-	-
Mov Cap-2 Maneuver	513	451	-	494	-	-	-	-	-	-	-	-
Stage 1	906	820	-	573	-	-	-	-	-	-	-	-
Stage 2	650	569	-	910	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.76	12.55	2.67	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1511	-	-	1017	494	1400	-	-
HCM Lane V/C Ratio	0.068	-	-	0.058	0.035	-	-	-
HCM Control Delay (s/veh)	7.6	-	-	8.8	12.5	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	267	145	0	158
Future Vol, veh/h	0	0	267	145	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	0	290	158	0	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	224	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	786	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	786	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	1629.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	98	2012	2110	313	144	15
Future Vol, veh/h	98	2012	2110	313	144	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	0	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	107	2187	2293	340	157	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2634	0	-	0	3600	1147
Stage 1	-	-	-	-	2293	-
Stage 2	-	-	-	-	1307	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	164	-	-	-	~ 4	196
Stage 1	-	-	-	-	~ 64	-
Stage 2	-	-	-	-	221	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	164	-	-	-	~ 1	196
Mov Cap-2 Maneuver	-	-	-	-	~ 1	-
Stage 1	-	-	-	-	~ 22	-
Stage 2	-	-	-	-	221	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.81	0	$ 48042.67
HCM LOS			F

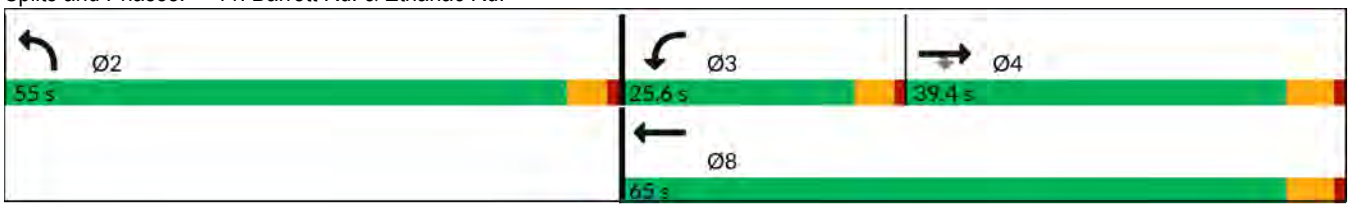
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	164	-	-	-	1	196
HCM Lane V/C Ratio	0.65	-	-	-	108.034	0.083
HCM Control Delay (s/veh)	60.5	-	-	-	$ 53044.5	25.1
HCM Lane LOS	F	-	-	-	F	D
HCM 95th %tile Q(veh)	3.7	-	-	-	22	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	2112	44	209	2341	50
Future Volume (vph)	2112	44	209	2341	50
Turn Type	NA	Perm	Prot	NA	Prot
Protected Phases	4		3	8	2
Permitted Phases		4			
Detector Phase	4	4	3	8	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	23.4	23.4	9.6	23.4	38.6
Total Split (s)	39.4	39.4	25.6	65.0	55.0
Total Split (%)	32.8%	32.8%	21.3%	54.2%	45.8%
Yellow Time (s)	4.4	4.4	3.6	4.4	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)	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	41.2	41.2	14.7	60.5	12.0
Actuated g/C Ratio	0.50	0.50	0.18	0.73	0.15
v/c Ratio	0.92	0.06	0.74	1.00	0.69
Control Delay (s/veh)	29.9	13.7	47.9	33.2	18.0
Queue Delay	0.0	0.0	20.2	36.4	0.0
Total Delay (s/veh)	29.9	13.7	68.2	69.6	18.0
LOS	C	B	E	E	B
Approach Delay (s/veh)	29.6			69.5	18.0
Approach LOS	C			E	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 82.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 49.5	Intersection LOS: D
Intersection Capacity Utilization 89.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: Barrett Rd. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2112	44	209	2341	50	214
Future Volume (veh/h)	2112	44	209	2341	50	214
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2400	50	238	2660	57	243
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2463	764	277	2456	64	273
Arrive On Green	0.47	0.47	0.15	0.68	0.21	0.21
Sat Flow, veh/h	5358	1610	1810	3705	312	1328
Grp Volume(v), veh/h	2400	50	238	2660	301	0
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1645	0
Q Serve(g_s), s	39.6	1.5	11.2	59.6	15.6	0.0
Cycle Q Clear(g_c), s	39.6	1.5	11.2	59.6	15.6	0.0
Prop In Lane		1.00	1.00		0.19	0.81
Lane Grp Cap(c), veh/h	2463	764	277	2456	338	0
V/C Ratio(X)	0.97	0.07	0.86	1.08	0.89	0.00
Avail Cap(c_a), veh/h	2463	764	434	2456	946	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.5	12.5	36.2	14.0	33.8	0.0
Incr Delay (d2), s/veh	12.7	0.0	6.2	45.3	3.2	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	17.0	0.5	5.2	32.6	5.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	35.2	12.5	42.4	59.4	37.1	0.0
LnGrp LOS	D	B	D	F	D	
Approach Vol, veh/h	2450			2898	301	
Approach Delay, s/veh	34.8			58.0	37.1	
Approach LOS	C			E	D	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	22.6	18.0	47.0		65.0
Change Period (Y+Rc), s	4.6	4.6	5.4		5.4
Max Green Setting (Gmax), s	50.4	21.0	34.0		59.6
Max Q Clear Time (g_c+I1), s	17.6	13.2	41.6		61.6
Green Ext Time (p_c), s	0.4	0.2	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	46.8
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	0	12	41	0	13
Future Vol, veh/h	30	0	12	41	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	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	33	0	13	45	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	103	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	71	-
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	-	-	1592	-	900	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	892	1047
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	949	-

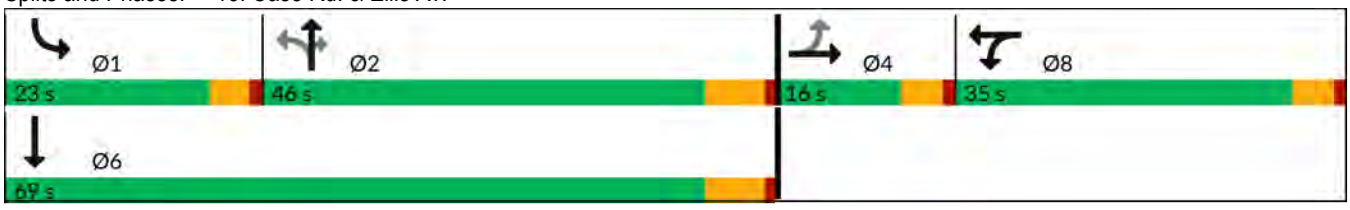
Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.65	8.49
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1047	-	-	1592	-
HCM Lane V/C Ratio	0.013	-	-	0.008	-
HCM Control Delay (s/veh)	8.5	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	207	121	208	439	376	116	545
Future Volume (vph)	207	121	208	439	376	116	545
Turn Type	NA	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4	8		2		1	6
Permitted Phases			2		2		
Detector Phase	4	8	2	2	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	16.4	16.4	16.4	9.6	16.4
Total Split (s)	16.0	35.0	46.0	46.0	46.0	23.0	69.0
Total Split (%)	13.3%	29.2%	38.3%	38.3%	38.3%	19.2%	57.5%
Yellow Time (s)	3.8	3.8	5.4	5.4	5.4	3.6	5.4
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)	4.8	4.8		6.4	6.4	4.6	6.4
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	11.2	30.2		39.6	39.6	12.0	56.3
Actuated g/C Ratio	0.10	0.27		0.35	0.35	0.11	0.50
v/c Ratio	2.67	1.82		1.68	0.58	0.64	0.61
Control Delay (s/veh)	785.0	404.7		344.7	20.0	64.1	24.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	785.0	404.7		344.7	20.0	64.1	24.0
LOS	F	F		F	C	E	C
Approach Delay (s/veh)	785.1	404.7		225.4			31.1
Approach LOS	F	F		F			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.68	
Intersection Signal Delay (s/veh): 334.7	Intersection LOS: F
Intersection Capacity Utilization 161.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	207	357	541	121	175	208	439	376	116	545	0
Future Volume (veh/h)	0	207	357	541	121	175	208	439	376	116	545	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	218	375	569	127	183	219	462	0	122	574	0
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	0	63	109	313	70	101	156	238		150	916	0
Arrive On Green	0.00	0.10	0.10	0.27	0.27	0.27	0.36	0.36	0.00	0.08	0.48	0.00
Sat Flow, veh/h	0	627	1079	1150	257	370	316	666	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	593	879	0	0	681	0	0	122	574	0
Grp Sat Flow(s),veh/h/ln	0	0	1706	1776	0	0	982	0	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	11.2	30.2	0.0	0.0	28.6	0.0	0.0	7.3	24.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	11.2	30.2	0.0	0.0	39.6	0.0	0.0	7.3	24.8	0.0
Prop In Lane	0.00		0.63	0.65		0.21	0.32		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	172	484	0	0	394	0		150	916	0
V/C Ratio(X)	0.00	0.00	3.44	1.82	0.00	0.00	1.73	0.00		0.81	0.63	0.00
Avail Cap(c_a), veh/h	0	0	172	484	0	0	394	0		300	1073	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	49.8	40.3	0.0	0.0	42.7	0.0	0.0	49.9	21.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	1112.2	375.3	0.0	0.0	338.6	0.0	0.0	4.0	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	58.0	63.3	0.0	0.0	47.5	0.0	0.0	3.3	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	1162.0	415.6	0.0	0.0	381.3	0.0	0.0	53.9	22.2	0.0
LnGrp LOS			F	F			F			D	C	
Approach Vol, veh/h		593			879			681			696	
Approach Delay, s/veh		1162.0			415.6			381.3			27.7	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.8	46.0		16.0		59.8		35.0				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	18.4	39.6		11.2		62.6		30.2				
Max Q Clear Time (g_c+I1), s	9.3	41.6		13.2		26.8		32.2				
Green Ext Time (p_c), s	0.1	0.0		0.0		3.4		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		468.0	
HCM 7th LOS		F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	282.2
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	847	604	306	550	478	235
Future Vol, veh/h	847	604	306	550	478	235
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	931	664	336	604	525	258
Number of Lanes	1	1	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	412.7	169.1	152.2
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	478	235	847	604	306	550
LT Vol	478	0	0	0	306	0
Through Vol	0	0	847	0	0	550
RT Vol	0	235	0	604	0	0
Lane Flow Rate	525	258	931	664	336	604
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	1.355	0.58	2.156	1.408	0.84	1.425
Departure Headway (Hd)	12.422	11.197	9.399	8.669	10.946	10.43
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	299	325	400	425	333	357
Service Time	10.122	8.897	7.099	6.369	8.646	8.13
HCM Lane V/C Ratio	1.756	0.794	2.328	1.562	1.009	1.692
HCM Control Delay, s/veh	213.1	28.3	549.3	221.2	51.4	234.6
HCM Lane LOS	F	D	F	F	F	F
HCM 95th-tile Q	20.2	3.4	60.5	28.8	7.4	25.6

Intersection	
Intersection Delay, s/veh	415
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	883	138	0	0	142	353	1	1	0	274	0	617
Future Vol, veh/h	883	138	0	0	142	353	1	1	0	274	0	617
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	981	153	0	0	158	392	1	1	0	304	0	686
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	591.1	84.7	20	397.7
HCM LOS	F	F	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	86%	0%	31%
Vol Thru, %	50%	14%	29%	0%
Vol Right, %	0%	0%	71%	69%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	1021	495	891
LT Vol	1	883	0	274
Through Vol	1	138	142	0
RT Vol	0	0	353	617
Lane Flow Rate	2	1134	550	990
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	2.25	1.006	1.819
Departure Headway (Hd)	16.859	9.303	10.701	8.374
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	214	408	347	445
Service Time	14.859	7.303	8.701	6.374
HCM Lane V/C Ratio	0.009	2.779	1.585	2.225
HCM Control Delay, s/veh	20	591.1	84.7	397.7
HCM Lane LOS	C	F	F	F
HCM 95th-tile Q	0	65.5	11.4	49.9

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	0	0	487	363	53
Future Vol, veh/h	43	0	0	487	363	53
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	54	0	0	616	459	67
Number of Lanes	1	0	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.4	25	16
HCM LOS	B	C	C

Lane	NBLn1	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%
Vol Thru, %	100%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	487	43	363	53
LT Vol	0	43	0	0
Through Vol	487	0	363	0
RT Vol	0	0	0	53
Lane Flow Rate	616	54	459	67
Geometry Grp	4a	2	5	5
Degree of Util (X)	0.812	0.1	0.656	0.083
Departure Headway (Hd)	4.741	6.639	5.138	4.432
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	758	543	698	803
Service Time	2.79	4.639	2.894	2.188
HCM Lane V/C Ratio	0.813	0.099	0.658	0.083
HCM Control Delay, s/veh	25	10.4	17.2	7.6
HCM Lane LOS	C	B	C	A
HCM 95th-tile Q	8.7	0.3	4.9	0.3

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	295	222	130	192	173	189
Future Vol, veh/h	295	222	130	192	173	189
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	180	150	-	-	150
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	351	264	155	229	206	225

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	630	206	431	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	434	840	1139	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	375	840	1139	-	-	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	634	-	-	-	-	-

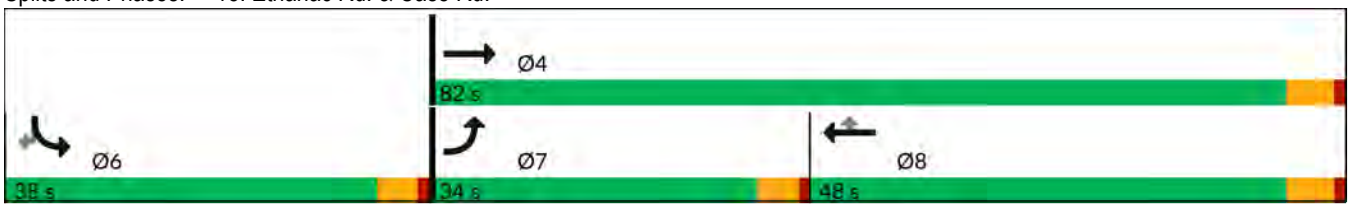
Approach	EB	NB	SB
HCM Control Delay, s/v	22.39	3.49	0
HCM LOS	C		

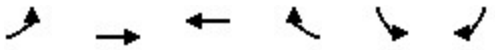
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1139	-	477	840	-	-
HCM Lane V/C Ratio	0.136	-	0.736	0.315	-	-
HCM Control Delay (s/veh)	8.7	-	30.8	11.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.5	-	6	1.4	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	284	2075	2224	578	707	326
Future Volume (vph)	284	2075	2224	578	707	326
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	23.4	39.4	39.4	22.6	22.6
Total Split (s)	34.0	82.0	48.0	48.0	38.0	38.0
Total Split (%)	28.3%	68.3%	40.0%	40.0%	31.7%	31.7%
Yellow Time (s)	3.6	4.4	4.4	4.4	3.6	3.6
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)	4.6	5.4	5.4	5.4	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	22.3	73.7	46.7	46.7	27.6	27.6
Actuated g/C Ratio	0.20	0.66	0.42	0.42	0.25	0.25
v/c Ratio	0.81	0.90	1.06	0.66	0.84	0.35
Control Delay (s/veh)	61.6	23.5	72.0	13.9	50.4	4.5
Queue Delay	62.4	46.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	124.0	70.5	72.0	13.9	50.4	4.5
LOS	F	E	E	B	D	A
Approach Delay (s/veh)		77.0	60.1		35.9	
Approach LOS		E	E		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 62.5	Intersection LOS: E
Intersection Capacity Utilization 91.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 18: Ethanac Rd. & Case Rd.





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	284	2075	2224	578	707	326
Future Volume (veh/h)	284	2075	2224	578	707	326
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	296	2161	2317	602	736	340
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	329	2417	2309	717	833	672
Arrive On Green	0.18	0.67	0.45	0.45	0.24	0.24
Sat Flow, veh/h	1810	3705	5358	1610	3510	2834
Grp Volume(v), veh/h	296	2161	2317	602	736	340
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1610	1755	1417
Q Serve(g_s), s	17.2	52.9	47.8	35.5	21.7	11.2
Cycle Q Clear(g_c), s	17.2	52.9	47.8	35.5	21.7	11.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	329	2417	2309	717	833	672
V/C Ratio(X)	0.90	0.89	1.00	0.84	0.88	0.51
Avail Cap(c_a), veh/h	496	2577	2309	717	1093	882
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	43.0	14.6	29.8	26.4	39.5	35.5
Incr Delay (d2), s/veh	10.4	4.3	19.5	8.8	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	8.4	19.0	22.5	14.5	9.4	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	53.4	18.9	49.3	35.2	45.4	35.7
LnGrp LOS	D	B	F	D	D	D
Approach Vol, veh/h		2457	2919		1076	
Approach Delay, s/veh		23.0	46.4		42.3	
Approach LOS		C	D		D	

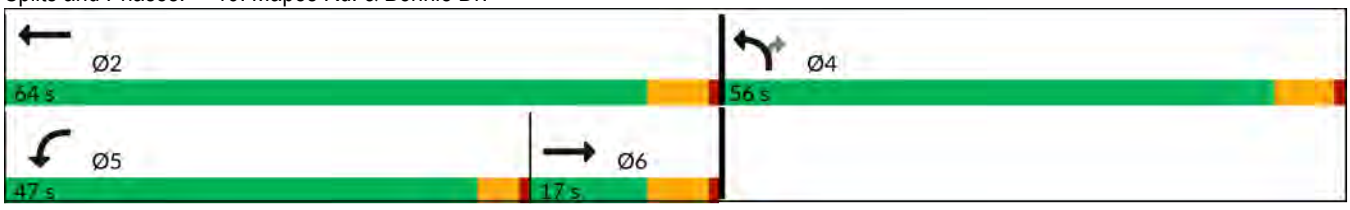
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	77.2	30.0	24.1	53.2
Change Period (Y+Rc), s	5.4	4.6	4.6	5.4
Max Green Setting (Gmax), s	76.6	33.4	29.4	42.6
Max Q Clear Time (g_c+I1), s	54.9	23.7	19.2	49.8
Green Ext Time (p_c), s	17.0	1.7	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.8
HCM 7th LOS	D

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	10	884	4	5	1240
Future Volume (vph)	10	884	4	5	1240
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	6	5	2	4	
Permitted Phases					4
Detector Phase	6	5	2	4	4
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	16.5	9.6	16.5	16.5	16.5
Total Split (s)	17.0	47.0	64.0	56.0	56.0
Total Split (%)	14.2%	39.2%	53.3%	46.7%	46.7%
Yellow Time (s)	5.5	3.6	5.5	5.5	5.5
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)	6.5	4.6	6.5	6.5	6.5
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Min	None	Min	None	None
Act Effct Green (s)	10.0	42.4	57.0	49.5	49.5
Actuated g/C Ratio	0.08	0.35	0.48	0.41	0.41
v/c Ratio	0.12	1.53	0.00	0.00	1.06
Control Delay (s/veh)	38.2	278.2	16.5	20.8	55.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.2	278.2	16.5	20.8	55.3
LOS	D	F	B	C	E
Approach Delay (s/veh)	38.3		277.2	55.2	
Approach LOS	D		F	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay (s/veh): 146.7	Intersection LOS: F
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 19: Mapes Rd. & Bonnie Dr.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	7	884	4	5	1240
Future Volume (veh/h)	10	7	884	4	5	1240
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	8	982	4	6	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	155	113	1022	1495	29	
Arrive On Green	0.15	0.15	0.56	0.79	0.02	0.00
Sat Flow, veh/h	1023	744	1810	1900	1810	1610
Grp Volume(v), veh/h	0	19	982	4	6	0
Grp Sat Flow(s),veh/h/ln	0	1766	1810	1900	1810	1610
Q Serve(g_s), s	0.0	0.6	34.0	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	0.6	34.0	0.0	0.2	0.0
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	268	1022	1495	29	
V/C Ratio(X)	0.00	0.07	0.96	0.00	0.21	
Avail Cap(c_a), veh/h	0	282	1166	1660	1361	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.9	13.6	1.5	32.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	16.1	0.0	3.6	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	0.0	0.2	13.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	24.0	29.7	1.5	35.6	0.0
LnGrp LOS		C	C	A	D	
Approach Vol, veh/h	19			986	6	
Approach Delay, s/veh	24.0			29.6	35.6	
Approach LOS	C			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.3		7.5	41.8	16.5
Change Period (Y+Rc), s		6.5		6.5	4.6	6.5
Max Green Setting (Gmax), s		57.5		49.5	42.4	10.5
Max Q Clear Time (g_c+I1), s		2.0		2.2	36.0	2.6
Green Ext Time (p_c), s		0.0		0.0	1.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C

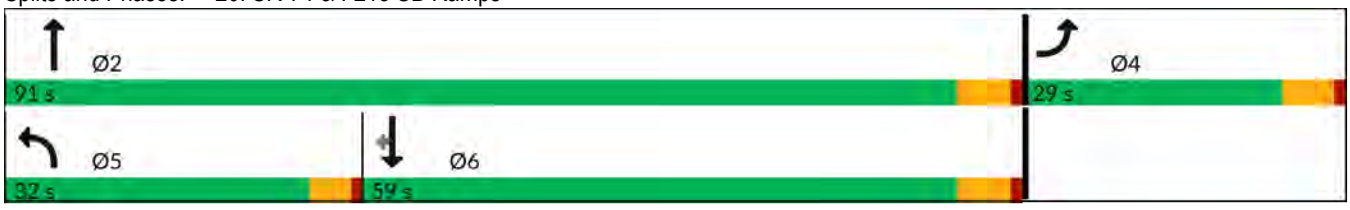
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	481	765	598	597	1287	289
Future Volume (vph)	481	765	598	597	1287	289
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	29.0		32.0	91.0	59.0	59.0
Total Split (%)	24.2%		26.7%	75.8%	49.2%	49.2%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	23.2	120.0	27.4	85.2	53.2	53.2
Actuated g/C Ratio	0.19	1.00	0.23	0.71	0.44	0.44
v/c Ratio	1.48	0.50	1.56	0.47	1.64	0.42
Control Delay (s/veh)	268.4	1.1	296.7	9.0	321.6	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	268.4	1.1	296.7	9.0	321.6	22.1
LOS	F	A	F	A	F	C
Approach Delay (s/veh)	104.3			153.0	266.7	
Approach LOS	F			F	F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.64	
Intersection Signal Delay (s/veh): 182.5	Intersection LOS: F
Intersection Capacity Utilization 141.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	481	765	598	597	1287	289
Future Volume (veh/h)	481	765	598	597	1287	289
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	517	0	643	642	1384	0
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	350		413	1349	842	
Arrive On Green	0.19	0.00	0.23	0.71	0.44	0.00
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	517	0	643	642	1384	0
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	23.2	0.0	27.4	17.8	53.2	0.0
Cycle Q Clear(g_c), s	23.2	0.0	27.4	17.8	53.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	350		413	1349	842	
V/C Ratio(X)	1.48		1.56	0.48	1.64	
Avail Cap(c_a), veh/h	350		413	1349	842	
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	0.00
Uniform Delay (d), s/veh	48.4	0.0	46.3	7.6	33.4	0.0
Incr Delay (d2), s/veh	229.9	0.0	262.0	0.3	294.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.5	0.0	41.9	6.0	91.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	278.3	0.0	308.3	7.9	328.1	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	517			1285	1384	
Approach Delay, s/veh	278.3			158.2	328.1	
Approach LOS	F			F	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.0		29.0	32.0	59.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		85.2		23.2	27.4	53.2
Max Q Clear Time (g_c+I1), s		19.8		25.2	29.4	55.2
Green Ext Time (p_c), s		4.5		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	251.5
HCM 7th LOS	F

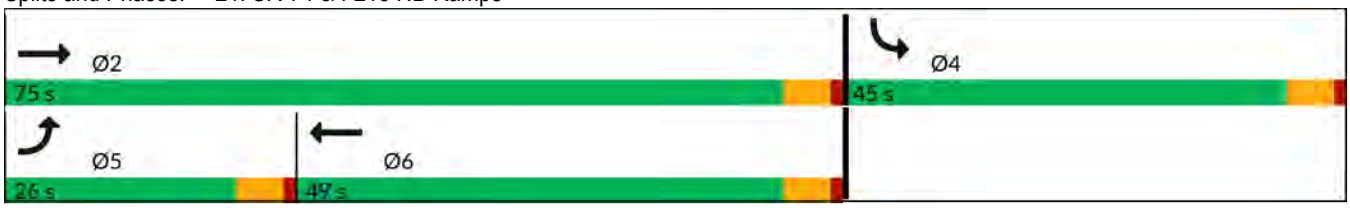
Notes

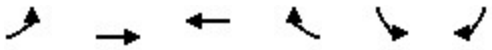
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	359	1694	918	907	555
Future Volume (vph)	359	1694	918	907	555
Turn Type	Prot	NA	NA	Free	Prot
Protected Phases	5	2	6		4
Permitted Phases				Free	
Detector Phase	5	2	6		4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0		5.0
Minimum Split (s)	10.3	10.3	10.3		10.3
Total Split (s)	26.0	75.0	49.0		45.0
Total Split (%)	21.7%	62.5%	40.8%		37.5%
Yellow Time (s)	4.3	4.3	4.3		4.3
All-Red Time (s)	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3		5.3
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min		None
Act Effct Green (s)	20.8	61.4	35.3	111.9	39.9
Actuated g/C Ratio	0.19	0.55	0.32	1.00	0.36
v/c Ratio	1.11	0.89	0.84	0.58	1.35
Control Delay (s/veh)	127.5	28.9	42.9	1.5	200.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	127.5	28.9	42.9	1.5	200.9
LOS	F	C	D	A	F
Approach Delay (s/veh)		46.2	22.4		200.9
Approach LOS		D	C		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay (s/veh): 64.3	Intersection LOS: E
Intersection Capacity Utilization 106.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 21: SR-74 & I-215 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	359	1694	918	907	555	277
Future Volume (veh/h)	359	1694	918	907	555	277
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	374	1765	956	0	578	143
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	342	1950	1092		513	127
Arrive On Green	0.19	0.70	0.30	0.00	0.36	0.36
Sat Flow, veh/h	1810	3705	3705	1610	1414	350
Grp Volume(v), veh/h	374	1765	956	0	722	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1766	0
Q Serve(g_s), s	20.7	43.7	27.5	0.0	39.7	0.0
Cycle Q Clear(g_c), s	20.7	43.7	27.5	0.0	39.7	0.0
Prop In Lane	1.00			1.00	0.80	0.20
Lane Grp Cap(c), veh/h	342	1950	1092		641	0
V/C Ratio(X)	1.09	0.91	0.88		1.13	0.00
Avail Cap(c_a), veh/h	342	2300	1442		641	0
HCM Platoon Ratio	1.00	1.30	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	44.3	14.0	36.2	0.0	34.8	0.0
Incr Delay (d2), s/veh	75.6	4.6	4.1	0.0	75.6	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	16.1	11.9	12.1	0.0	29.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	119.9	18.6	40.3	0.0	110.4	0.0
LnGrp LOS	F	B	D		F	
Approach Vol, veh/h		2139	956		722	
Approach Delay, s/veh		36.3	40.3		110.4	
Approach LOS		D	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.4		45.0	26.0	38.4
Change Period (Y+Rc), s		5.3		5.3	5.3	5.3
Max Green Setting (Gmax), s		69.7		39.7	20.7	43.7
Max Q Clear Time (g_c+I1), s		45.7		41.7	22.7	29.5
Green Ext Time (p_c), s		9.8		0.0	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	51.3
HCM 7th LOS	D

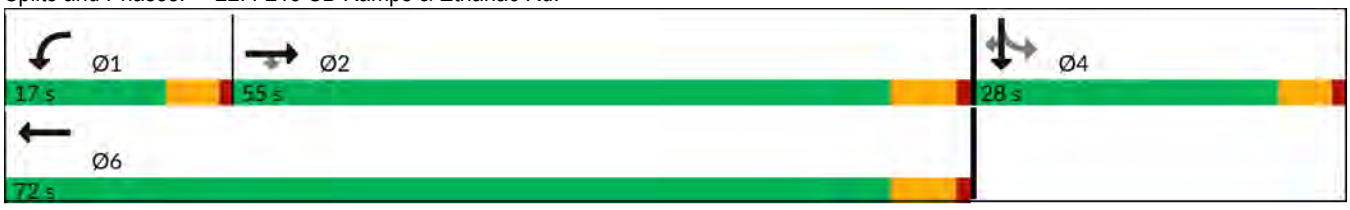
Notes

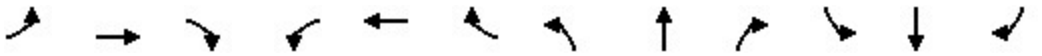
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1698	1053	423	1810	0	0	992
Future Volume (vph)	1698	1053	423	1810	0	0	992
Turn Type	NA	Perm	Prot	NA		NA	Perm
Protected Phases	2		1	6		4	
Permitted Phases		2					4
Detector Phase	2	2	1	6		4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	23.4	23.4	10.0	24.5		24.5	24.5
Total Split (s)	55.0	55.0	17.0	72.0		28.0	28.0
Total Split (%)	55.0%	55.0%	17.0%	72.0%		28.0%	28.0%
Yellow Time (s)	5.0	5.0	4.0	5.0		4.0	4.0
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	6.0	5.0	6.0		5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None		None	None
Act Effct Green (s)	49.0	49.0	12.0	66.0	0.0	23.0	23.0
Actuated g/C Ratio	0.49	0.49	0.12	0.66	0.00	0.23	0.23
v/c Ratio	1.88	1.04	2.01	0.78	0.00	1.52	2.33
Control Delay (s/veh)	422.5	57.1	500.0	15.0	0.0	278.4	628.4
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay (s/veh)	422.6	57.1	500.0	16.0	0.0	278.4	628.4
LOS	F	E	F	B	A	F	F
Approach Delay (s/veh)	282.7			107.7		494.7	
Approach LOS	F			F		F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.34	
Intersection Signal Delay (s/veh): 275.0	Intersection LOS: F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1698	1053	423	1810	2	0	0	1	614	0	992
Future Volume (veh/h)	0	1698	1053	423	1810	2	0	0	1	614	0	992
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1751	1086	436	1866	2				633	0	1023
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	931	789	217	2442	3				416	0	370
Arrive On Green	0.00	0.49	0.49	0.12	0.66	0.66				0.23	0.00	0.23
Sat Flow, veh/h	0	1900	1610	1810	3700	4				1810	0	1610
Grp Volume(v), veh/h	0	1751	1086	436	910	958				633	0	1023
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1805	1899				1810	0	1610
Q Serve(g_s), s	0.0	49.0	49.0	12.0	34.6	34.6				23.0	0.0	23.0
Cycle Q Clear(g_c), s	0.0	49.0	49.0	12.0	34.6	34.6				23.0	0.0	23.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	931	789	217	1191	1254				416	0	370
V/C Ratio(X)	0.00	1.88	1.38	2.01	0.76	0.76				1.52	0.00	2.76
Avail Cap(c_a), veh/h	0	931	789	217	1191	1254				416	0	370
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	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.5	25.5	44.0	11.7	11.7				38.5	0.0	38.5
Incr Delay (d2), s/veh	0.0	400.4	177.4	469.5	3.0	2.9				246.4	0.0	800.6
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	123.3	55.6	33.5	12.2	12.8				37.9	0.0	90.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	425.9	202.9	513.5	14.7	14.5				284.9	0.0	839.1
LnGrp LOS		F	F	F	B	B				F		F
Approach Vol, veh/h		2837			2304						1656	
Approach Delay, s/veh		340.5			109.0						627.3	
Approach LOS		F			F						F	

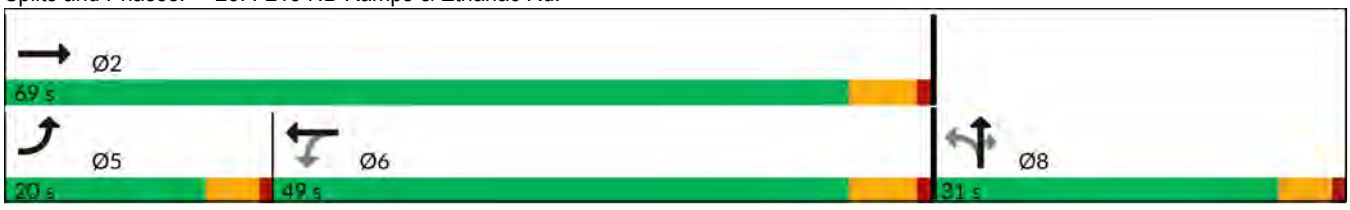
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.0	55.0		28.0		72.0
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	12.0	49.0		23.0		66.0
Max Q Clear Time (g_c+I1), s	14.0	51.0		25.0		36.6
Green Ext Time (p_c), s	0.0	0.0		0.0		17.4

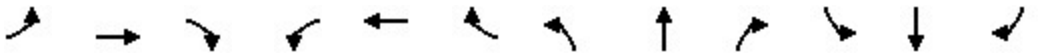
Intersection Summary		
HCM 7th Control Delay, s/veh		331.9
HCM 7th LOS		F

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Configurations					
Traffic Volume (vph)	982	1330	1243	4	347
Future Volume (vph)	982	1330	1243	4	347
Turn Type	Prot	NA	NA	NA	Perm
Protected Phases	5	2	6	8	
Permitted Phases					8
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.5	23.4	23.4	23.4
Total Split (s)	20.0	69.0	49.0	31.0	31.0
Total Split (%)	20.0%	69.0%	49.0%	31.0%	31.0%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
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)	5.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	15.0	63.0	43.0	26.0	26.0
Actuated g/C Ratio	0.15	0.63	0.43	0.26	0.26
v/c Ratio	3.95	1.20	2.65	2.30	0.77
Control Delay (s/veh)	Error	122.9	765.1	615.3	38.8
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	Error	123.1	765.1	615.3	38.8
LOS	F	F	F	F	D
Approach Delay (s/veh)		644.6	765.2	466.4	
Approach LOS		F	F	F	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.95	
Intersection Signal Delay (s/veh): 643.7	Intersection LOS: F
Intersection Capacity Utilization 247.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	982	1330	0	0	1243	702	993	4	347	0	0	0
Future Volume (veh/h)	982	1330	0	0	1243	702	993	4	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	1067	1446	0	0	1351	676	1079	4	282			
Peak Hour Factor	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			
Cap, veh/h	271	1197	0	0	514	257	469	2	419			
Arrive On Green	0.15	0.63	0.00	0.00	0.43	0.43	0.26	0.26	0.26			
Sat Flow, veh/h	1810	1900	0	0	1195	598	1803	7	1610			
Grp Volume(v), veh/h	1067	1446	0	0	0	2027	1083	0	282			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1792	1810	0	1610			
Q Serve(g_s), s	15.0	63.0	0.0	0.0	0.0	43.0	26.0	0.0	15.7			
Cycle Q Clear(g_c), s	15.0	63.0	0.0	0.0	0.0	43.0	26.0	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		0.33	1.00		1.00			
Lane Grp Cap(c), veh/h	271	1197	0	0	0	771	471	0	419			
V/C Ratio(X)	3.93	1.21	0.00	0.00	0.00	2.63	2.30	0.00	0.67			
Avail Cap(c_a), veh/h	271	1197	0	0	0	771	471	0	419			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.5	18.5	0.0	0.0	0.0	28.5	37.0	0.0	33.2			
Incr Delay (d2), s/veh	1327.8	101.7	0.0	0.0	0.0	737.2	592.4	0.0	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			
%ile BackOfQ(50%),veh/ln	106.6	56.2	0.0	0.0	0.0	174.7	87.9	0.0	6.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1370.3	120.2	0.0	0.0	0.0	765.7	629.4	0.0	37.4			
LnGrp LOS	F	F				F	F		D			
Approach Vol, veh/h		2513			2027			1365				
Approach Delay, s/veh		651.0			765.7			507.1				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			20.0	49.0		31.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		63.0			15.0	43.0		26.0				
Max Q Clear Time (g_c+I1), s		65.0			17.0	45.0		28.0				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			657.1									
HCM 7th LOS			F									

Intersection	
Int Delay, s/veh	4137.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1540	102	77	1606	321	99
Future Vol, veh/h	1540	102	77	1606	321	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	1674	111	84	1746	349	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1785	0	3642	1729
Stage 1	-	-	-	-	1729	-
Stage 2	-	-	-	-	1913	-
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	-	-	352	-	~ 6	111
Stage 1	-	-	-	-	~ 159	-
Stage 2	-	-	-	-	~ 129	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	352	-	~ 4	111
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	~ 159	-
Stage 2	-	-	-	-	~ 98	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.84	$ 36888.55
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	6	-	-	352	-
HCM Lane V/C Ratio	80.161	-	-	0.238	-
HCM Control Delay (s/veh)	$ 36888.5	-	-	18.4	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	59.2	-	-	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX 6.3: EAC (2026) CONDITIONS (INTERIM CONDITIONS)

INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	22.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1871	44	372	1608	8	55
Future Vol, veh/h	1871	44	372	1608	8	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1990	47	396	1711	9	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2037	0	3661	1019
Stage 1	-	-	-	-	2014	-
Stage 2	-	-	-	-	1647	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	~ 281	-	~ 4	238
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	145	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 281	-	0	238
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	44.74	25.92
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	238	-	-	~ 281	-
HCM Lane V/C Ratio	0.281	-	-	1.408	-
HCM Control Delay (s/veh)	25.9	-	-	238.1	-
HCM Lane LOS	D	-	-	F	-
HCM 95th %tile Q(veh)	1.1	-	-	21.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2131	1757	66	0	223
Future Vol, veh/h	4	2131	1757	66	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	4	2316	1910	72	0	242

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1982	0	-	0	-	955
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	295	-	-	-	0	263
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	295	-	-	-	-	263
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.03	0	78.85
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	295	-	-	-	263
HCM Lane V/C Ratio	0.015	-	-	-	0.923
HCM Control Delay (s/veh)	17.4	-	-	-	78.9
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	8.4

Intersection	
Int Delay, s/veh	1755.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1871	20	218	1937	37	140
Future Vol, veh/h	1871	20	218	1937	37	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	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	2056	22	240	2129	41	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2078	0	3610	1039
Stage 1	-	-	-	-	2067	-
Stage 2	-	-	-	-	1543	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	271	-	~ 4	231
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	165	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	271	-	~ 0	231
Mov Cap-2 Maneuver	-	-	-	-	~ 0	-
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	~ 19	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.02	$ 41795.82
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	2	-	-	271	-
HCM Lane V/C Ratio	86.825	-	-	0.884	-
HCM Control Delay (s/veh)	$ 41795.8	-	-	69.4	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	26.8	-	-	7.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	2131	2014	222	0	142
Future Vol, veh/h	14	2131	2014	222	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	0	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	15	2316	2189	241	0	154

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2430	0	-	0	-	1095
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	197	-	-	-	0	212
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	197	-	-	-	-	212
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.16	0	57.22
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	197	-	-	-	212
HCM Lane V/C Ratio	0.077	-	-	-	0.728
HCM Control Delay (s/veh)	24.8	-	-	-	57.2
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	4.8

APPENDIX 6.4: EAPC (2026) CONDITIONS (INTERIM CONDITIONS) INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	32.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2025	44	382	1693	8	55
Future Vol, veh/h	2025	44	382	1693	8	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2154	47	406	1801	9	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2201	0	3891	1101
Stage 1	-	-	-	-	2178	-
Stage 2	-	-	-	-	1713	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	~ 243	-	~ 3	210
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	134	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 243	-	0	210
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	65.65	29.95
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	-	-	~ 243	-
HCM Lane V/C Ratio	0.319	-	-	1.675	-
HCM Control Delay (s/veh)	30	-	-	$ 356.6	-
HCM Lane LOS	D	-	-	F	-
HCM 95th %tile Q(veh)	1.3	-	-	26.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	2174	1835	205	0	240
Future Vol, veh/h	125	2174	1835	205	0	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	-	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	136	2363	1995	223	0	261

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2217	0	-	0	-	997
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	239	-	-	-	0	~ 246
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	239	-	-	-	-	~ 246
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.08	0	117.72
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	239	-	-	-	246
HCM Lane V/C Ratio	0.568	-	-	-	1.06
HCM Control Delay (s/veh)	38.2	-	-	-	117.7
HCM Lane LOS	E	-	-	-	F
HCM 95th %tile Q(veh)	3.2	-	-	-	10.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1969	20	228	2039	37	140
Future Vol, veh/h	1969	20	228	2039	37	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	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	2164	22	251	2241	41	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2186	0	3796	1093
Stage 1	-	-	-	-	2175	-
Stage 2	-	-	-	-	1621	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	~ 246	-	~ 3	213
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	150	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 246	-	0	213
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	10.63	88.41
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	-	-	~ 246	-
HCM Lane V/C Ratio	0.915	-	-	1.018	-
HCM Control Delay (s/veh)	88.4	-	-	105.7	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.5	-	-	10	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	98	2155	2110	313	0	158
Future Vol, veh/h	98	2155	2110	313	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	0	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	107	2342	2293	340	0	172

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2634	0	-	0	-	1147
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	164	-	-	-	0	196
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	164	-	-	-	-	196
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.63	0	85.37
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	164	-	-	-	196
HCM Lane V/C Ratio	0.65	-	-	-	0.877
HCM Control Delay (s/veh)	60.5	-	-	-	85.4
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	3.7	-	-	-	6.7

APPENDIX 6.5: EAC (2026) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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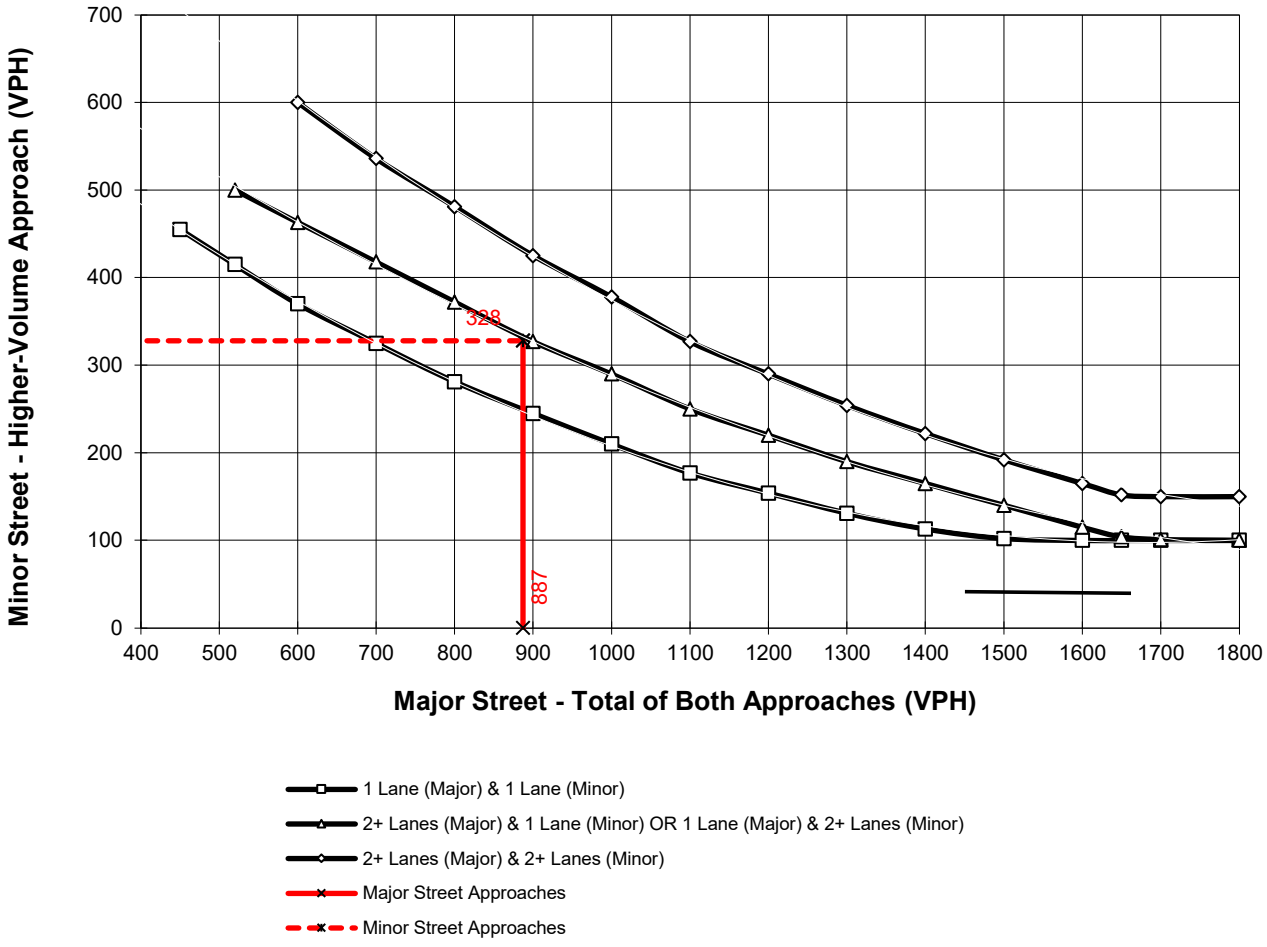
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAC (2026) Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **887**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Green Valley Rd.**
High Volume Approach (VPH) = **328**
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

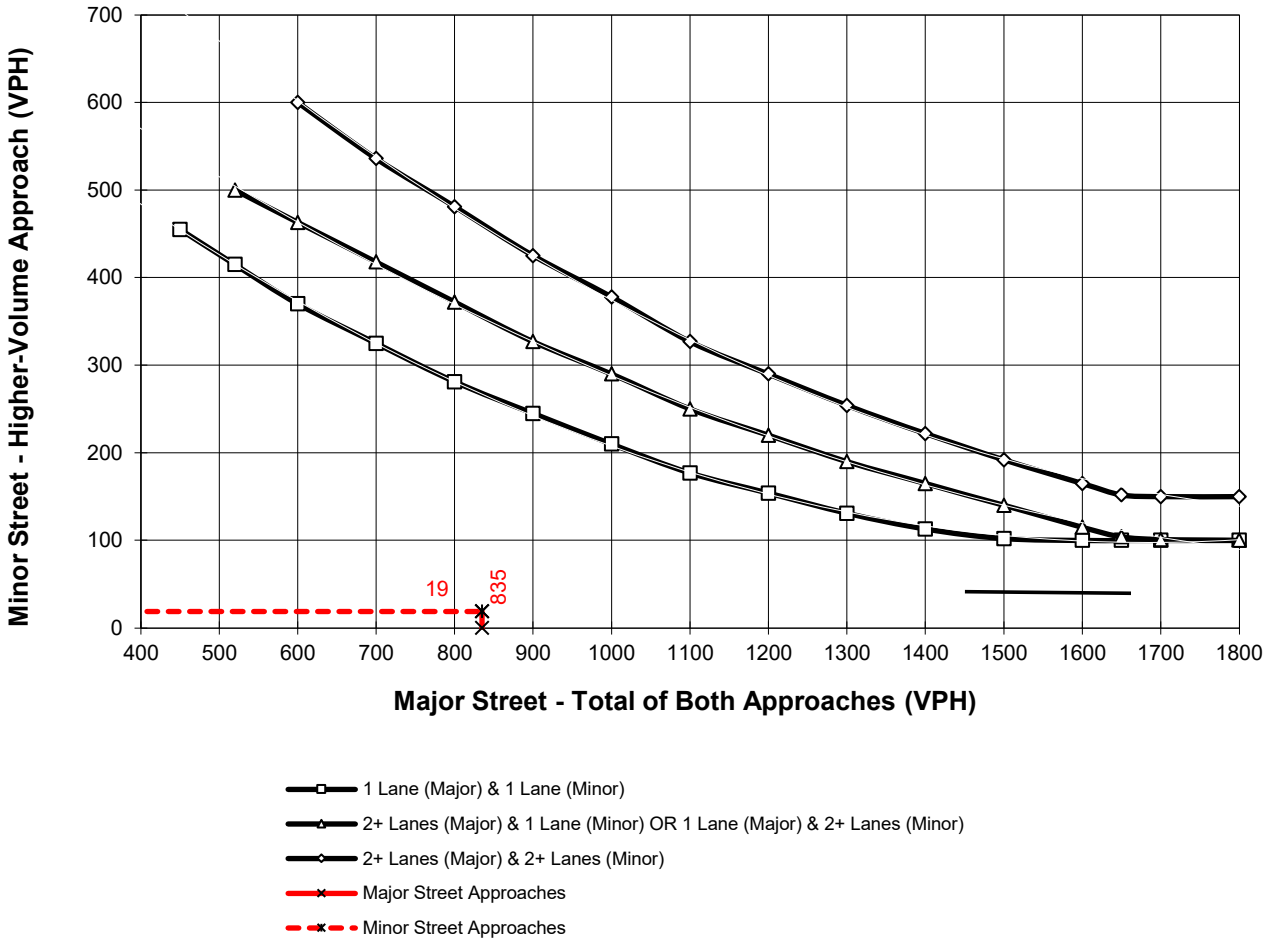
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAC (2026) Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **835**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McLaughlin Rd.**
High Volume Approach (VPH) = **19**
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

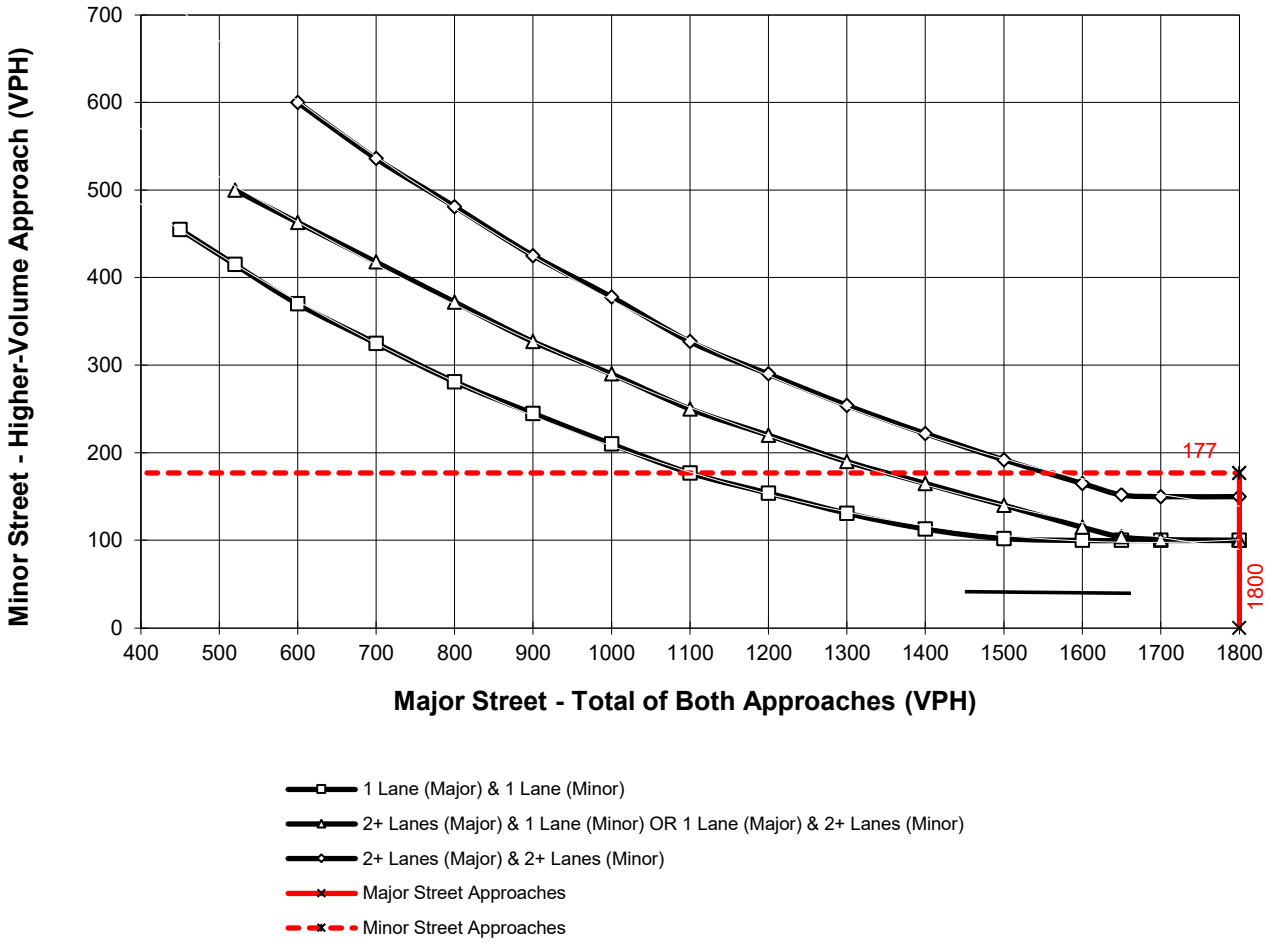
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAC (2026) Conditions - Weekday PM Peak Hour**

Major Street Name = **Ethanac Rd.**
Total of Both Approaches (VPH) = **3913**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Evans Rd.**
High Volume Approach (VPH) = **177**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAC (2026)
				CALC JB	DATE	01/17/24
Jurisdiction: City of Perris				CHK JB	DATE	01/17/24
Major Street: Green Valley Pkwy.				Critical Approach Speed (Major)		35 mph
Minor Street: Cumulative Driveway				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,040** vpd Minor Street Future ADT = **740** 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 **3,040** / *1* **740**	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 **3,040** / *1* **740**	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: 31% B: 25%				

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.

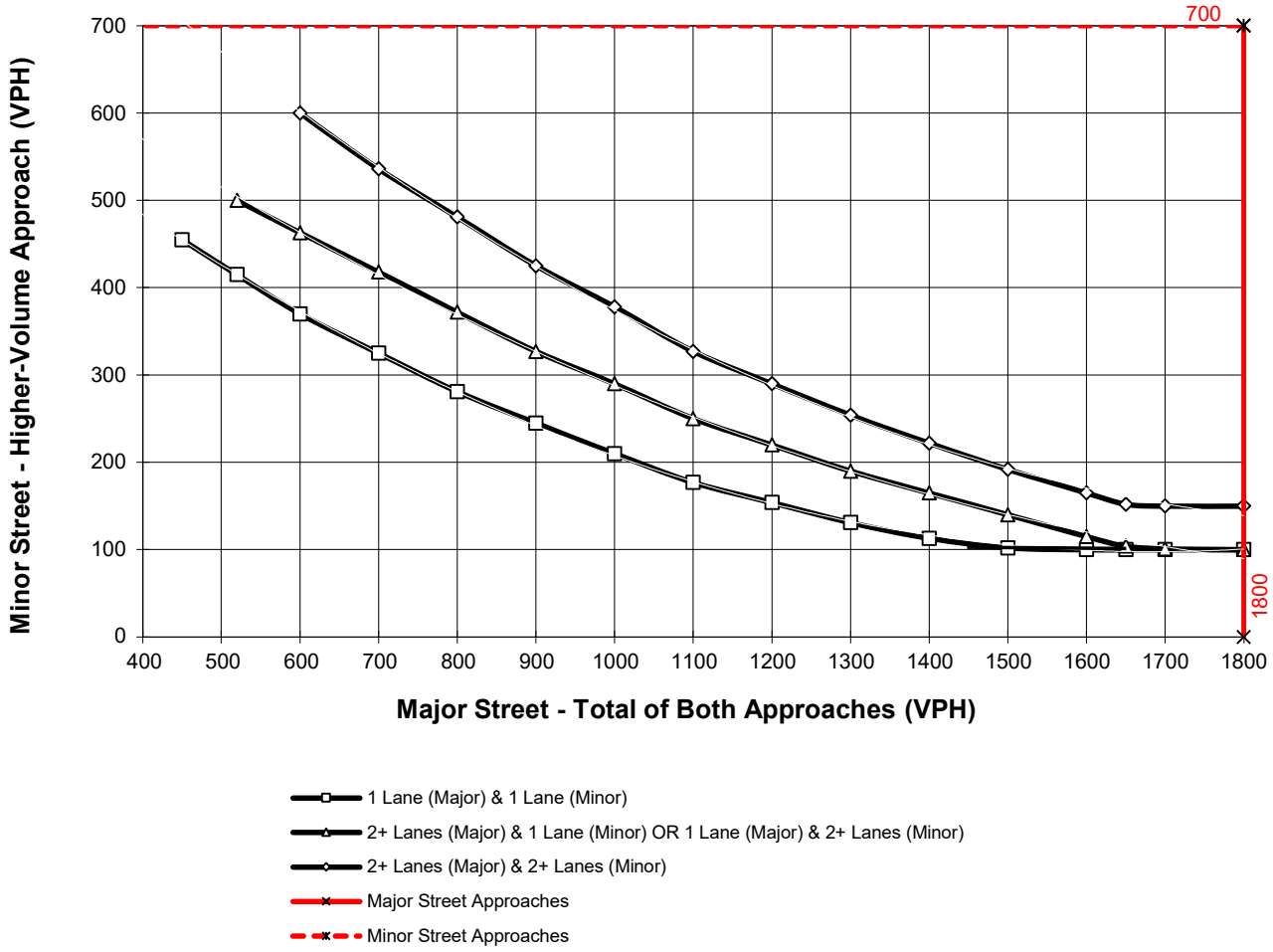
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAC (2026) Conditions - Weekday PM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **2224**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Murrieta Rd.**
High Volume Approach (VPH) = **713**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*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

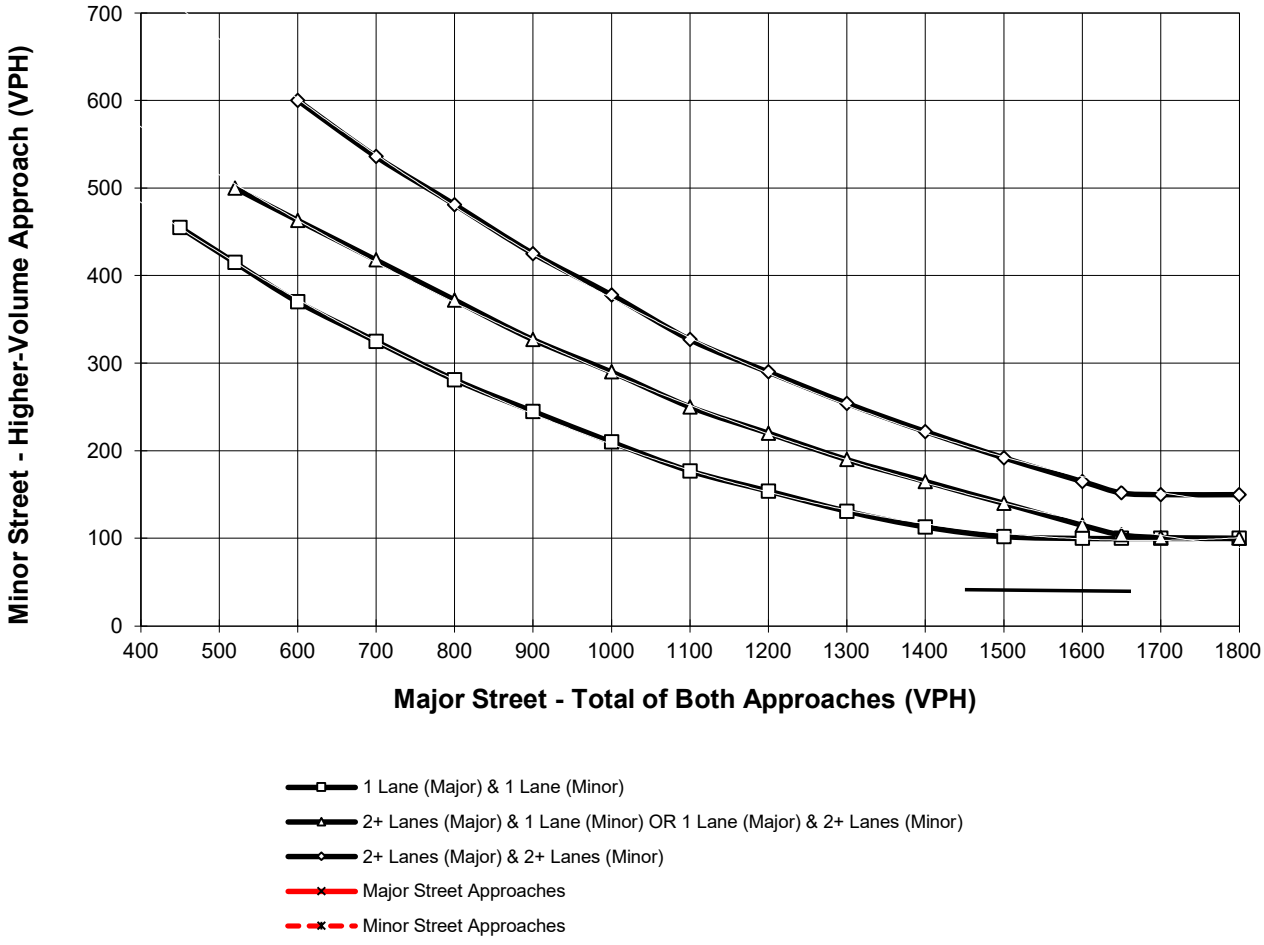
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAC (2026) Conditions - Weekday AM Peak Hour**

Major Street Name = **Case Rd.**
Total of Both Approaches (VPH) = **271**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Watson Rd.**
High Volume Approach (VPH) = **32**
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 6.6: EAPC (2026) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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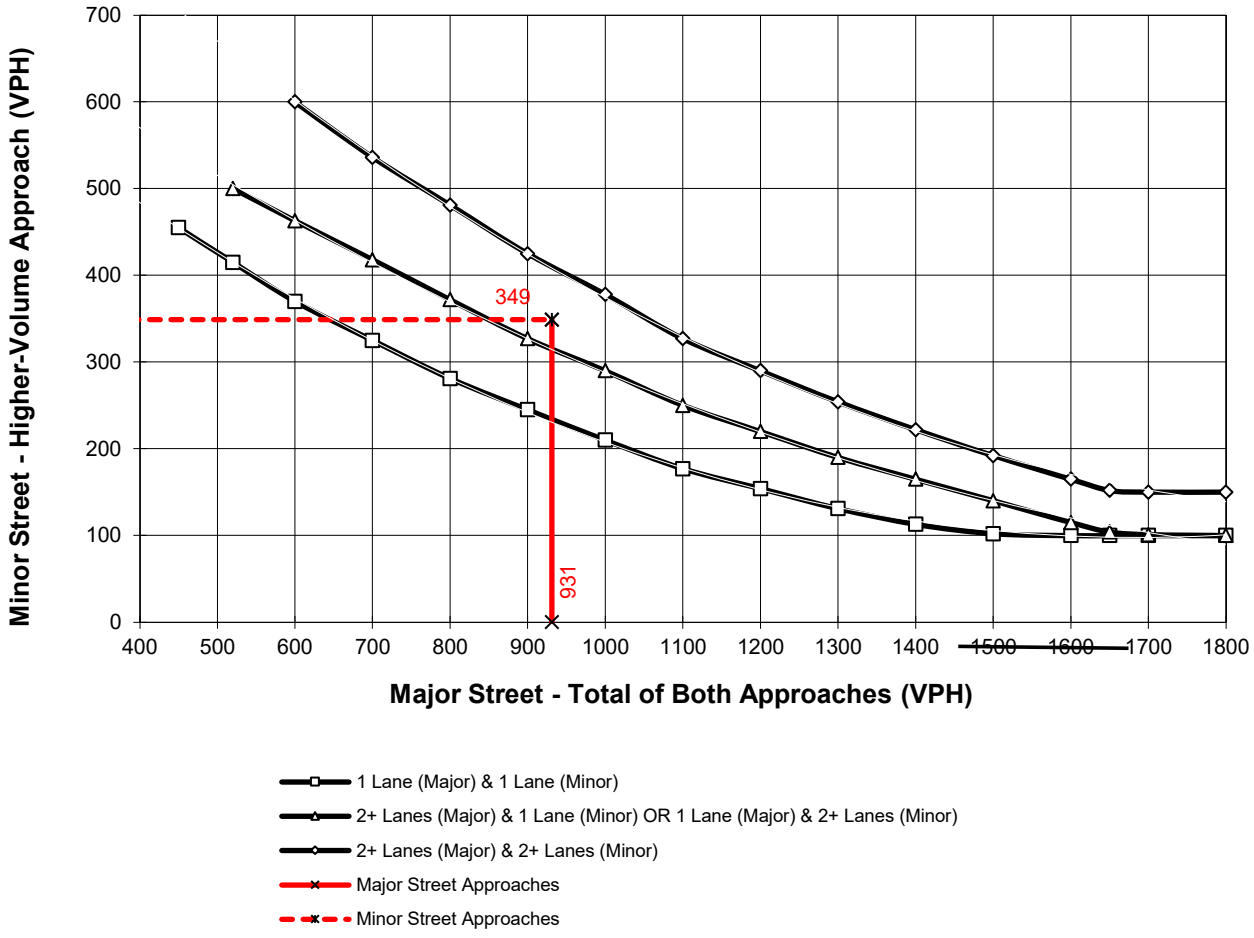
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2026) Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **931**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Green Valley Rd.**
High Volume Approach (VPH) = **349**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*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

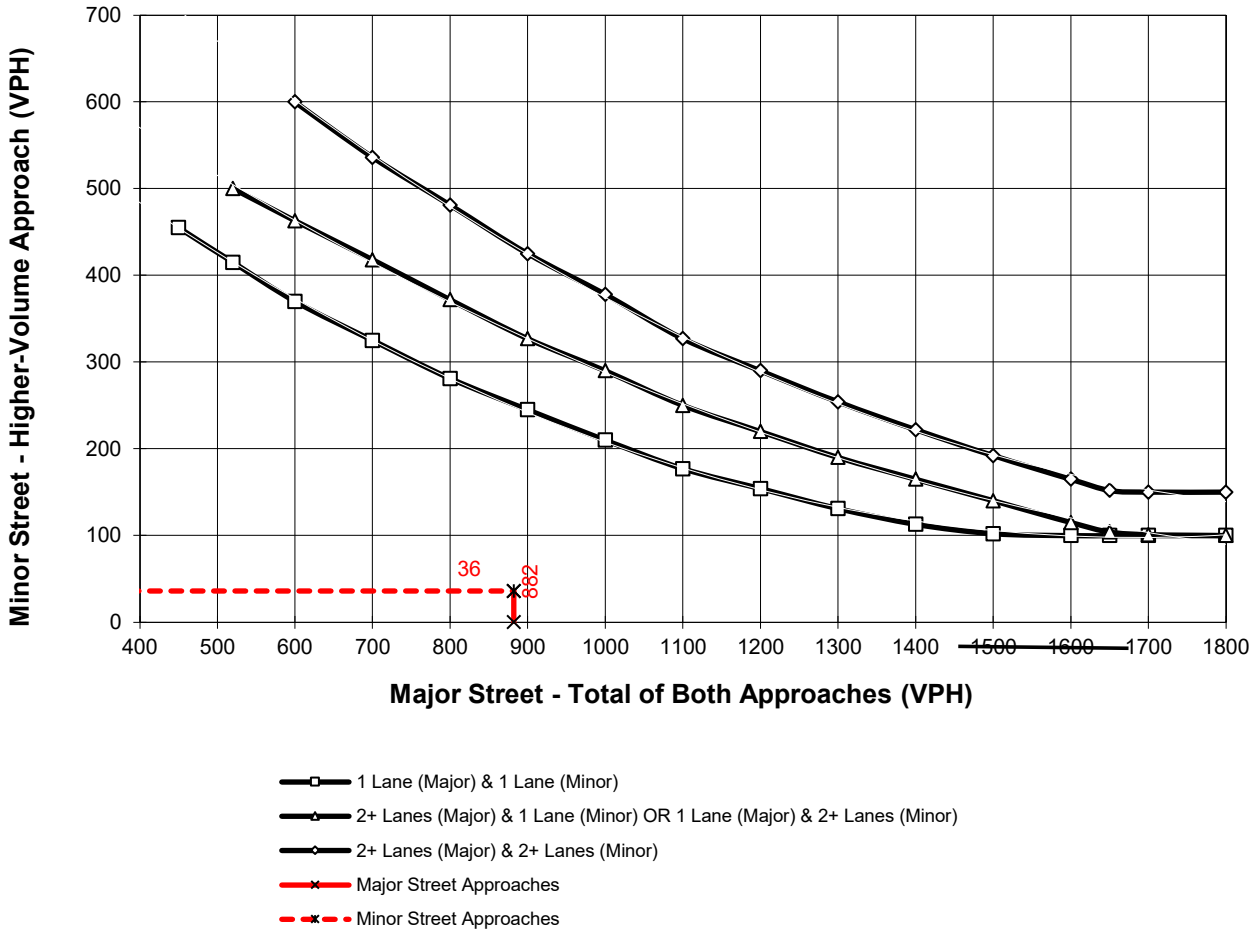
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2026) Conditions - Weekday AM Peak Hour**

Major Street Name = **Murrieta Rd.**
Total of Both Approaches (VPH) = **882**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McLaughlin Rd.**
High Volume Approach (VPH) = **36**
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

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2026)
				CALC JB	DATE 01/17/24
Jurisdiction: City of Perris				CHK JB	DATE 01/17/24
Major Street: Green Valley Pkwy.				Critical Approach Speed (Major)	35 mph
Minor Street: Cumulative Driveway				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,438** vpd Minor Street Future ADT = **926** 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 XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

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	1	8,000	5,600	2,400	1,680
2 + **3,438**	1 **926**	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

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	1	12,000	8,400	1,200	850
2 + **3,438**	1 **926**	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 36% B 24%

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		EAPC (2026)
				CALC JB	DATE	01/17/24
Jurisdiction: **City of Perris**				CHK JB	DATE	01/17/24
Major Street: **Watson Rd.**				Critical Approach Speed (Major)		45 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 = **48** vpd Minor Street Future ADT = **755** 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 .....

RURAL (R)

(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 **48**	*1* **755**	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 **48**	*1* **755**	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** 1% **B** 1%				

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 (2026) Conditions - Weekday AM Peak Hour**

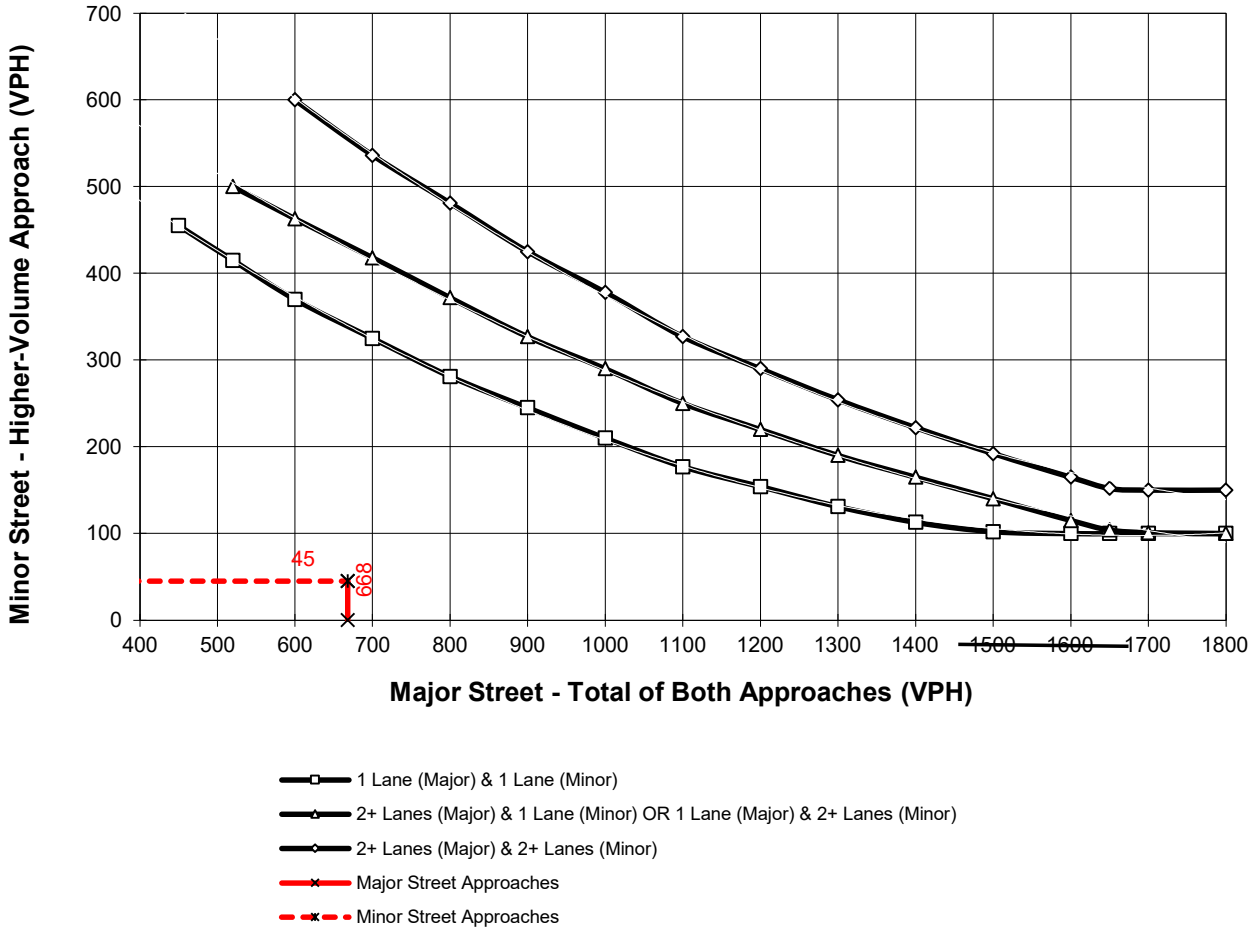
Major Street Name = **Case Rd.**

Total of Both Approaches (VPH) = **668**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Watson Rd.**

High Volume Approach (VPH) = **45**
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 6.7: EAC (2026) OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	435	411	594	734	1039	223
v/c Ratio	2.84	0.25	1.25	0.47	1.05	0.26
Control Delay (s/veh)	867.6	0.3	170.3	4.3	73.8	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	867.6	0.3	170.3	4.3	73.8	13.9
Queue Length 50th (ft)	~577	0	~577	132	~881	75
Queue Length 95th (ft)	#781	0	#801	180	#1134	125
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	153	1615	472	1554	984	856
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.84	0.25	1.26	0.47	1.06	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

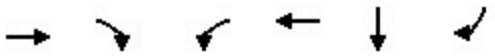
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	206	1245	1072	1209	702
v/c Ratio	1.04	0.67	0.85	0.74	1.03
Control Delay (s/veh)	119.6	19.5	36.5	3.2	76.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	119.6	19.5	36.5	3.2	76.1
Queue Length 50th (ft)	~139	286	319	0	~464
Queue Length 95th (ft)	#316	354	398	0	#793
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	198	2698	2104	1615	676
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.46	0.51	0.75	1.04

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	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1613	1001	187	1509	618	932
v/c Ratio	1.55	0.88	1.03	0.60	1.75	2.42
Control Delay (s/veh)	279.2	20.4	123.2	9.2	379.3	669.8
Queue Delay	0.0	0.5	0.0	0.3	0.0	0.0
Total Delay (s/veh)	279.3	21.0	123.2	9.5	379.3	669.8
Queue Length 50th (ft)	~1461	274	~129	232	~589	~953
Queue Length 95th (ft)	#1721	#657	#267	288	#801	#1195
Internal Link Dist (ft)	598			641	1327	
Turn Bay Length (ft)			275			240
Base Capacity (vph)	1035	1125	180	2508	352	384
Starvation Cap Reductn	21	17	0	392	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.59	0.90	1.04	0.71	1.76	2.43

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	NBT	NBR
Lane Group Flow (vph)	739	1445	1363	775	441
v/c Ratio	2.56	1.08	1.50	2.23	1.16
Control Delay (s/veh)	735.4	70.6	259.1	587.2	128.4
Queue Delay	0.0	4.5	0.0	0.0	0.0
Total Delay (s/veh)	735.4	75.1	259.1	587.2	128.4
Queue Length 50th (ft)	~793	~1043	~1215	~802	~287
Queue Length 95th (ft)	#1016	#1301	#1475	#1029	#481
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	288	1326	903	347	380
Starvation Cap Reductn	0	80	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	2.57	1.16	1.51	2.23	1.16

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	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	512	656	617	642	1384	218
v/c Ratio	1.47	0.40	1.55	0.47	1.61	0.29
Control Delay (s/veh)	262.5	0.7	294.6	9.0	308.0	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	262.5	0.7	294.6	9.0	308.0	19.4
Queue Length 50th (ft)	~544	0	~674	194	~1539	91
Queue Length 95th (ft)	#757	0	#900	267	#1802	148
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	348	1615	397	1349	858	743
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.47	0.41	1.55	0.48	1.61	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

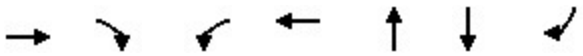
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	235	1742	936	945	861
v/c Ratio	0.95	1.04	0.91	0.58	1.07
Control Delay (s/veh)	99.8	65.2	55.5	1.5	85.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.8	65.2	55.5	1.5	85.7
Queue Length 50th (ft)	183	~766	368	0	~731
Queue Length 95th (ft)	#344	#906	#490	0	#980
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	245	1675	1025	1615	801
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.96	1.04	0.91	0.59	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	1705	979	436	1759	1	633	992
v/c Ratio	1.83	0.96	2.01	0.73	0.00	1.52	2.26
Control Delay (s/veh)	400.8	34.9	500.0	13.7	0.0	278.4	597.2
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay (s/veh)	400.8	34.9	500.0	14.3	0.0	278.4	597.2
Queue Length 50th (ft)	~1654	376	~437	351	0	~568	~1000
Queue Length 95th (ft)	#1916	#713	#627	437	0	#781	#1246
Internal Link Dist (ft)	598			641	1271	1327	
Turn Bay Length (ft)			275				240
Base Capacity (vph)	931	1018	216	2382	142	415	438
Starvation Cap Reductn	6	0	0	280	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	1.84	0.96	2.02	0.84	0.01	1.53	2.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	1049	1416	2085	996	377
v/c Ratio	3.88	1.18	2.61	2.11	0.77
Control Delay (s/veh)	Error	112.3	749.0	533.9	38.8
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	Error	112.5	749.0	533.9	38.8
Queue Length 50th (ft)	~1219	~1091	~2271	~1015	174
Queue Length 95th (ft)	#1463	#1347	#2539	#1255	#316
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	270	1197	797	470	484
Starvation Cap Reductn	0	61	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	3.89	1.25	2.62	2.12	0.78

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.

APPENDIX 6.8: EAPC (2026) OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	440	460	629	734	1039	354
v/c Ratio	2.87	0.28	1.33	0.47	1.05	0.40
Control Delay (s/veh)	882.0	0.4	199.8	4.3	73.8	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	882.0	0.4	199.8	4.3	73.8	15.8
Queue Length 50th (ft)	~586	0	~633	132	~881	130
Queue Length 95th (ft)	#789	0	#861	180	#1134	204
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	153	1615	472	1554	984	867
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.88	0.28	1.33	0.47	1.06	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

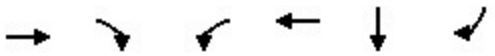
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	241	1259	1102	1209	707
v/c Ratio	1.23	0.67	0.85	0.74	1.06
Control Delay (s/veh)	180.9	19.3	36.4	3.2	83.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	180.9	19.3	36.4	3.2	83.5
Queue Length 50th (ft)	~188	292	332	0	~483
Queue Length 95th (ft)	#380	360	412	0	#815
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	195	2661	2075	1615	666
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.24	0.47	0.53	0.75	1.06

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	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1680	1053	187	1684	618	984
v/c Ratio	1.62	0.93	1.03	0.67	1.75	2.56
Control Delay (s/veh)	307.7	26.1	123.2	10.4	379.3	729.7
Queue Delay	0.0	1.0	0.0	0.4	0.0	0.0
Total Delay (s/veh)	307.7	27.1	123.2	10.8	379.3	729.7
Queue Length 50th (ft)	~1550	336	~129	282	~589	~1024
Queue Length 95th (ft)	#1813	#726	#267	351	#801	#1270
Internal Link Dist (ft)	598			641	1327	
Turn Bay Length (ft)			275			240
Base Capacity (vph)	1035	1128	180	2508	352	384
Starvation Cap Reductn	16	15	0	356	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.65	0.95	1.04	0.78	1.76	2.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBL	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	780	1470	1407	903	441
v/c Ratio	2.70	1.10	1.55	2.60	1.16
Control Delay (s/veh)	798.2	78.0	280.5	749.5	128.4
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	798.2	78.3	280.5	749.5	128.4
Queue Length 50th (ft)	~848	~1076	~1276	~973	~287
Queue Length 95th (ft)	#1075	#1334	#1537	#1209	#481
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	288	1326	903	347	380
Starvation Cap Reductn	0	74	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	2.71	1.17	1.56	2.60	1.16

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	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	517	823	643	642	1384	311
v/c Ratio	1.48	0.50	1.56	0.47	1.64	0.42
Control Delay (s/veh)	268.4	1.1	296.7	9.0	321.6	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	268.4	1.1	296.7	9.0	321.6	22.1
Queue Length 50th (ft)	~552	0	~704	194	~1552	142
Queue Length 95th (ft)	#766	0	#932	267	#1815	219
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			50
Base Capacity (vph)	348	1615	412	1349	842	736
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.49	0.51	1.56	0.48	1.64	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

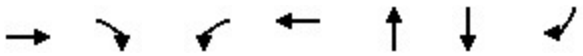
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	374	1765	956	945	867
v/c Ratio	1.11	0.89	0.84	0.58	1.35
Control Delay (s/veh)	127.5	28.9	42.9	1.5	200.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	127.5	28.9	42.9	1.5	200.9
Queue Length 50th (ft)	~307	560	334	0	~810
Queue Length 95th (ft)	#544	671	412	0	#1162
Internal Link Dist (ft)		1430	701		1371
Turn Bay Length (ft)	240			100	
Base Capacity (vph)	335	2257	1415	1615	639
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.12	0.78	0.68	0.59	1.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	EBR	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	1751	1086	436	1868	1	633	1023
v/c Ratio	1.88	1.04	2.01	0.78	0.00	1.52	2.33
Control Delay (s/veh)	422.5	57.1	500.0	15.0	0.0	278.4	628.4
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay (s/veh)	422.6	57.1	500.0	16.0	0.0	278.4	628.4
Queue Length 50th (ft)	~1715	~588	~437	396	0	~568	~1042
Queue Length 95th (ft)	#1978	#838	#627	494	0	#781	#1290
Internal Link Dist (ft)	598			641	1271	1327	
Turn Bay Length (ft)			275				240
Base Capacity (vph)	931	1037	216	2382	142	415	438
Starvation Cap Reductn	5	0	0	263	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	1.89	1.05	2.02	0.88	0.01	1.53	2.34

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	NBT	NBR
Lane Group Flow (vph)	1067	1446	2114	1083	377
v/c Ratio	3.95	1.20	2.65	2.30	0.77
Control Delay (s/veh)	Error	122.9	765.1	615.3	38.8
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	Error	123.1	765.1	615.3	38.8
Queue Length 50th (ft)	~1243	~1131	~2310	~1131	174
Queue Length 95th (ft)	#1487	#1388	#2578	#1376	#316
Internal Link Dist (ft)		641	509	1327	
Turn Bay Length (ft)	245				270
Base Capacity (vph)	270	1197	797	470	484
Starvation Cap Reductn	0	55	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	3.95	1.27	2.65	2.30	0.78

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.

APPENDIX 6.9: EAPC (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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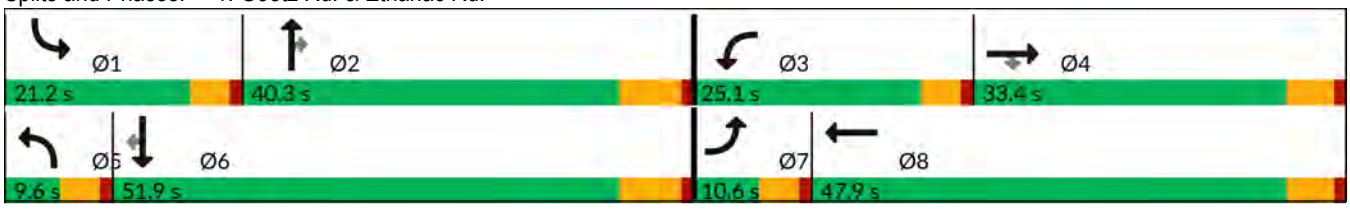
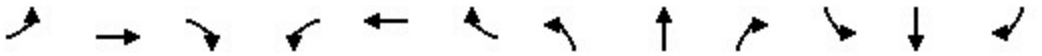
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	25	138	12	592	78	11	466	690	475	241	16
Future Volume (vph)	25	138	12	592	78	11	466	690	475	241	16
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted 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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	10.6	33.4	33.4	25.1	47.9	9.6	40.3	40.3	21.2	51.9	51.9
Total Split (%)	8.8%	27.8%	27.8%	20.9%	39.9%	8.0%	33.6%	33.6%	17.7%	43.3%	43.3%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	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)	5.6	13.3	13.3	20.6	32.3	5.0	33.9	33.9	16.7	53.5	53.5
Actuated g/C Ratio	0.05	0.13	0.13	0.19	0.31	0.05	0.32	0.32	0.16	0.51	0.51
v/c Ratio	0.28	0.32	0.03	0.92	0.37	0.14	0.81	1.00	0.91	0.14	0.01
Control Delay (s/veh)	57.8	43.2	0.1	63.0	7.0	54.9	45.9	57.5	67.1	15.9	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 (s/veh)	57.8	43.2	0.1	63.0	7.0	54.9	45.9	57.5	67.1	15.9	0.0
LOS	E	D	A	E	A	D	D	E	E	B	A
Approach Delay (s/veh)		42.4			39.5		52.9			48.8	
Approach LOS		D			D		D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 46.9	Intersection LOS: D
Intersection Capacity Utilization 80.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	138	12	592	78	350	11	466	690	475	241	16
Future Volume (veh/h)	25	138	12	592	78	350	11	466	690	475	241	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	147	7	630	83	186	12	496	367	505	256	8
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	49	397	177	704	512	456	26	567	481	576	1619	722
Arrive On Green	0.03	0.11	0.11	0.20	0.28	0.28	0.01	0.30	0.30	0.16	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	3510	1805	1607	1810	1900	1610	3510	3610	1609
Grp Volume(v), veh/h	27	147	7	630	83	186	12	496	367	505	256	8
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1607	1810	1900	1610	1755	1805	1609
Q Serve(g_s), s	1.4	3.5	0.4	16.3	3.2	8.7	0.6	23.1	19.3	13.1	3.9	0.3
Cycle Q Clear(g_c), s	1.4	3.5	0.4	16.3	3.2	8.7	0.6	23.1	19.3	13.1	3.9	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	49	397	177	704	512	456	26	567	481	576	1619	722
V/C Ratio(X)	0.55	0.37	0.04	0.89	0.16	0.41	0.46	0.87	0.76	0.88	0.16	0.01
Avail Cap(c_a), veh/h	117	1086	485	773	824	734	97	690	585	626	1761	785
HCM Platoon Ratio	1.00	1.00	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	44.7	38.4	37.0	36.2	25.0	27.0	45.5	31.0	29.6	38.0	15.2	14.2
Incr Delay (d2), s/veh	3.6	0.6	0.1	11.5	0.1	0.6	4.7	10.4	4.8	11.8	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	0.6	1.5	0.1	7.8	1.3	3.3	0.3	11.1	7.7	6.1	1.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.3	39.0	37.1	47.8	25.2	27.6	50.2	41.4	34.4	49.8	15.3	14.2
LnGrp LOS	D	D	D	D	C	C	D	D	C	D	B	B
Approach Vol, veh/h		181			899			875			769	
Approach Delay, s/veh		40.3			41.5			38.6			37.9	
Approach LOS		D			D			D			D	

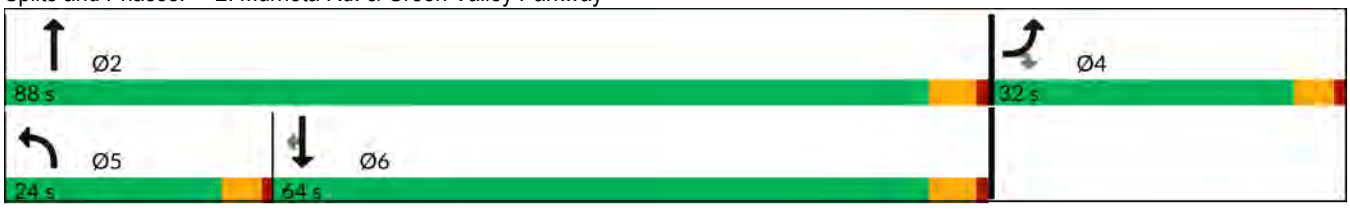
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	34.3	23.3	15.6	5.9	48.2	7.1	31.8
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	16.6	33.8	20.5	28.0	5.0	45.4	6.0	42.5
Max Q Clear Time (g_c+I1), s	15.1	25.1	18.3	5.5	2.6	5.9	3.4	10.7
Green Ext Time (p_c), s	0.2	2.7	0.4	0.8	0.0	1.5	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	137	200	92	333	414	93
Future Volume (vph)	137	200	92	333	414	93
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	9.6	23.4	23.4	23.4
Total Split (s)	32.0	32.0	24.0	88.0	64.0	64.0
Total Split (%)	26.7%	26.7%	20.0%	73.3%	53.3%	53.3%
Yellow Time (s)	3.6	3.6	3.6	4.4	4.4	4.4
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)	4.6	4.6	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	11.1	11.1	9.2	29.7	19.4	19.4
Actuated g/C Ratio	0.21	0.21	0.18	0.57	0.37	0.37
v/c Ratio	0.37	0.41	0.30	0.31	0.60	0.14
Control Delay (s/veh)	24.0	6.7	25.9	6.3	19.0	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.0	6.7	25.9	6.3	19.0	4.5
LOS	C	A	C	A	B	A
Approach Delay (s/veh)	13.8			10.6	16.3	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Murrieta Rd. & Green Valley Parkway



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	137	200	92	333	414	93
Future Volume (veh/h)	137	200	92	333	414	93
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	208	96	347	431	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	353	314	152	1025	633	537
Arrive On Green	0.20	0.20	0.08	0.54	0.33	0.33
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	143	208	96	347	431	97
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	2.6	4.5	1.9	3.9	7.4	1.6
Cycle Q Clear(g_c), s	2.6	4.5	1.9	3.9	7.4	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	353	314	152	1025	633	537
V/C Ratio(X)	0.41	0.66	0.63	0.34	0.68	0.18
Avail Cap(c_a), veh/h	1316	1171	931	4164	2954	2504
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	13.3	14.0	16.7	4.9	10.8	8.9
Incr Delay (d2), s/veh	0.7	2.4	4.3	0.2	1.3	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	0.9	4.1	0.8	0.8	2.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.0	16.4	20.9	5.1	12.1	9.1
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	351			443	528	
Approach Delay, s/veh	15.4			8.5	11.6	
Approach LOS	B			A	B	

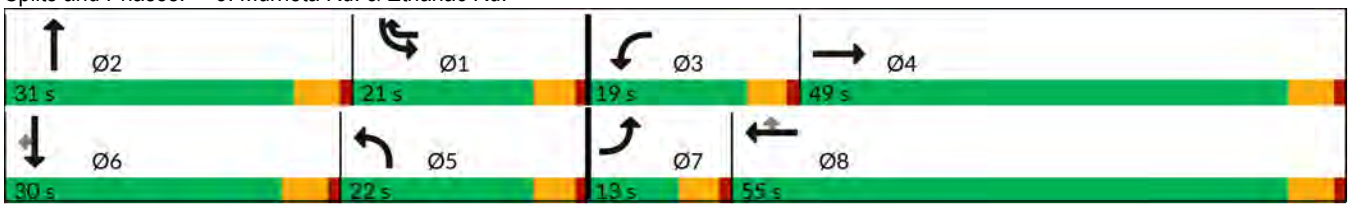
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.7		12.0	7.8	18.0
Change Period (Y+Rc), s		5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s		82.6		27.4	19.4	58.6
Max Q Clear Time (g_c+I1), s		5.9		6.5	3.9	9.4
Green Ext Time (p_c), s		2.2		1.0	0.2	3.2

Intersection Summary		
HCM 7th Control Delay, s/veh	11.6	
HCM 7th LOS	B	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	1308	246	1122	275	151	121	458	102	73
Future Volume (vph)	33	1308	246	1122	275	151	121	458	102	73
Turn Type	Prot	NA	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	1	5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	1	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	9.6	9.6	24.5	9.6	23.1	23.1
Total Split (s)	13.0	49.0	19.0	55.0	21.0	22.0	31.0	21.0	30.0	30.0
Total Split (%)	10.8%	40.8%	15.8%	45.8%	17.5%	18.3%	25.8%	17.5%	25.0%	25.0%
Yellow Time (s)	3.6	4.1	3.6	4.1	3.6	3.6	4.1	3.6	4.1	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	5.1	4.6	5.1	4.6	4.6	5.1	4.6	5.1	5.1
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)	6.8	43.9	14.4	55.5	74.2	29.2	25.9	16.4	13.1	13.1
Actuated g/C Ratio	0.06	0.37	0.12	0.46	0.62	0.24	0.22	0.14	0.11	0.11
v/c Ratio	0.37	1.18	1.29	0.72	0.27	0.39	0.97	1.05	0.56	0.27
Control Delay (s/veh)	64.2	126.0	205.1	30.2	1.4	42.0	76.5	105.3	60.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	126.0	205.1	30.2	1.4	42.0	76.5	105.3	60.8	2.4
LOS	E	F	F	C	A	D	E	F	E	A
Approach Delay (s/veh)		124.7		51.6			66.5		86.3	
Approach LOS		F		D			E		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay (s/veh): 83.7	Intersection LOS: F
Intersection Capacity Utilization 104.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1308	129	246	1122	275	151	121	247	458	102	73
Future Volume (veh/h)	33	1308	129	246	1122	275	151	121	247	458	102	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		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	38	1486	74	280	1275	156	172	138	141	520	116	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	55	1377	68	228	1819	1002	424	153	157	519	165	140
Arrive On Green	0.05	0.77	0.58	0.19	0.96	0.72	0.35	0.36	0.27	0.21	0.17	0.13
Sat Flow, veh/h	1810	3590	178	1810	3800	1610	1810	861	880	3619	1900	1610
Grp Volume(v), veh/h	38	784	776	280	1275	156	172	0	279	520	116	42
Grp Sat Flow(s),veh/h/ln	1810	1900	1868	1810	1900	1610	1810	0	1742	1810	1900	1610
Q Serve(g_s), s	2.4	43.9	43.9	14.4	5.0	0.5	8.2	0.0	17.5	16.4	6.6	2.4
Cycle Q Clear(g_c), s	2.4	43.9	43.9	14.4	5.0	0.5	8.2	0.0	17.5	16.4	6.6	2.4
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	55	729	716	228	1819	1002	424	0	310	519	165	140
V/C Ratio(X)	0.69	1.08	1.08	1.23	0.70	0.16	0.41	0.00	0.90	1.00	0.70	0.30
Avail Cap(c_a), veh/h	133	729	716	228	1819	1002	424	0	394	519	413	350
HCM Platoon Ratio	1.50	2.00	1.50	1.50	2.00	1.50	1.50	2.00	1.50	1.50	2.00	1.50
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	54.1	13.3	14.4	46.4	1.4	1.8	31.1	0.0	38.5	44.9	45.9	35.6
Incr Delay (d2), s/veh	5.5	55.7	58.3	135.7	1.2	0.1	0.6	0.0	19.8	40.2	5.4	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	16.5	17.2	14.4	1.0	0.4	3.4	0.0	8.1	9.6	3.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.5	69.1	72.7	182.1	2.6	1.9	31.7	0.0	58.3	85.1	51.3	36.8
LnGrp LOS	E	F	F	F	A	A	C		E	F	D	D
Approach Vol, veh/h		1598			1711			451			678	
Approach Delay, s/veh		70.6			31.9			48.1			76.4	
Approach LOS		E			C			D			E	

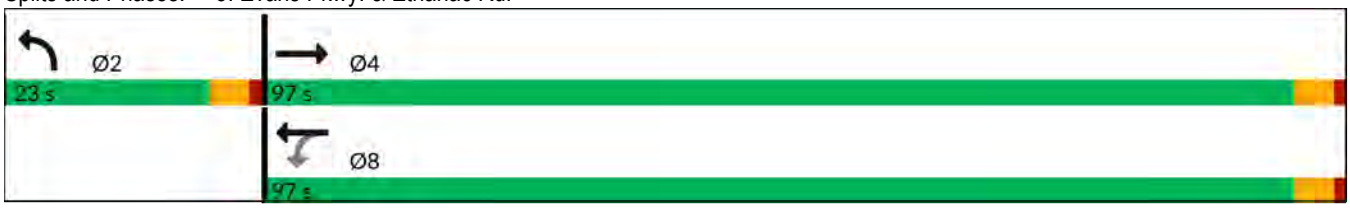
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	25.5	19.0	49.0	31.4	15.0	8.1	59.9
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	4.6	5.1	4.6	5.1
Max Green Setting (Gmax), s	16.4	25.9	14.4	43.9	17.4	24.9	8.4	49.9
Max Q Clear Time (g_c+I1), s	18.4	19.5	16.4	45.9	10.2	8.6	4.4	7.0
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.2	0.6	0.0	12.9

Intersection Summary	
HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	2025	163	1693	8
Future Volume (vph)	2025	163	1693	8
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	22.6	22.6
Total Split (s)	97.0	97.0	97.0	23.0
Total Split (%)	80.8%	80.8%	80.8%	19.2%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)	92.6	92.6	92.6	9.5
Actuated g/C Ratio	0.83	0.83	0.83	0.09
v/c Ratio	0.73	1.90	0.59	0.41
Control Delay (s/veh)	6.6	463.3	4.6	40.3
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	6.6	463.3	5.0	40.3
LOS	A	F	A	D
Approach Delay (s/veh)	6.6		45.2	40.4
Approach LOS	A		D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.90	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Evans Pkwy. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2025	44	163	1693	8	55
Future Volume (veh/h)	2025	44	163	1693	8	55
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2154	47	173	1801	9	59
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3086	67	181	3084	13	85
Arrive On Green	0.85	0.85	0.85	0.85	0.06	0.06
Sat Flow, veh/h	3707	79	179	3705	214	1400
Grp Volume(v), veh/h	1072	1129	173	1801	69	0
Grp Sat Flow(s),veh/h/ln	1805	1886	179	1805	1637	0
Q Serve(g_s), s	23.1	23.5	68.9	15.7	4.5	0.0
Cycle Q Clear(g_c), s	23.1	23.5	92.4	15.7	4.5	0.0
Prop In Lane		0.04	1.00		0.13	0.86
Lane Grp Cap(c), veh/h	1542	1611	181	3084	99	0
V/C Ratio(X)	0.70	0.70	0.96	0.58	0.69	0.00
Avail Cap(c_a), veh/h	1542	1611	181	3084	279	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.8	2.9	31.3	2.3	49.8	0.0
Incr Delay (d2), s/veh	1.4	1.4	54.2	0.3	8.4	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	3.4	3.6	7.3	2.0	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.2	4.2	85.5	2.6	58.2	0.0
LnGrp LOS	A	A	F	A	E	
Approach Vol, veh/h	2201			1974	69	
Approach Delay, s/veh	4.2			9.8	58.2	
Approach LOS	A			A	E	

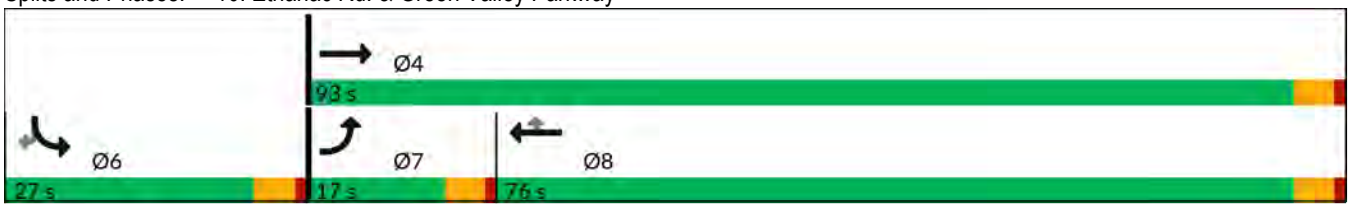
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	11.2	97.0	97.0
Change Period (Y+Rc), s	4.6	4.6	4.6
Max Green Setting (Gmax), s	18.4	92.4	92.4
Max Q Clear Time (g_c+I1), s	6.5	25.5	94.4
Green Ext Time (p_c), s	0.1	37.5	0.0

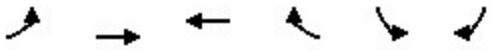
Intersection Summary	
HCM 7th Control Delay, s/veh	7.7
HCM 7th LOS	A

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	1955	1835	205	219	21
Future Volume (vph)	125	1955	1835	205	219	21
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	17.0	93.0	76.0	76.0	27.0	27.0
Total Split (%)	14.2%	77.5%	63.3%	63.3%	22.5%	22.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	11.7	84.8	68.4	68.4	19.0	19.0
Actuated g/C Ratio	0.10	0.75	0.60	0.60	0.17	0.17
v/c Ratio	0.73	0.78	0.91	0.21	0.78	0.07
Control Delay (s/veh)	73.9	11.7	28.1	3.3	64.4	15.9
Queue Delay	0.0	1.1	25.4	0.0	0.0	0.0
Total Delay (s/veh)	73.9	12.8	53.6	3.3	64.4	15.9
LOS	E	B	D	A	E	B
Approach Delay (s/veh)		16.5	48.6		60.2	
Approach LOS		B	D		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 113.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 33.9	Intersection LOS: C
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Ethanac Rd. & Green Valley Parkway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	125	1955	1835	205	219	21
Future Volume (veh/h)	125	1955	1835	205	219	21
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	2125	1995	223	238	23
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	166	2751	2264	1010	274	244
Arrive On Green	0.09	0.76	0.63	0.63	0.15	0.15
Sat Flow, veh/h	1810	3705	3705	1610	1810	1610
Grp Volume(v), veh/h	136	2125	1995	223	238	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1810	1610
Q Serve(g_s), s	7.8	36.1	48.9	6.4	13.6	1.3
Cycle Q Clear(g_c), s	7.8	36.1	48.9	6.4	13.6	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	166	2751	2264	1010	274	244
V/C Ratio(X)	0.82	0.77	0.88	0.22	0.87	0.09
Avail Cap(c_a), veh/h	211	3006	2428	1083	382	340
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	47.4	7.3	16.5	8.6	44.0	38.8
Incr Delay (d2), s/veh	17.9	1.2	4.0	0.1	14.4	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	4.3	10.0	18.3	2.0	7.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	65.2	8.5	20.5	8.7	58.4	38.9
LnGrp LOS	E	A	C	A	E	D
Approach Vol, veh/h		2261	2218		261	
Approach Delay, s/veh		11.9	19.3		56.7	
Approach LOS		B	B		E	

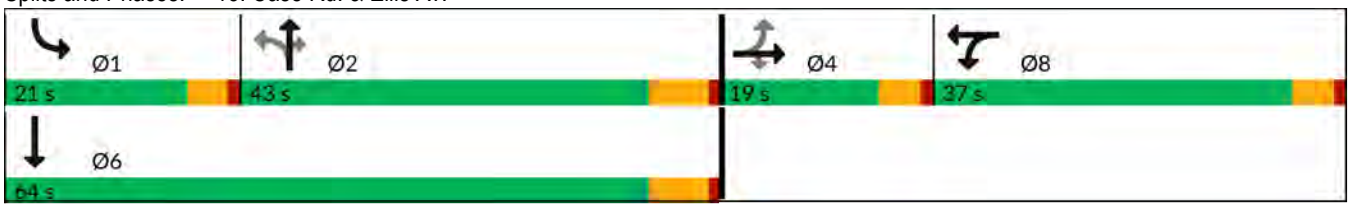
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			85.5		20.7	14.3	71.2
Change Period (Y+Rc), s			4.6		4.6	4.6	4.6
Max Green Setting (Gmax), s			88.4		22.4	12.4	71.4
Max Q Clear Time (g_c+I1), s			38.1		15.6	9.8	50.9
Green Ext Time (p_c), s			30.0		0.4	0.1	15.7

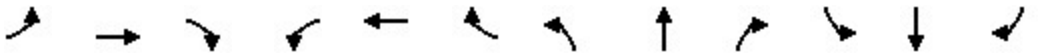
Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	180	300	403	160	211	441	380	191	360
Future Volume (vph)	180	300	403	160	211	441	380	191	360
Turn Type	NA	Perm	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4		8	8		2		1	6
Permitted Phases		4			2		2		
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	16.4	16.4	16.4	9.6	16.4
Total Split (s)	19.0	19.0	37.0	37.0	43.0	43.0	43.0	21.0	64.0
Total Split (%)	15.8%	15.8%	30.8%	30.8%	35.8%	35.8%	35.8%	17.5%	53.3%
Yellow Time (s)	3.8	3.8	3.8	3.8	5.4	5.4	5.4	3.6	5.4
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)	4.8	4.8	4.8	4.8	6.4	6.4	6.4	4.6	6.4
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	14.0	14.0	30.9	30.9	33.4	33.4	33.4	15.5	53.5
Actuated g/C Ratio	0.12	0.12	0.27	0.27	0.29	0.29	0.29	0.14	0.47
v/c Ratio	0.86	0.75	0.92	0.74	0.80	0.88	0.64	0.86	0.45
Control Delay (s/veh)	83.9	22.8	67.4	44.3	59.8	58.0	18.0	81.8	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.9	22.8	67.4	44.3	59.8	58.0	18.0	81.8	22.5
LOS	F	C	E	D	E	E	B	F	C
Approach Delay (s/veh)	45.8			56.9		43.7			43.1
Approach LOS	D			E		D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 114.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 47.4	Intersection LOS: D
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	180	300	403	160	176	211	441	380	191	360	0
Future Volume (veh/h)	0	180	300	403	160	176	211	441	380	191	360	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	200	166	448	178	102	234	490	0	212	400	0
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	222	233	198	488	306	175	352	545		241	878	0
Arrive On Green	0.00	0.12	0.12	0.27	0.27	0.27	0.29	0.29	0.00	0.13	0.46	0.00
Sat Flow, veh/h	1810	1900	1610	1810	1134	650	1000	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	200	166	448	0	280	234	490	0	212	400	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1783	1000	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	11.3	11.1	26.4	0.0	15.0	23.9	27.2	0.0	12.6	15.8	0.0
Cycle Q Clear(g_c), s	0.0	11.3	11.1	26.4	0.0	15.0	23.9	27.2	0.0	12.6	15.8	0.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	222	233	198	488	0	481	352	545		241	878	0
V/C Ratio(X)	0.00	0.86	0.84	0.92	0.00	0.58	0.66	0.90		0.88	0.46	0.00
Avail Cap(c_a), veh/h	234	246	208	530	0	522	399	633		270	996	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	47.3	47.1	39.0	0.0	34.8	36.5	37.7	0.0	46.7	20.1	0.0
Incr Delay (d2), s/veh	0.0	23.9	24.3	20.2	0.0	1.4	3.5	14.5	0.0	22.9	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	5.7	14.2	0.0	6.6	5.8	13.9	0.0	6.9	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	71.2	71.4	59.2	0.0	36.2	40.0	52.2	0.0	69.6	20.5	0.0
LnGrp LOS		E	E	E		D	D	D		E	C	
Approach Vol, veh/h		366			728			724			612	
Approach Delay, s/veh		71.3			50.3			48.2			37.5	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	19.3	37.9		18.3		57.2		34.4				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	16.4	36.6		14.2		57.6		32.2				
Max Q Clear Time (g_c+I1), s	14.6	29.2		13.3		17.8		28.4				
Green Ext Time (p_c), s	0.1	2.3		0.2		2.2		1.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		49.6	
HCM 7th LOS		D	

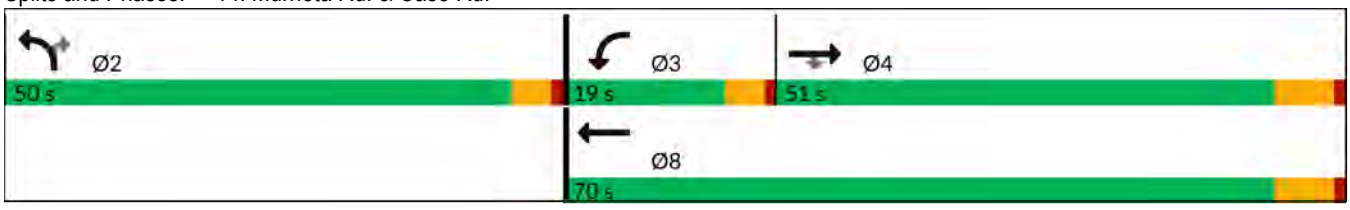
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	861	201	97	671	385	112
Future Volume (vph)	861	201	97	671	385	112
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	24.5	24.5	9.6	24.5	22.6	22.6
Total Split (s)	51.0	51.0	19.0	70.0	50.0	50.0
Total Split (%)	42.5%	42.5%	15.8%	58.3%	41.7%	41.7%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
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)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	29.4	29.4	9.7	40.4	24.3	24.3
Actuated g/C Ratio	0.38	0.38	0.13	0.52	0.32	0.32
v/c Ratio	0.66	0.31	0.45	0.37	0.72	0.20
Control Delay (s/veh)	24.4	12.0	44.5	11.5	34.0	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.4	12.0	44.5	11.5	34.0	5.8
LOS	C	B	D	B	C	A
Approach Delay (s/veh)	22.1			15.7	27.7	
Approach LOS	C			B	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 21.2	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 14: Murrieta Rd. & Case Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	861	201	97	671	385	112
Future Volume (veh/h)	861	201	97	671	385	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	916	161	103	714	410	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1350	602	134	1921	479	427
Arrive On Green	0.37	0.37	0.07	0.53	0.26	0.26
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	916	161	103	714	410	76
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	11.6	3.8	3.1	6.3	11.8	2.0
Cycle Q Clear(g_c), s	11.6	3.8	3.1	6.3	11.8	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1350	602	134	1921	479	427
V/C Ratio(X)	0.68	0.27	0.77	0.37	0.86	0.18
Avail Cap(c_a), veh/h	2936	1310	476	4190	1501	1336
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	14.4	11.9	24.9	7.5	19.1	15.5
Incr Delay (d2), s/veh	0.6	0.2	3.5	0.1	1.7	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	3.5	1.0	1.2	1.4	4.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.0	12.1	28.3	7.6	20.8	15.6
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	1077			817	486	
Approach Delay, s/veh	14.5			10.2	20.0	
Approach LOS	B			B	C	

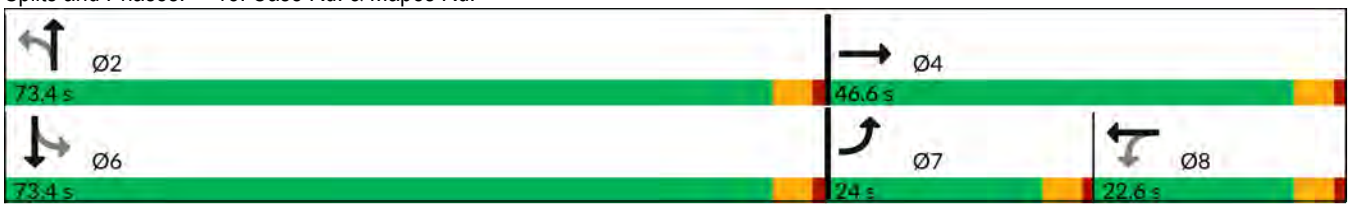
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		19.1	8.7	27.0		35.6
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		45.4	14.4	44.5		63.5
Max Q Clear Time (g_c+I1), s		13.8	5.1	13.6		8.3
Green Ext Time (p_c), s		0.7	0.1	6.8		4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Lane Group	EBL	EBT	WBT	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	725	158	110	2	345	2
Future Volume (vph)	725	158	110	2	345	2
Turn Type	Prot	NA	NA	NA	Perm	NA
Protected Phases	7	4	8	2		6
Permitted Phases					6	
Detector Phase	7	4	8	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	24.0	46.6	22.6	73.4	73.4	73.4
Total Split (%)	20.0%	38.8%	18.8%	61.2%	61.2%	61.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6
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
Total Lost Time (s)	4.6	4.6	4.6	4.6		4.6
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	19.4	19.4	18.0	68.8		68.8
Actuated g/C Ratio	0.16	0.16	0.15	0.57		0.57
v/c Ratio	1.19	1.16	0.88	0.00		1.09
Control Delay (s/veh)	146.7	151.0	71.3	11.0		84.1
Queue Delay	0.0	0.0	0.0	0.0		1.2
Total Delay (s/veh)	146.7	151.0	71.3	11.0		85.3
LOS	F	F	E	B		F
Approach Delay (s/veh)		148.2	71.4	11.0		85.3
Approach LOS		F	E	B		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 110.3	Intersection LOS: F
Intersection Capacity Utilization 104.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 15: Case Rd. & Mapes Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	725	158	0	0	110	138	0	2	0	345	2	600
Future Volume (veh/h)	725	158	0	0	110	138	0	2	0	345	2	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	707	273	0	0	118	78	0	2	0	371	2	296
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	787	774	0	0	145	96	0	923	0	471	2	324
Arrive On Green	0.22	0.41	0.00	0.00	0.14	0.14	0.00	0.49	0.00	0.49	0.49	0.49
Sat Flow, veh/h	3619	1900	0	0	1067	706	0	1900	0	837	5	667
Grp Volume(v), veh/h	707	273	0	0	0	196	0	2	0	669	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1773	0	1900	0	1509	0	0
Q Serve(g_s), s	16.3	8.5	0.0	0.0	0.0	9.2	0.0	0.0	0.0	35.1	0.0	0.0
Cycle Q Clear(g_c), s	16.3	8.5	0.0	0.0	0.0	9.2	0.0	0.0	0.0	35.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.40	0.00		0.00	0.55		0.44
Lane Grp Cap(c), veh/h	787	774	0	0	0	241	0	923	0	798	0	0
V/C Ratio(X)	0.90	0.35	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	819	930	0	0	0	372	0	1524	0	1276	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.6	17.6	0.0	0.0	0.0	36.0	0.0	11.4	0.0	20.4	0.0	0.0
Incr Delay (d2), s/veh	12.5	0.3	0.0	0.0	0.0	7.7	0.0	0.0	0.0	2.9	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	7.8	3.3	0.0	0.0	0.0	4.2	0.0	0.0	0.0	10.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	17.9	0.0	0.0	0.0	43.6	0.0	11.4	0.0	23.3	0.0	0.0
LnGrp LOS	D	B				D		B		C		
Approach Vol, veh/h		980			196			2			669	
Approach Delay, s/veh		37.5			43.6			11.4			23.3	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		46.2		39.5		46.2	23.3	16.3				
Change Period (Y+Rc), s		4.6		4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		68.8		42.0		68.8	19.4	18.0				
Max Q Clear Time (g_c+I1), s		2.0		10.5		37.2	18.3	11.2				
Green Ext Time (p_c), s		0.0		1.3		4.5	0.4	0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.0
HCM 7th LOS	C

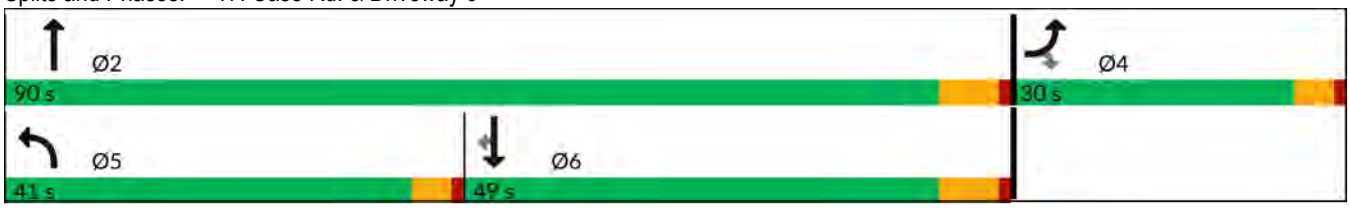
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	59	186	92	211	249
Future Volume (vph)	86	59	186	92	211	249
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	9.6	24.5	24.5	24.5
Total Split (s)	30.0	30.0	41.0	90.0	49.0	49.0
Total Split (%)	25.0%	25.0%	34.2%	75.0%	40.8%	40.8%
Yellow Time (s)	3.6	3.6	3.6	5.5	5.5	5.5
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)	4.6	4.6	4.6	6.5	6.5	6.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	8.5	8.5	10.5	18.5	12.9	12.9
Actuated g/C Ratio	0.19	0.19	0.23	0.40	0.28	0.28
v/c Ratio	0.27	0.18	0.48	0.06	0.42	0.41
Control Delay (s/veh)	20.6	7.5	22.2	7.7	19.1	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	7.5	22.2	7.7	19.1	5.1
LOS	C	A	C	A	B	A
Approach Delay (s/veh)	15.3			17.5	11.6	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 39.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: Case Rd. & Driveway 6



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	86	59	186	92	211	249
Future Volume (veh/h)	86	59	186	92	211	249
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	63	200	99	227	268
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	203	180	264	2044	546	462
Arrive On Green	0.11	0.11	0.15	0.57	0.29	0.29
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	92	63	200	99	227	268
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1900	1610
Q Serve(g_s), s	1.6	1.2	3.7	0.4	3.3	4.9
Cycle Q Clear(g_c), s	1.6	1.2	3.7	0.4	3.3	4.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	203	180	264	2044	546	462
V/C Ratio(X)	0.45	0.35	0.76	0.05	0.42	0.58
Avail Cap(c_a), veh/h	1332	1185	1908	8734	2340	1983
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	14.3	14.2	14.2	3.3	10.0	10.5
Incr Delay (d2), s/veh	0.6	0.4	1.7	0.0	0.5	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.1	0.0	0.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.9	14.6	15.8	3.3	10.5	11.7
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	155			299	495	
Approach Delay, s/veh	14.8			11.7	11.1	
Approach LOS	B			B	B	

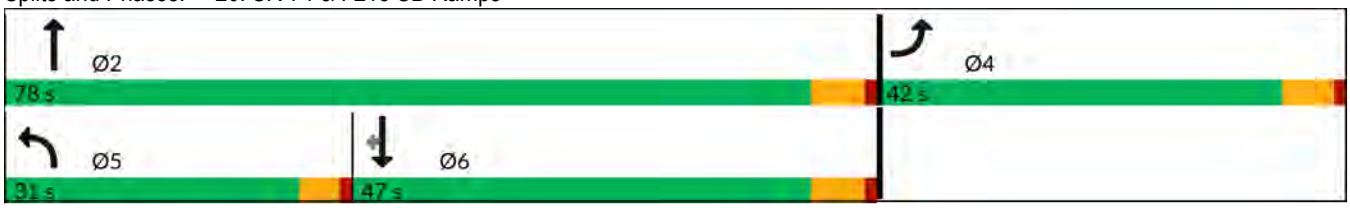
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.0		8.5	9.6	16.4
Change Period (Y+Rc), s		6.5		4.6	4.6	6.5
Max Green Setting (Gmax), s		83.5		25.4	36.4	42.5
Max Q Clear Time (g_c+I1), s		2.4		3.6	5.7	6.9
Green Ext Time (p_c), s		0.6		0.2	0.2	2.0

Intersection Summary		
HCM 7th Control Delay, s/veh	11.9	
HCM 7th LOS	B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	431	451	616	719	1018	347
Future Volume (vph)	431	451	616	719	1018	347
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	42.0		31.0	78.0	47.0	47.0
Total Split (%)	35.0%		25.8%	65.0%	39.2%	39.2%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	29.9	106.5	22.9	64.6	37.0	37.0
Actuated g/C Ratio	0.28	1.00	0.22	0.61	0.35	0.35
v/c Ratio	0.86	0.28	0.83	0.63	0.82	0.50
Control Delay (s/veh)	55.8	0.4	52.3	17.1	39.5	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.8	0.4	52.3	17.1	39.5	14.7
LOS	E	A	D	B	D	B
Approach Delay (s/veh)	27.5			33.4	33.3	
Approach LOS	C			C	C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 31.9	Intersection LOS: C
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	431	451	616	719	1018	347
Future Volume (veh/h)	431	451	616	719	1018	347
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	440	0	629	734	1039	349
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	477		719	1162	1290	575
Arrive On Green	0.26	0.00	0.20	0.61	0.36	0.36
Sat Flow, veh/h	1810	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	440	0	629	734	1039	349
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1900	1805	1610
Q Serve(g_s), s	22.0	0.0	16.1	22.7	24.1	16.5
Cycle Q Clear(g_c), s	22.0	0.0	16.1	22.7	24.1	16.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	477		719	1162	1290	575
V/C Ratio(X)	0.92		0.88	0.63	0.81	0.61
Avail Cap(c_a), veh/h	705		997	1476	1600	714
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	33.3	0.0	35.8	11.4	27.0	24.5
Incr Delay (d2), s/veh	10.6	0.0	5.2	0.6	2.5	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	10.4	0.0	7.0	7.9	9.9	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.9	0.0	41.0	12.0	29.5	25.6
LnGrp LOS	D		D	B	C	C
Approach Vol, veh/h	440			1363	1388	
Approach Delay, s/veh	43.9			25.4	28.5	
Approach LOS	D			C	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.6		30.3	23.6	39.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		72.2		36.2	26.4	41.2
Max Q Clear Time (g_c+I1), s		24.7		24.0	18.1	26.1
Green Ext Time (p_c), s		5.4		0.5	0.9	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

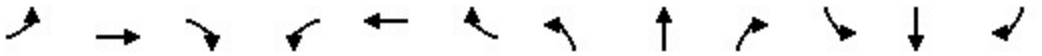
Notes

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)	1579	990	176	1583	580	1	925
Future Volume (vph)	1579	990	176	1583	580	1	925
Turn Type	NA	Perm	Prot	NA	Perm	NA	Perm
Protected Phases	2		1	6		4	
Permitted Phases		2			4		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)	23.4	23.4	10.0	24.5	24.5	24.5	24.5
Total Split (s)	58.0	58.0	17.0	75.0	45.0	45.0	45.0
Total Split (%)	48.3%	48.3%	14.2%	62.5%	37.5%	37.5%	37.5%
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0	4.0
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	5.0	6.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	52.0	52.0	10.9	67.9	40.0	40.0	40.0
Actuated g/C Ratio	0.44	0.44	0.09	0.57	0.34	0.34	0.34
v/c Ratio	1.01	0.94	0.58	0.77	0.96	1.01	0.92
Control Delay (s/veh)	58.5	26.8	59.6	22.7	68.8	83.1	56.8
Queue Delay	33.7	0.1	0.0	2.0	0.0	0.0	0.0
Total Delay (s/veh)	92.2	26.9	59.6	24.8	68.8	83.1	56.8
LOS	F	C	E	C	E	F	E
Approach Delay (s/veh)	67.1			28.3		69.6	
Approach LOS	E			C		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 118.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 56.1	Intersection LOS: E
Intersection Capacity Utilization 105.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1579	990	176	1583	0	0	0	0	580	1	925
Future Volume (veh/h)	0	1579	990	176	1583	0	0	0	0	580	1	925
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1680	532	187	1684	0				771	0	330
Peak Hour Factor	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
Cap, veh/h	0	1883	798	263	2368	0				946	0	421
Arrive On Green	0.00	0.74	0.50	0.08	0.93	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	3800	1610	3510	3800	0				3619	0	1610
Grp Volume(v), veh/h	0	1680	532	187	1684	0				771	0	330
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	32.1	23.7	5.0	8.2	0.0				19.0	0.0	18.1
Cycle Q Clear(g_c), s	0.0	32.1	23.7	5.0	8.2	0.0				19.0	0.0	18.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1883	798	263	2368	0				946	0	421
V/C Ratio(X)	0.00	0.89	0.67	0.71	0.71	0.00				0.82	0.00	0.78
Avail Cap(c_a), veh/h	0	2076	880	443	2754	0				1521	0	677
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	18.1	43.0	1.4	0.0				33.0	0.0	32.7
Incr Delay (d2), s/veh	0.0	5.0	1.7	3.5	0.7	0.0				1.9	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	6.8	8.3	2.2	1.3	0.0				7.9	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.3	19.8	46.5	2.2	0.0				34.9	0.0	35.9
LnGrp LOS		B	B	D	A					C		D
Approach Vol, veh/h		2212			1871						1101	
Approach Delay, s/veh		16.4			6.6						35.2	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.1	53.2		29.9		65.3
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	12.0	52.0		40.0		69.0
Max Q Clear Time (g_c+I1), s	7.0	34.1		21.0		10.2
Green Ext Time (p_c), s	0.2	13.1		3.8		21.0

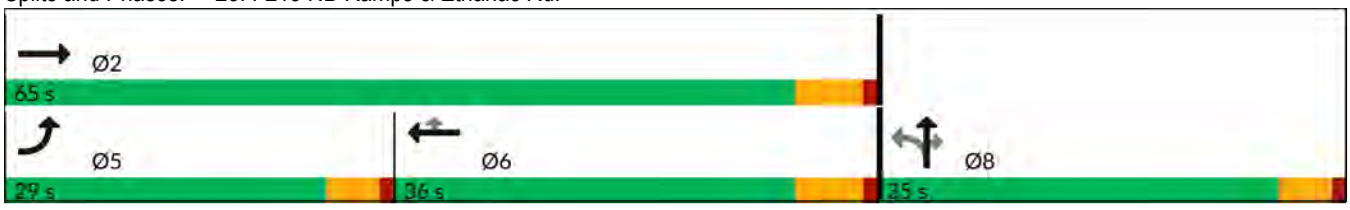
Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

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)	749	1411	892	459	864	3	423
Future Volume (vph)	749	1411	892	459	864	3	423
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		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)	10.0	24.5	23.4	23.4	23.4	23.4	23.4
Total Split (s)	29.0	65.0	36.0	36.0	35.0	35.0	35.0
Total Split (%)	29.0%	65.0%	36.0%	36.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.0	5.0	5.0	5.0	4.0	4.0	4.0
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)	5.0	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	23.4	57.3	28.9	28.9	28.6	28.6	28.6
Actuated g/C Ratio	0.24	0.59	0.30	0.30	0.29	0.29	0.29
v/c Ratio	0.92	0.68	0.86	0.58	0.88	0.89	0.81
Control Delay (s/veh)	54.4	15.9	42.1	5.8	54.4	54.8	39.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	16.2	42.1	5.8	54.4	54.8	39.6
LOS	D	B	D	A	D	D	D
Approach Delay (s/veh)		29.5	29.8			49.7	
Approach LOS		C	C			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 97	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 35.0	Intersection LOS: D
Intersection Capacity Utilization 105.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	749	1411	0	0	892	459	864	3	423	0	0	0
Future Volume (veh/h)	749	1411	0	0	892	459	864	3	423	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	780	1470	0	0	929	270	902	0	233			
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	860	2156	0	0	1077	481	1029	0	458			
Arrive On Green	0.24	0.60	0.00	0.00	0.30	0.30	0.28	0.00	0.28			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	780	1470	0	0	929	270	902	0	233			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	20.0	25.7	0.0	0.0	22.6	13.1	22.0	0.0	11.2			
Cycle Q Clear(g_c), s	20.0	25.7	0.0	0.0	22.6	13.1	22.0	0.0	11.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	860	2156	0	0	1077	481	1029	0	458			
V/C Ratio(X)	0.91	0.68	0.00	0.00	0.86	0.56	0.88	0.00	0.51			
Avail Cap(c_a), veh/h	908	2296	0	0	1167	521	1170	0	521			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.0	12.7	0.0	0.0	30.7	27.4	31.7	0.0	27.8			
Incr Delay (d2), s/veh	12.3	0.8	0.0	0.0	6.4	1.2	7.1	0.0	0.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.6	9.0	0.0	0.0	10.2	4.9	9.7	0.0	4.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.4	13.5	0.0	0.0	37.2	28.6	38.7	0.0	28.7			
LnGrp LOS	D	B			D	C	D		C			
Approach Vol, veh/h		2250			1199			1135				
Approach Delay, s/veh		24.9			35.3			36.7				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.4			27.7	33.7		31.4				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		59.0			24.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s		27.7			22.0	24.6		24.0				
Green Ext Time (p_c), s		13.4			0.7	3.1		2.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.5
HCM 7th LOS	C

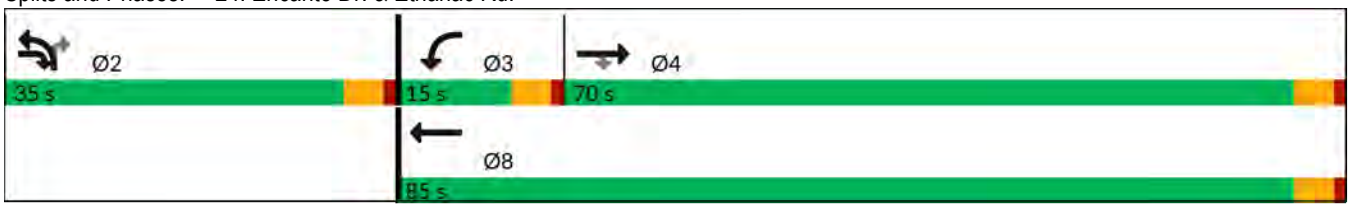
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1381	425	191	807	466	126
Future Volume (vph)	1381	425	191	807	466	126
Turn Type	NA	pm+ov	Prot	NA	Prot	Perm
Protected Phases	4	2	3	8	2	
Permitted Phases		4				2
Detector Phase	4	2	3	8	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	9.6	22.6	22.6	22.6
Total Split (s)	70.0	35.0	15.0	85.0	35.0	35.0
Total Split (%)	58.3%	29.2%	12.5%	70.8%	29.2%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Min	None	None	Min	Min
Act Effct Green (s)	53.6	88.9	10.5	68.7	30.6	30.6
Actuated g/C Ratio	0.49	0.82	0.10	0.63	0.28	0.28
v/c Ratio	0.84	0.34	1.19	0.38	0.99	0.25
Control Delay (s/veh)	28.6	2.9	175.1	10.0	80.2	9.7
Queue Delay	0.6	0.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.2	3.4	175.1	10.0	80.2	9.7
LOS	C	A	F	B	F	A
Approach Delay (s/veh)	23.2			41.7	65.2	
Approach LOS	C			D	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay (s/veh): 36.0	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 24: Encanto Dr. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1381	425	191	807	466	126
Future Volume (veh/h)	1381	425	191	807	466	126
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1501	255	208	877	507	72
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	1799	1252	173	2297	505	450
Arrive On Green	0.50	0.50	0.10	0.64	0.28	0.28
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1501	255	208	877	507	72
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	38.9	4.6	10.4	12.7	30.4	3.7
Cycle Q Clear(g_c), s	38.9	4.6	10.4	12.7	30.4	3.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1799	1252	173	2297	505	450
V/C Ratio(X)	0.83	0.20	1.20	0.38	1.00	0.16
Avail Cap(c_a), veh/h	2169	1417	173	2667	505	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	3.2	49.2	9.5	39.2	29.6
Incr Delay (d2), s/veh	2.5	0.1	133.6	0.1	40.8	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	15.8	3.6	11.0	4.5	18.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.0	3.3	182.8	9.6	80.0	29.8
LnGrp LOS	C	A	F	A	F	C
Approach Vol, veh/h	1756			1085	579	
Approach Delay, s/veh	22.7			42.8	73.8	
Approach LOS	C			D	E	

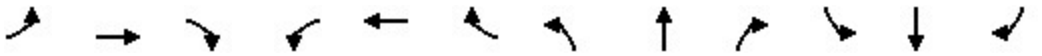
Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	35.0	15.0	58.8		73.8
Change Period (Y+Rc), s	4.6	4.6	4.6		4.6
Max Green Setting (Gmax), s	30.4	10.4	65.4		80.4
Max Q Clear Time (g_c+I1), s	32.4	12.4	40.9		14.7
Green Ext Time (p_c), s	0.0	0.0	13.4		7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	37.7
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	74	10	719	95	11	267	508	486	367	32
Future Volume (vph)	16	74	10	719	95	11	267	508	486	367	32
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	33.4	33.4	9.6	30.4	9.6	37.5	37.5	9.6	39.5	39.5
Total Split (s)	10.0	33.4	33.4	21.0	44.4	9.6	39.6	39.6	26.0	56.0	56.0
Total Split (%)	8.3%	27.8%	27.8%	17.5%	37.0%	8.0%	33.0%	33.0%	21.7%	46.7%	46.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	5.5	5.5	3.6	5.5	5.5
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	5.4	5.4	4.6	5.4	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	5.4	13.0	13.0	16.9	31.2	5.1	21.1	21.1	18.2	42.6	42.6
Actuated g/C Ratio	0.06	0.14	0.14	0.19	0.34	0.06	0.23	0.23	0.20	0.47	0.47
v/c Ratio	0.16	0.15	0.02	1.22	0.39	0.11	0.67	0.83	0.77	0.24	0.04
Control Delay (s/veh)	51.5	36.8	0.1	150.6	6.9	51.1	40.7	22.4	44.2	15.8	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 (s/veh)	51.5	36.8	0.1	150.6	6.9	51.1	40.7	22.4	44.2	15.8	0.0
LOS	D	D	A	F	A	D	D	C	D	B	A
Approach Delay (s/veh)		35.6			93.0		29.1			30.8	
Approach LOS		D			F		C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay (s/veh): 55.6	Intersection LOS: E
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Goetz Rd. & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	74	10	719	95	387	11	267	508	486	367	32
Future Volume (veh/h)	16	74	10	719	95	387	11	267	508	486	367	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	82	5	799	106	219	12	297	286	540	408	19
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	37	460	205	718	562	501	26	423	358	639	1408	628
Arrive On Green	0.02	0.13	0.13	0.20	0.31	0.31	0.01	0.22	0.22	0.18	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	3510	1805	1608	1810	1900	1610	3510	3610	1609
Grp Volume(v), veh/h	18	82	5	799	106	219	12	297	286	540	408	19
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1608	1810	1900	1610	1755	1805	1609
Q Serve(g_s), s	0.8	1.6	0.2	16.4	3.4	8.7	0.5	11.5	13.5	11.9	6.2	0.6
Cycle Q Clear(g_c), s	0.8	1.6	0.2	16.4	3.4	8.7	0.5	11.5	13.5	11.9	6.2	0.6
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	37	460	205	718	562	501	26	423	358	639	1408	628
V/C Ratio(X)	0.48	0.18	0.02	1.11	0.19	0.44	0.45	0.70	0.80	0.84	0.29	0.03
Avail Cap(c_a), veh/h	122	1261	563	718	878	782	113	785	665	937	2230	994
HCM Platoon Ratio	1.00	1.00	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	38.8	31.2	30.6	31.9	20.2	22.0	39.2	28.7	29.4	31.7	16.8	15.1
Incr Delay (d2), s/veh	3.6	0.2	0.0	68.7	0.2	0.6	4.4	2.1	4.1	3.2	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	0.7	0.1	13.3	1.4	3.1	0.2	4.9	5.3	4.8	2.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	31.4	30.7	100.6	20.3	22.6	43.6	30.8	33.5	34.9	16.9	15.1
LnGrp LOS	D	C	C	F	C	C	D	C	C	C	B	B
Approach Vol, veh/h		105			1124			595			967	
Approach Delay, s/veh		33.3			77.8			32.4			26.9	
Approach LOS		C			E			C			C	

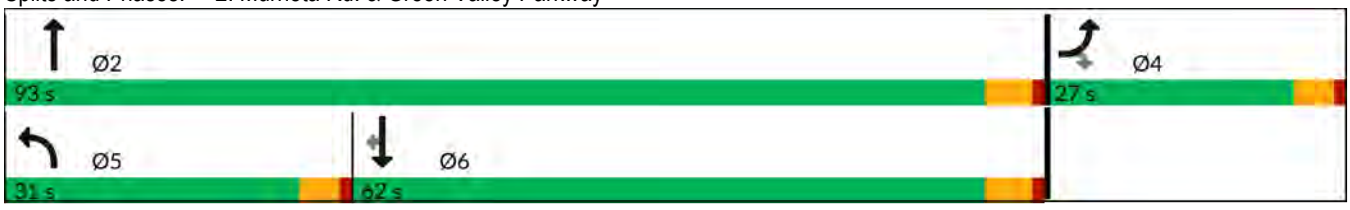
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	24.3	21.0	15.6	5.8	37.8	6.3	30.4
Change Period (Y+Rc), s	4.6	6.5	4.6	5.4	4.6	6.5	4.6	5.4
Max Green Setting (Gmax), s	21.4	33.1	16.4	28.0	5.0	49.5	5.4	39.0
Max Q Clear Time (g_c+I1), s	13.9	15.5	18.4	3.6	2.5	8.2	2.8	10.7
Green Ext Time (p_c), s	0.7	2.2	0.0	0.4	0.0	2.5	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	48.8
HCM 7th LOS	D

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	139	124	171	520	457	136
Future Volume (vph)	139	124	171	520	457	136
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	9.6	23.4	23.4	23.4
Total Split (s)	27.0	27.0	31.0	93.0	62.0	62.0
Total Split (%)	22.5%	22.5%	25.8%	77.5%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	4.4	4.4	4.4
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)	4.6	4.6	4.6	5.4	5.4	5.4
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	11.9	11.9	13.2	43.1	24.9	24.9
Actuated g/C Ratio	0.18	0.18	0.20	0.66	0.38	0.38
v/c Ratio	0.46	0.33	0.51	0.45	0.69	0.21
Control Delay (s/veh)	32.8	8.7	32.0	6.8	23.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.8	8.7	32.0	6.8	23.5	5.8
LOS	C	A	C	A	C	A
Approach Delay (s/veh)	21.5			13.1	19.5	
Approach LOS	C			B	B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 65.7		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.70		
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B	
Intersection Capacity Utilization 53.4%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 2: Murrieta Rd. & Green Valley Parkway



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	124	171	520	457	136
Future Volume (veh/h)	139	124	171	520	457	136
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	136	188	571	502	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	255	226	255	1179	702	595
Arrive On Green	0.14	0.14	0.14	0.62	0.37	0.37
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	153	136	188	571	502	149
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	3.3	3.3	4.2	6.8	9.5	2.7
Cycle Q Clear(g_c), s	3.3	3.3	4.2	6.8	9.5	2.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	255	226	255	1179	702	595
V/C Ratio(X)	0.60	0.60	0.74	0.48	0.71	0.25
Avail Cap(c_a), veh/h	968	862	1141	3976	2569	2177
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	16.9	16.9	17.2	4.3	11.3	9.2
Incr Delay (d2), s/veh	2.3	2.5	4.1	0.3	1.4	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	1.3	3.1	1.7	1.2	3.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.2	19.4	21.4	4.6	12.7	9.4
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	289			759	651	
Approach Delay, s/veh	19.3			8.8	11.9	
Approach LOS	B			A	B	

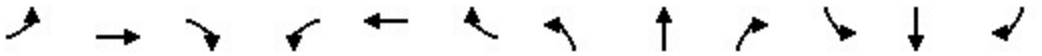
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.4		10.5	10.5	20.9
Change Period (Y+Rc), s		5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s		87.6		22.4	26.4	56.6
Max Q Clear Time (g_c+I1), s		8.8		5.3	6.2	11.5
Green Ext Time (p_c), s		4.2		0.8	0.5	4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	70	1297	300	1269	513	163	126	382	143	65
Future Volume (vph)	70	1297	300	1269	513	163	126	382	143	65
Turn Type	Prot	NA	Prot	NA	Prot	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	8		2		6	
Permitted Phases						2		6		6
Detector Phase	7	4	3	8	8	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	9.6	35.4	35.4	24.5	24.5	23.1	23.1	23.1
Total Split (s)	13.2	50.0	23.0	59.8	59.8	47.0	47.0	47.0	47.0	47.0
Total Split (%)	11.0%	41.7%	19.2%	49.8%	49.8%	39.2%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	4.1	4.1	4.1	4.1	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	5.4	4.6	5.4	5.4	5.1	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	44.6	18.4	57.2	57.2	41.9	41.9	41.9	41.9	41.9
Actuated g/C Ratio	0.07	0.37	0.15	0.48	0.48	0.35	0.35	0.35	0.35	0.35
v/c Ratio	0.62	1.20	1.13	0.76	0.52	0.40	0.66	1.21	0.22	0.10
Control Delay (s/veh)	77.5	135.1	141.1	30.4	5.5	33.3	30.2	156.2	28.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.5	135.1	141.1	30.4	5.5	33.3	30.2	156.2	28.7	1.9
LOS	E	F	F	C	A	C	C	F	C	A
Approach Delay (s/veh)		132.6		40.3			31.1		108.3	
Approach LOS		F		D			C		F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay (s/veh): 77.9	Intersection LOS: E
Intersection Capacity Utilization 112.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Murrieta Rd. & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1297	238	300	1269	513	163	126	300	382	143	65
Future Volume (veh/h)	70	1297	238	300	1269	513	163	126	300	382	143	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	1351	133	312	1322	274	170	131	156	398	149	37
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	94	1268	124	285	1761	785	410	262	312	570	629	533
Arrive On Green	0.05	0.57	0.38	0.16	0.73	0.49	0.33	0.50	0.33	0.33	0.50	0.33
Sat Flow, veh/h	1810	3321	325	1810	3610	1610	1217	790	941	2152	1900	1610
Grp Volume(v), veh/h	73	731	753	312	1322	274	170	0	287	398	149	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1610	1217	0	1731	1076	1900	1610
Q Serve(g_s), s	4.7	44.6	44.6	18.4	25.5	12.3	13.5	0.0	14.4	21.0	5.2	1.8
Cycle Q Clear(g_c), s	4.7	44.6	44.6	18.4	25.5	12.3	18.8	0.0	14.4	35.4	5.2	1.8
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	94	689	703	285	1761	785	410	0	573	570	629	533
V/C Ratio(X)	0.78	1.06	1.07	1.09	0.75	0.35	0.41	0.00	0.50	0.70	0.24	0.07
Avail Cap(c_a), veh/h	133	689	703	285	1761	785	444	0	621	630	682	578
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.50	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	54.7	24.9	26.9	49.2	11.4	18.5	34.6	0.0	27.4	45.0	21.0	26.7
Incr Delay (d2), s/veh	10.4	51.6	54.3	80.9	1.8	0.3	0.7	0.0	0.7	3.0	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	2.4	24.2	26.2	14.5	6.1	4.4	4.0	0.0	5.7	5.8	2.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.1	76.5	81.2	130.1	13.3	18.7	35.2	0.0	28.1	48.0	21.2	26.8
LnGrp LOS	E	F	F	F	B	B	D		C	D	C	C
Approach Vol, veh/h		1557			1908			457			584	
Approach Delay, s/veh		78.2			33.2			30.8			39.8	
Approach LOS		E			C			C			D	

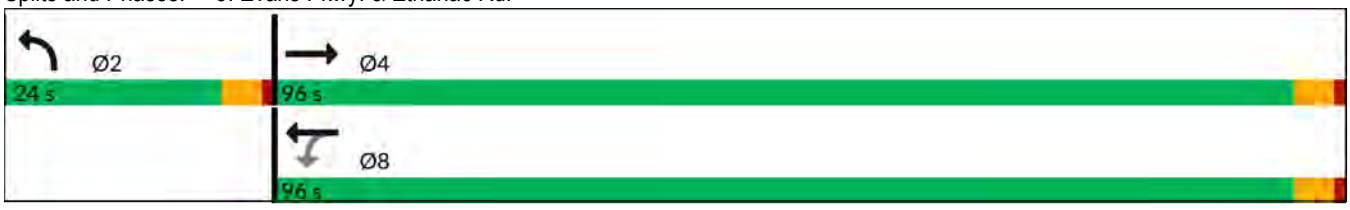
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.8	23.0	50.0		43.8	10.6	62.4				
Change Period (Y+Rc), s		5.1	4.6	5.4		5.1	4.6	5.4				
Max Green Setting (Gmax), s		41.9	18.4	44.6		41.9	8.6	54.4				
Max Q Clear Time (g_c+I1), s		20.8	20.4	46.6		37.4	6.7	27.5				
Green Ext Time (p_c), s		2.3	0.0	0.0		1.3	0.0	12.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	49.4
HCM 7th LOS	D

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1969	84	2039	37
Future Volume (vph)	1969	84	2039	37
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	22.6	22.6
Total Split (s)	96.0	96.0	96.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%
Yellow Time (s)	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Max
Act Effct Green (s)	91.4	91.4	91.4	19.4
Actuated g/C Ratio	0.76	0.76	0.76	0.16
v/c Ratio	0.79	1.46	0.81	0.67
Control Delay (s/veh)	11.5	296.9	12.1	54.1
Queue Delay	0.0	0.0	4.3	0.0
Total Delay (s/veh)	11.5	296.9	16.5	54.1
LOS	B	F	B	D
Approach Delay (s/veh)	11.5		27.6	54.1
Approach LOS	B		C	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay (s/veh): 21.3	Intersection LOS: C
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Evans Pkwy. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1969	20	84	2039	37	140
Future Volume (veh/h)	1969	20	84	2039	37	140
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2164	22	92	2241	41	154
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2789	28	136	2750	56	210
Arrive On Green	0.76	0.76	0.76	0.76	0.16	0.16
Sat Flow, veh/h	3756	37	182	3705	345	1296
Grp Volume(v), veh/h	1065	1121	92	2241	196	0
Grp Sat Flow(s),veh/h/ln	1805	1893	182	1805	1649	0
Q Serve(g_s), s	41.2	41.5	49.9	46.8	13.6	0.0
Cycle Q Clear(g_c), s	41.2	41.5	91.4	46.8	13.6	0.0
Prop In Lane		0.02	1.00		0.21	0.79
Lane Grp Cap(c), veh/h	1375	1442	136	2750	267	0
V/C Ratio(X)	0.77	0.78	0.68	0.82	0.74	0.00
Avail Cap(c_a), veh/h	1375	1442	136	2750	267	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.3	8.4	39.5	9.0	47.9	0.0
Incr Delay (d2), s/veh	2.8	2.8	12.7	2.0	16.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	13.7	3.2	14.3	6.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	11.1	52.2	11.0	64.3	0.0
LnGrp LOS	B	B	D	B	E	
Approach Vol, veh/h	2186			2333	196	
Approach Delay, s/veh	11.1			12.6	64.3	
Approach LOS	B			B	E	

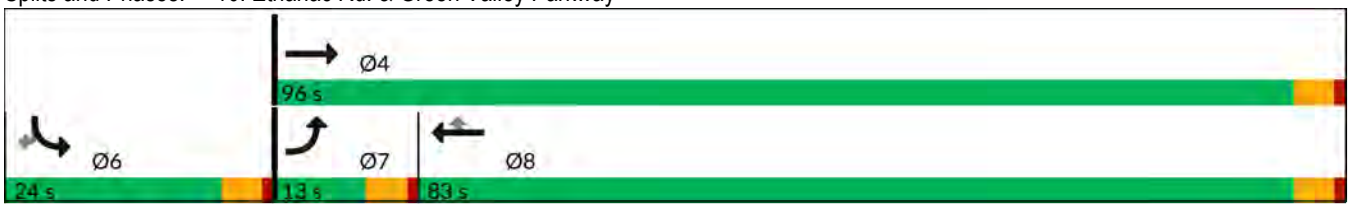
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	24.0	96.0	96.0
Change Period (Y+Rc), s	4.6	4.6	4.6
Max Green Setting (Gmax), s	19.4	91.4	91.4
Max Q Clear Time (g_c+I1), s	15.6	43.5	93.4
Green Ext Time (p_c), s	0.2	30.5	0.0

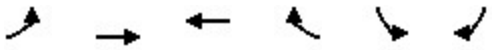
Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	98	2012	2110	313	144	15
Future Volume (vph)	98	2012	2110	313	144	15
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	13.0	96.0	83.0	83.0	24.0	24.0
Total Split (%)	10.8%	80.0%	69.2%	69.2%	20.0%	20.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6
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)	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	8.4	91.5	78.5	78.5	14.9	14.9
Actuated g/C Ratio	0.07	0.79	0.68	0.68	0.13	0.13
v/c Ratio	0.81	0.76	0.93	0.28	0.67	0.07
Control Delay (s/veh)	95.4	9.2	25.9	2.4	62.8	19.2
Queue Delay	0.0	1.6	44.7	0.0	0.0	0.0
Total Delay (s/veh)	95.4	10.8	70.7	2.4	62.8	19.2
LOS	F	B	E	A	E	B
Approach Delay (s/veh)		14.8	61.9		58.8	
Approach LOS		B	E		E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 40.6	Intersection LOS: D
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Ethanac Rd. & Green Valley Parkway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	98	2012	2110	313	144	15
Future Volume (veh/h)	98	2012	2110	313	144	15
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	2187	2293	340	157	16
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	133	2925	2508	1119	191	170
Arrive On Green	0.07	0.81	0.69	0.69	0.11	0.11
Sat Flow, veh/h	1810	3705	3705	1610	1810	1610
Grp Volume(v), veh/h	107	2187	2293	340	157	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1610	1810	1610
Q Serve(g_s), s	6.4	31.9	58.2	8.9	9.3	1.0
Cycle Q Clear(g_c), s	6.4	31.9	58.2	8.9	9.3	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	133	2925	2508	1119	191	170
V/C Ratio(X)	0.80	0.75	0.91	0.30	0.82	0.09
Avail Cap(c_a), veh/h	139	3014	2585	1153	321	285
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	49.9	5.0	14.0	6.5	47.9	44.2
Incr Delay (d2), s/veh	27.2	1.0	5.5	0.2	8.4	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	3.8	7.2	20.7	2.6	4.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	77.1	6.0	19.5	6.6	56.4	44.5
LnGrp LOS	E	A	B	A	E	D
Approach Vol, veh/h		2294	2633		173	
Approach Delay, s/veh		9.3	17.8		55.3	
Approach LOS		A	B		E	

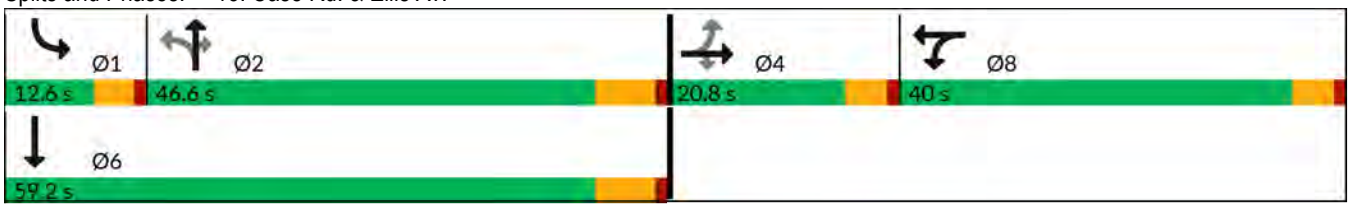
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	93.3	16.2	12.7	80.7
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6
Max Green Setting (Gmax), s	91.4	19.4	8.4	78.4
Max Q Clear Time (g_c+I1), s	33.9	11.3	8.4	60.2
Green Ext Time (p_c), s	34.1	0.3	0.0	15.9

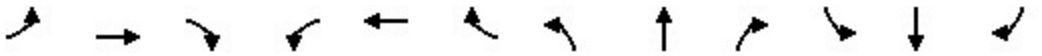
Intersection Summary	
HCM 7th Control Delay, s/veh	15.3
HCM 7th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	207	357	541	121	208	439	376	116	545
Future Volume (vph)	207	357	541	121	208	439	376	116	545
Turn Type	NA	Perm	Split	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4		8	8		2		1	6
Permitted Phases		4			2		2		
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	16.4	16.4	16.4	9.6	16.4
Total Split (s)	20.8	20.8	40.0	40.0	46.6	46.6	46.6	12.6	59.2
Total Split (%)	17.3%	17.3%	33.3%	33.3%	38.8%	38.8%	38.8%	10.5%	49.3%
Yellow Time (s)	3.8	3.8	3.8	3.8	5.4	5.4	5.4	3.6	5.4
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)	4.8	4.8	4.8	4.8	6.4	6.4	6.4	4.6	6.4
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	Min	None	Min
Act Effct Green (s)	16.0	16.0	35.2	35.2	40.2	40.2	40.2	8.0	52.8
Actuated g/C Ratio	0.13	0.13	0.29	0.29	0.34	0.34	0.34	0.07	0.44
v/c Ratio	0.86	1.09	1.07	0.56	1.11	0.72	0.54	1.01	0.68
Control Delay (s/veh)	81.4	105.3	101.7	33.0	137.5	42.8	13.0	142.1	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.4	105.3	101.7	33.0	137.5	42.8	13.0	142.1	32.1
LOS	F	F	F	C	F	D	B	F	C
Approach Delay (s/veh)	96.6			77.5		51.2			51.5
Approach LOS	F			E		D			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay (s/veh): 66.7	Intersection LOS: E
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Case Rd. & Ellis Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	207	357	541	121	175	208	439	376	116	545	0
Future Volume (veh/h)	0	207	357	541	121	175	208	439	376	116	545	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	218	192	569	127	100	219	462	0	122	574	0
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	241	253	215	531	289	227	275	637		121	836	0
Arrive On Green	0.00	0.20	0.13	0.44	0.44	0.29	0.34	0.50	0.00	0.07	0.66	0.00
Sat Flow, veh/h	1810	1900	1610	1810	985	776	852	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	218	192	569	0	227	219	462	0	122	574	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1760	852	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	13.3	14.1	35.2	0.0	11.6	30.3	22.9	0.0	8.0	22.5	0.0
Cycle Q Clear(g_c), s	0.0	13.3	14.1	35.2	0.0	11.6	40.2	22.9	0.0	8.0	22.5	0.0
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	241	253	215	531	0	516	275	637		121	836	0
V/C Ratio(X)	0.00	0.86	0.89	1.07	0.00	0.44	0.80	0.73		1.01	0.69	0.00
Avail Cap(c_a), veh/h	241	253	215	531	0	516	275	637		121	836	0
HCM Platoon Ratio	1.00	1.50	1.00	1.50	1.50	1.00	1.00	1.50	1.00	1.00	1.50	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	46.9	51.2	33.6	0.0	30.1	45.2	25.5	0.0	56.0	15.3	0.0
Incr Delay (d2), s/veh	0.0	24.6	34.4	59.8	0.0	0.6	15.0	4.1	0.0	85.0	2.4	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	0.0	7.5	7.7	22.1	0.0	4.7	7.3	8.4	0.0	6.3	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	71.5	85.5	93.4	0.0	30.7	60.2	29.7	0.0	141.0	17.6	0.0
LnGrp LOS		E	F	F		C	E	C		F	B	
Approach Vol, veh/h		410			796			681			696	
Approach Delay, s/veh		78.1			75.5			39.5			39.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.6	46.6		20.8		59.2		40.0				
Change Period (Y+Rc), s	4.6	6.4		4.8		6.4		4.8				
Max Green Setting (Gmax), s	8.0	40.2		16.0		52.8		35.2				
Max Q Clear Time (g_c+I1), s	10.0	42.2		16.1		24.5		37.2				
Green Ext Time (p_c), s	0.0	0.0		0.0		3.3		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	56.6	
HCM 7th LOS	E	

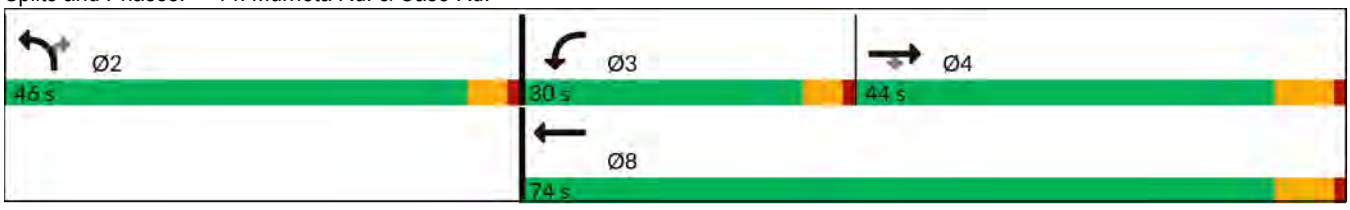
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	847	604	306	550	478	235
Future Volume (vph)	847	604	306	550	478	235
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	24.5	24.5	9.6	24.5	22.6	22.6
Total Split (s)	44.0	44.0	30.0	74.0	46.0	46.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
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)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	35.4	35.4	23.1	63.2	35.3	35.3
Actuated g/C Ratio	0.32	0.32	0.21	0.58	0.32	0.32
v/c Ratio	0.80	0.92	0.88	0.29	0.90	0.37
Control Delay (s/veh)	41.3	40.5	68.9	12.9	56.8	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.3	40.5	68.9	12.9	56.8	5.7
LOS	D	D	E	B	E	A
Approach Delay (s/veh)	41.0			32.9	40.0	
Approach LOS	D			C	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 38.5	Intersection LOS: D
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 14: Murrieta Rd. & Case Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	847	604	306	550	478	235
Future Volume (veh/h)	847	604	306	550	478	235
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	931	444	336	604	525	148
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1181	527	369	2084	563	501
Arrive On Green	0.33	0.33	0.20	0.58	0.31	0.31
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	931	444	336	604	525	148
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	23.3	25.5	18.1	8.4	28.0	6.9
Cycle Q Clear(g_c), s	23.3	25.5	18.1	8.4	28.0	6.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1181	527	369	2084	563	501
V/C Ratio(X)	0.79	0.84	0.91	0.29	0.93	0.30
Avail Cap(c_a), veh/h	1361	607	462	2450	753	670
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	30.3	31.1	38.7	10.7	33.3	26.0
Incr Delay (d2), s/veh	2.8	9.4	17.2	0.1	13.6	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	9.6	10.3	9.2	2.8	13.9	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.1	40.5	55.9	10.7	46.8	26.1
LnGrp LOS	C	D	E	B	D	C
Approach Vol, veh/h	1375			940	673	
Approach Delay, s/veh	35.5			26.9	42.3	
Approach LOS	D			C	D	

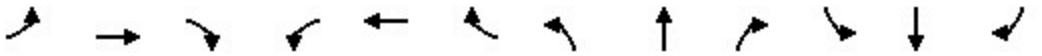
Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	35.5	24.9	39.0		63.9
Change Period (Y+Rc), s	4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s	41.4	25.4	37.5		67.5
Max Q Clear Time (g_c+I1), s	30.0	20.1	27.5		10.4
Green Ext Time (p_c), s	0.9	0.2	5.1		3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	34.3
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	883	138	142	1	1	274	0
Future Volume (vph)	883	138	142	1	1	274	0
Turn Type	Prot	NA	NA	Perm	NA	Perm	NA
Protected Phases	7	4	8		2		6
Permitted Phases				2		6	
Detector Phase	7	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	39.0	69.0	30.0	51.0	51.0	51.0	51.0
Total Split (%)	32.5%	57.5%	25.0%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	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
Total Lost Time (s)	4.6	4.6	4.6		4.6		4.6
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	34.0	64.0	25.4		46.4		46.4
Actuated g/C Ratio	0.28	0.54	0.21		0.39		0.39
v/c Ratio	0.95	0.15	1.25		0.00		1.48
Control Delay (s/veh)	61.9	14.5	165.3		22.5		254.6
Queue Delay	0.0	0.0	0.0		0.0		0.7
Total Delay (s/veh)	61.9	14.5	165.3		22.5		255.4
LOS	E	B	F		C		F
Approach Delay (s/veh)		55.6	165.3		22.5		255.5
Approach LOS		E	F		C		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay (s/veh): 152.1	Intersection LOS: F
Intersection Capacity Utilization 124.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 15: Case Rd. & Mapes Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	883	138	0	0	142	353	1	1	0	274	0	617
Future Volume (veh/h)	883	138	0	0	142	353	1	1	0	274	0	617
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	981	153	0	0	158	225	1	1	0	304	0	364
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	1026	1016	0	0	151	215	266	253	0	314	0	323
Arrive On Green	0.43	0.80	0.00	0.00	0.32	0.32	0.58	0.58	0.00	0.58	0.00	0.58
Sat Flow, veh/h	3619	1900	0	0	709	1009	569	651	0	695	0	832
Grp Volume(v), veh/h	981	153	0	0	0	383	2	0	0	668	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	0	1718	1220	0	0	1528	0	0
Q Serve(g_s), s	31.4	2.2	0.0	0.0	0.0	25.4	0.0	0.0	0.0	46.3	0.0	0.0
Cycle Q Clear(g_c), s	31.4	2.2	0.0	0.0	0.0	25.4	0.1	0.0	0.0	46.4	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.59	0.50		0.00	0.46		0.54
Lane Grp Cap(c), veh/h	1026	1016	0	0	0	365	519	0	0	637	0	0
V/C Ratio(X)	0.96	0.15	0.00	0.00	0.00	1.05	0.00	0.00	0.00	1.05	0.00	0.00
Avail Cap(c_a), veh/h	1042	1024	0	0	0	365	519	0	0	637	0	0
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.6	5.7	0.0	0.0	0.0	40.7	15.3	0.0	0.0	26.5	0.0	0.0
Incr Delay (d2), s/veh	18.2	0.1	0.0	0.0	0.0	60.3	0.0	0.0	0.0	48.9	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	13.4	0.8	0.0	0.0	0.0	15.0	0.0	0.0	0.0	22.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.8	5.8	0.0	0.0	0.0	100.9	15.3	0.0	0.0	75.4	0.0	0.0
LnGrp LOS	D	A				F	B			F		
Approach Vol, veh/h		1134			383			2			668	
Approach Delay, s/veh		45.6			100.9			15.3			75.4	
Approach LOS		D			F			B			E	

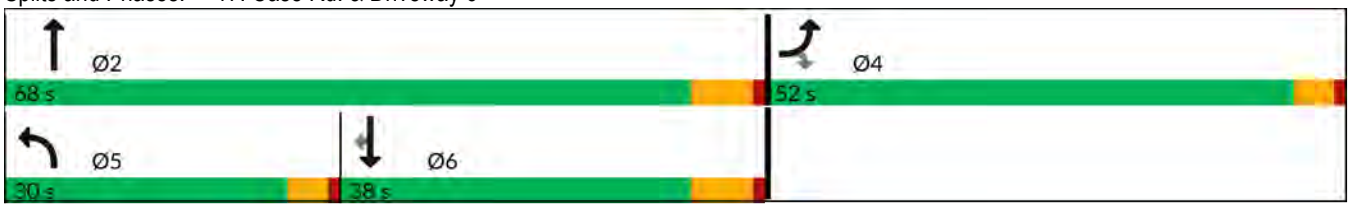
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		51.0		68.4		51.0	38.4	30.0				
Change Period (Y+Rc), s		4.6		4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		46.4		64.4		46.4	34.4	25.4				
Max Q Clear Time (g_c+I1), s		2.1		4.2		48.4	33.4	27.4				
Green Ext Time (p_c), s		0.0		0.7		0.0	0.5	0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh		64.4										
HCM 7th LOS		E										

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	295	222	130	192	173	189
Future Volume (vph)	295	222	130	192	173	189
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0
Minimum Split (s)	22.6	22.6	9.6	24.5	24.5	24.5
Total Split (s)	52.0	52.0	30.0	68.0	38.0	38.0
Total Split (%)	43.3%	43.3%	25.0%	56.7%	31.7%	31.7%
Yellow Time (s)	3.6	3.6	3.6	5.5	5.5	5.5
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)	4.6	4.6	4.6	6.5	6.5	6.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	16.6	16.6	10.2	28.2	13.2	13.2
Actuated g/C Ratio	0.29	0.29	0.18	0.50	0.23	0.23
v/c Ratio	0.66	0.39	0.47	0.12	0.46	0.40
Control Delay (s/veh)	24.9	4.6	28.5	8.5	24.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	4.6	28.5	8.5	24.6	6.2
LOS	C	A	C	A	C	A
Approach Delay (s/veh)	16.3			16.6	15.0	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 16.0	Intersection LOS: B
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: Case Rd. & Driveway 6



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	222	130	192	173	189
Future Volume (veh/h)	295	222	130	192	173	189
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	351	264	155	229	206	225
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	460	409	204	1702	466	395
Arrive On Green	0.25	0.25	0.11	0.47	0.25	0.25
Sat Flow, veh/h	1810	1610	1810	3705	1900	1610
Grp Volume(v), veh/h	351	264	155	229	206	225
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1900	1610
Q Serve(g_s), s	7.3	5.9	3.4	1.4	3.7	5.0
Cycle Q Clear(g_c), s	7.3	5.9	3.4	1.4	3.7	5.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	460	409	204	1702	466	395
V/C Ratio(X)	0.76	0.65	0.76	0.13	0.44	0.57
Avail Cap(c_a), veh/h	2120	1886	1136	5486	1479	1253
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	14.0	13.5	17.4	6.0	12.9	13.4
Incr Delay (d2), s/veh	1.0	0.6	2.2	0.0	0.7	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.2	1.1	0.2	1.1	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.0	14.1	19.6	6.1	13.6	14.7
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	615			384	431	
Approach Delay, s/veh	14.6			11.5	14.2	
Approach LOS	B			B	B	

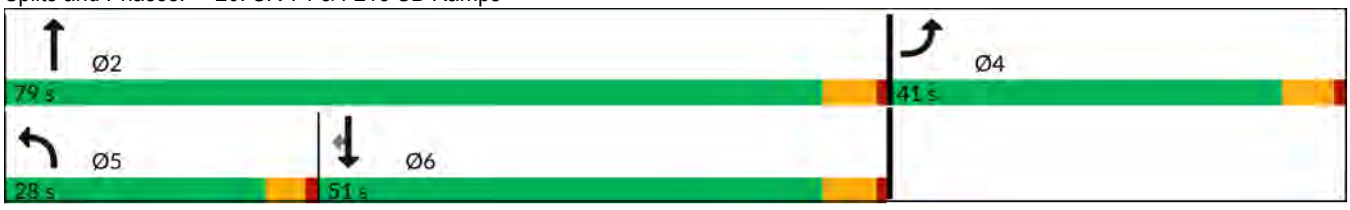
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.6		14.9	9.2	16.4
Change Period (Y+Rc), s		6.5		4.6	4.6	6.5
Max Green Setting (Gmax), s		61.5		47.4	25.4	31.5
Max Q Clear Time (g_c+I1), s		3.4		9.3	5.4	7.0
Green Ext Time (p_c), s		1.3		1.0	0.2	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	481	765	598	597	1287	289
Future Volume (vph)	481	765	598	597	1287	289
Turn Type	Prot	Free	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	10.0	10.0
Minimum Split (s)	15.8		9.6	15.8	15.8	15.8
Total Split (s)	41.0		28.0	79.0	51.0	51.0
Total Split (%)	34.2%		23.3%	65.8%	42.5%	42.5%
Yellow Time (s)	4.8		3.6	4.8	4.8	4.8
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)	5.8		4.6	5.8	5.8	5.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	Min	Min	Min
Act Effct Green (s)	35.1	119.7	23.2	73.0	45.2	45.2
Actuated g/C Ratio	0.29	1.00	0.19	0.61	0.38	0.38
v/c Ratio	0.97	0.50	0.94	0.55	1.01	0.44
Control Delay (s/veh)	76.1	1.1	72.2	16.0	65.7	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.1	1.1	72.2	16.0	65.7	16.6
LOS	E	A	E	B	E	B
Approach Delay (s/veh)	30.1			44.2	56.7	
Approach LOS	C			D	E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 119.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 44.7	Intersection LOS: D
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 20: SR-74 & I-215 SB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	481	765	598	597	1287	289
Future Volume (veh/h)	481	765	598	597	1287	289
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	517	0	643	642	1384	144
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	531		685	1159	1360	606
Arrive On Green	0.44	0.00	0.19	0.61	0.38	0.38
Sat Flow, veh/h	1810	1610	3510	1900	3705	1610
Grp Volume(v), veh/h	517	0	643	642	1384	144
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1900	1805	1610
Q Serve(g_s), s	33.6	0.0	21.7	23.9	45.2	7.3
Cycle Q Clear(g_c), s	33.6	0.0	21.7	23.9	45.2	7.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	531		685	1159	1360	606
V/C Ratio(X)	0.97		0.94	0.55	1.02	0.24
Avail Cap(c_a), veh/h	531		685	1159	1360	606
HCM Platoon Ratio	1.50	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	33.2	0.0	47.6	13.8	37.4	25.6
Incr Delay (d2), s/veh	32.2	0.0	20.6	0.6	29.0	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	16.8	0.0	11.1	9.4	24.2	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	65.4	0.0	68.2	14.4	66.4	25.8
LnGrp LOS	E		E	B	F	C
Approach Vol, veh/h	517			1285	1528	
Approach Delay, s/veh	65.4			41.3	62.5	
Approach LOS	E			D	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.0		41.0	28.0	51.0
Change Period (Y+Rc), s		5.8		5.8	4.6	5.8
Max Green Setting (Gmax), s		73.2		35.2	23.4	45.2
Max Q Clear Time (g_c+I1), s		25.9		35.6	23.7	47.2
Green Ext Time (p_c), s		4.4		0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.8
HCM 7th LOS	D

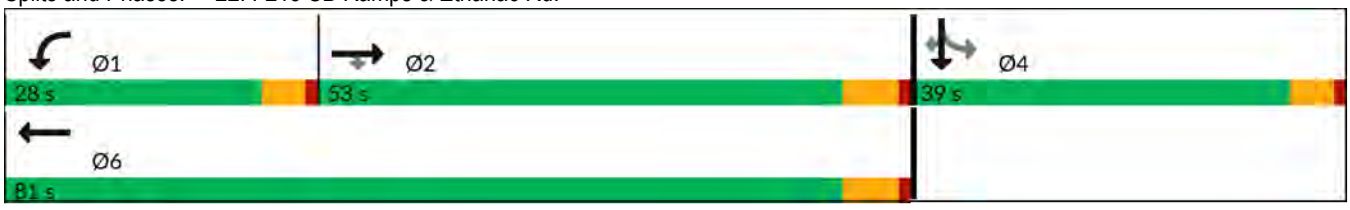
Notes

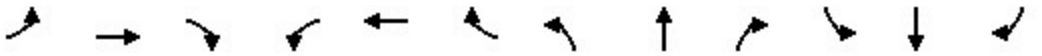
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	1698	1053	423	1810	0	614	0	992
Future Volume (vph)	1698	1053	423	1810	0	614	0	992
Turn Type	NA	Perm	Prot	NA		Perm	NA	Perm
Protected Phases	2		1	6			4	
Permitted Phases		2				4		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)	23.4	23.4	10.0	24.5		24.5	24.5	24.5
Total Split (s)	53.0	53.0	28.0	81.0		39.0	39.0	39.0
Total Split (%)	44.2%	44.2%	23.3%	67.5%		32.5%	32.5%	32.5%
Yellow Time (s)	5.0	5.0	4.0	5.0		4.0	4.0	4.0
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	5.0	6.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None		None	None	None
Act Effct Green (s)	47.2	47.2	19.2	71.5	0.0	34.0	34.0	34.0
Actuated g/C Ratio	0.41	0.41	0.16	0.61	0.00	0.29	0.29	0.29
v/c Ratio	1.13	1.03	0.75	0.80	0.00	1.13	1.11	1.03
Control Delay (s/veh)	103.2	50.1	55.3	20.4	0.0	122.9	111.2	84.9
Queue Delay	0.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.3	50.1	55.3	22.1	0.0	122.9	111.2	84.9
LOS	F	D	E	C	A	F	F	F
Approach Delay (s/veh)	83.0			28.4			106.7	
Approach LOS	F			C			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 70.2	Intersection LOS: E
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: I-215 SB Ramps & Ethanac Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1698	1053	423	1810	2	0	0	1	614	0	992
Future Volume (veh/h)	0	1698	1053	423	1810	2	0	0	1	614	0	992
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1751	545	436	1866	2				793	0	342
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	1700	720	519	2439	3				914	0	407
Arrive On Green	0.00	0.67	0.67	0.22	0.96	0.96				0.38	0.00	0.38
Sat Flow, veh/h	0	3800	1610	3510	3795	4				3619	0	1610
Grp Volume(v), veh/h	0	1751	545	436	934	934				793	0	342
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1900	1899				1810	0	1610
Q Serve(g_s), s	0.0	47.0	23.8	12.5	7.1	7.1				21.3	0.0	20.3
Cycle Q Clear(g_c), s	0.0	47.0	23.8	12.5	7.1	7.1				21.3	0.0	20.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1700	720	519	1221	1221				914	0	407
V/C Ratio(X)	0.00	1.03	0.76	0.84	0.76	0.77				0.87	0.00	0.84
Avail Cap(c_a), veh/h	0	1700	720	768	1356	1356				1171	0	521
HCM Platoon Ratio	1.00	1.50	1.50	1.50	1.50	1.50				1.50	1.50	1.50
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.3	13.5	39.7	0.8	0.8				31.0	0.0	30.7
Incr Delay (d2), s/veh	0.0	29.9	4.6	5.5	2.4	2.4				5.8	0.0	9.5
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	18.9	6.1	5.2	1.5	1.5				7.9	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	47.2	18.1	45.2	3.2	3.2				36.8	0.0	40.2
LnGrp LOS		F	B	D	A	A				D		D
Approach Vol, veh/h		2296			2304						1135	
Approach Delay, s/veh		40.3			11.1						37.8	
Approach LOS		D			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.5	53.0		31.5		73.5
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0
Max Green Setting (Gmax), s	23.0	47.0		34.0		75.0
Max Q Clear Time (g_c+I1), s	14.5	49.0		23.3		9.1
Green Ext Time (p_c), s	1.0	0.0		3.2		25.1

Intersection Summary		
HCM 7th Control Delay, s/veh		28.1
HCM 7th LOS		C

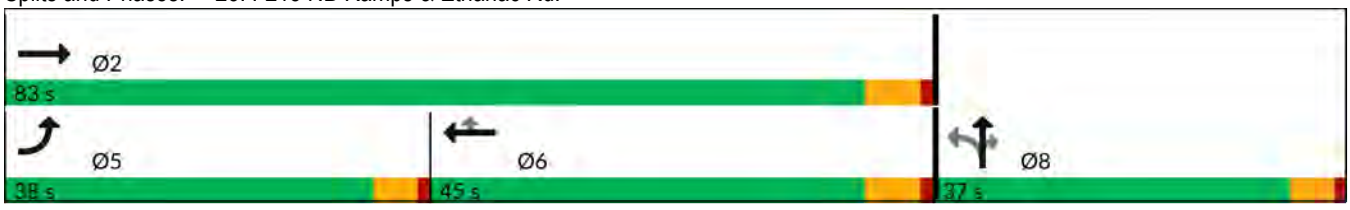
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	982	1330	1243	702	993	4	347
Future Volume (vph)	982	1330	1243	702	993	4	347
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			8	
Permitted Phases				6	8		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)	10.0	24.5	23.4	23.4	23.4	23.4	23.4
Total Split (s)	38.0	83.0	45.0	45.0	37.0	37.0	37.0
Total Split (%)	31.7%	69.2%	37.5%	37.5%	30.8%	30.8%	30.8%
Yellow Time (s)	4.0	5.0	5.0	5.0	4.0	4.0	4.0
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)	5.0	6.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	33.0	77.0	39.0	39.0	32.0	32.0	32.0
Actuated g/C Ratio	0.28	0.64	0.33	0.33	0.27	0.27	0.27
v/c Ratio	1.07	0.59	1.09	0.86	1.12	1.12	0.77
Control Delay (s/veh)	92.7	13.6	93.8	22.8	119.2	121.9	45.0
Queue Delay	0.0	0.6	2.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.7	14.3	96.4	22.8	119.2	121.9	45.0
LOS	F	B	F	C	F	F	D
Approach Delay (s/veh)		47.6	69.9			101.1	
Approach LOS		D	E			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay (s/veh): 68.2	Intersection LOS: E
Intersection Capacity Utilization 112.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 23: I-215 NB Ramps & Ethanac Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	982	1330	0	0	1243	702	993	4	347	0	0	0
Future Volume (veh/h)	982	1330	0	0	1243	702	993	4	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	1067	1446	0	0	1351	383	1082	0	190			
Peak Hour Factor	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			
Cap, veh/h	995	2438	0	0	1235	523	965	0	429			
Arrive On Green	0.55	1.00	0.00	0.00	0.65	0.65	0.53	0.00	0.53			
Sat Flow, veh/h	3619	3800	0	0	3800	1610	3619	0	1610			
Grp Volume(v), veh/h	1067	1446	0	0	1351	383	1082	0	190			
Grp Sat Flow(s),veh/h/ln	1810	1900	0	0	1900	1610	1810	0	1610			
Q Serve(g_s), s	33.0	0.0	0.0	0.0	39.0	19.1	32.0	0.0	8.6			
Cycle Q Clear(g_c), s	33.0	0.0	0.0	0.0	39.0	19.1	32.0	0.0	8.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	995	2438	0	0	1235	523	965	0	429			
V/C Ratio(X)	1.07	0.59	0.00	0.00	1.09	0.73	1.12	0.00	0.44			
Avail Cap(c_a), veh/h	995	2438	0	0	1235	523	965	0	429			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	2.00	1.50	2.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.0	0.0	0.0	0.0	21.0	17.5	28.0	0.0	22.6			
Incr Delay (d2), s/veh	49.9	0.4	0.0	0.0	55.3	5.2	68.3	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	16.1	0.1	0.0	0.0	18.3	5.1	16.9	0.0	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	0.4	0.0	0.0	76.3	22.7	96.3	0.0	23.3			
LnGrp LOS	F	A			F	C	F		C			
Approach Vol, veh/h		2513			1734			1272				
Approach Delay, s/veh		32.9			64.4			85.4				
Approach LOS		C			E			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		83.0			38.0	45.0		37.0				
Change Period (Y+Rc), s		6.0			5.0	6.0		5.0				
Max Green Setting (Gmax), s		77.0			33.0	39.0		32.0				
Max Q Clear Time (g_c+I1), s		2.0			35.0	41.0		34.0				
Green Ext Time (p_c), s		16.2			0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

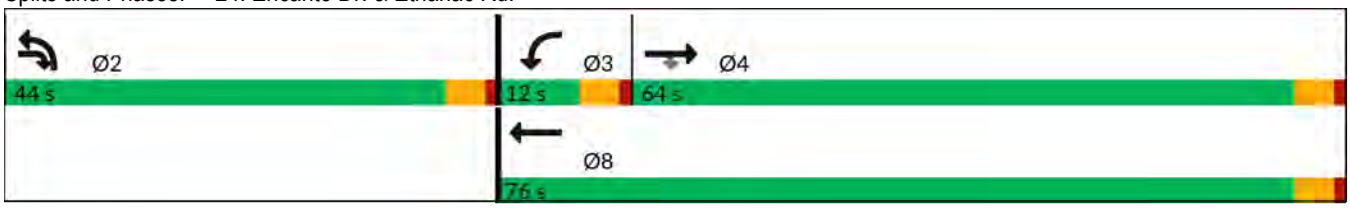
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Configurations					
Traffic Volume (vph)	1540	102	77	1606	321
Future Volume (vph)	1540	102	77	1606	321
Turn Type	NA	pm+ov	Prot	NA	Prot
Protected Phases	4	2	3	8	2
Permitted Phases		4			
Detector Phase	4	2	3	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.6	9.6	22.6	22.6
Total Split (s)	64.0	44.0	12.0	76.0	44.0
Total Split (%)	53.3%	36.7%	10.0%	63.3%	36.7%
Yellow Time (s)	3.6	3.6	3.6	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	4.6	4.6	4.6	4.6
Lead/Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	None	None	Min
Act Effct Green (s)	56.2	93.1	7.5	68.3	32.3
Actuated g/C Ratio	0.51	0.85	0.07	0.62	0.29
v/c Ratio	0.90	0.08	0.68	0.77	0.86
Control Delay (s/veh)	33.7	0.3	81.2	19.2	53.1
Queue Delay	11.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	0.3	81.2	19.2	53.1
LOS	D	A	F	B	D
Approach Delay (s/veh)	42.2			22.1	53.2
Approach LOS	D			C	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 34.4	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 24: Encanto Dr. & Ethanac Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1540	102	77	1606	321	99
Future Volume (veh/h)	1540	102	77	1606	321	99
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1674	68	84	1746	349	65
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	1952	871	108	2338	385	72
Arrive On Green	0.54	0.54	0.06	0.65	0.26	0.26
Sat Flow, veh/h	3705	1610	1810	3705	1493	278
Grp Volume(v), veh/h	1674	68	84	1746	415	0
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1775	0
Q Serve(g_s), s	38.7	2.0	4.5	32.2	22.1	0.0
Cycle Q Clear(g_c), s	38.7	2.0	4.5	32.2	22.1	0.0
Prop In Lane		1.00	1.00		0.84	0.16
Lane Grp Cap(c), veh/h	1952	871	108	2338	458	0
V/C Ratio(X)	0.86	0.08	0.78	0.75	0.91	0.00
Avail Cap(c_a), veh/h	2200	981	137	2644	718	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.2	10.7	45.2	11.7	35.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	19.3	1.1	10.3	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	15.1	0.7	2.5	10.8	10.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.5	10.8	64.5	12.8	45.3	0.0
LnGrp LOS	C	B	E	B	D	
Approach Vol, veh/h	1742			1830	415	
Approach Delay, s/veh	22.0			15.1	45.3	
Approach LOS	C			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		29.8	10.4	57.3		67.7
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6
Max Green Setting (Gmax), s		39.4	7.4	59.4		71.4
Max Q Clear Time (g_c+I1), s		24.1	6.5	40.7		34.2
Green Ext Time (p_c), s		1.1	0.0	12.0		18.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C

APPENDIX 6.10: EAPC (2026) OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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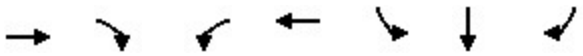
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	440	460	629	734	1039	354
v/c Ratio	0.86	0.28	0.83	0.63	0.82	0.50
Control Delay (s/veh)	55.8	0.4	52.3	17.1	39.5	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.8	0.4	52.3	17.1	39.5	14.7
Queue Length 50th (ft)	310	0	231	322	365	78
Queue Length 95th (ft)	#473	0	309	476	476	177
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		50	110			150
Base Capacity (vph)	631	1615	893	1325	1437	767
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.28	0.70	0.55	0.72	0.46

Intersection Summary

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



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1680	1053	187	1684	555	525	522
v/c Ratio	1.01	0.94	0.58	0.77	0.96	1.01	0.92
Control Delay (s/veh)	58.5	26.8	59.6	22.7	68.8	83.1	56.8
Queue Delay	33.7	0.1	0.0	2.0	0.0	0.0	0.0
Total Delay (s/veh)	92.2	26.9	59.6	24.8	68.8	83.1	56.8
Queue Length 50th (ft)	~687	312	72	473	442	~463	362
Queue Length 95th (ft)	#822	#712	110	563	#685	#705	#596
Internal Link Dist (ft)	598			641		1327	
Turn Bay Length (ft)			275		800		240
Base Capacity (vph)	1662	1117	353	2206	577	515	564
Starvation Cap Reductn	142	2	0	361	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	1.11	0.94	0.53	0.91	0.96	1.02	0.93

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)	780	1470	929	478	450	453	441
v/c Ratio	0.92	0.68	0.86	0.58	0.88	0.89	0.81
Control Delay (s/veh)	54.4	15.9	42.1	5.8	54.4	54.8	39.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	16.2	42.1	5.8	54.4	54.8	39.6
Queue Length 50th (ft)	251	317	292	0	285	288	212
Queue Length 95th (ft)	#364	394	#396	74	#471	#475	#373
Internal Link Dist (ft)		641	509			1327	
Turn Bay Length (ft)	245				700		270
Base Capacity (vph)	869	2203	1121	831	532	534	561
Starvation Cap Reductn	0	186	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	0.90	0.73	0.83	0.58	0.85	0.85	0.79

Intersection Summary

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	517	823	643	642	1384	311
v/c Ratio	0.97	0.50	0.94	0.55	1.01	0.44
Control Delay (s/veh)	76.1	1.1	72.2	16.0	65.7	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.1	1.1	72.2	16.0	65.7	16.6
Queue Length 50th (ft)	397	0	255	275	~597	91
Queue Length 95th (ft)	#621	0	#367	378	#735	173
Internal Link Dist (ft)	1304			1430	1438	
Turn Bay Length (ft)		150	110			150
Base Capacity (vph)	530	1615	684	1161	1362	699
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.51	0.94	0.55	1.02	0.44

Intersection Summary

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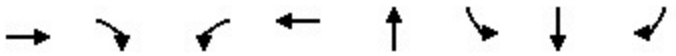
Queue shown is maximum after two cycles.

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



Lane Group	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1751	1086	436	1868	1	570	544	542
v/c Ratio	1.13	1.03	0.75	0.80	0.00	1.13	1.11	1.03
Control Delay (s/veh)	103.2	50.1	55.3	20.4	0.0	122.9	111.2	84.9
Queue Delay	0.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.3	50.1	55.3	22.1	0.0	122.9	111.2	84.9
Queue Length 50th (ft)	~770	~552	162	498	0	~527	~473	~398
Queue Length 95th (ft)	#943	#832	218	591	0	#787	#740	#641
Internal Link Dist (ft)	598			641	1271		1327	
Turn Bay Length (ft)			275			800		240
Base Capacity (vph)	1541	1054	692	2449	118	500	487	523
Starvation Cap Reductn	56	0	0	392	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	1.03	0.63	0.91	0.01	1.14	1.12	1.04

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)	1067	1446	1351	763	539	544	377
v/c Ratio	1.07	0.59	1.09	0.86	1.12	1.12	0.77
Control Delay (s/veh)	92.7	13.6	93.8	22.8	119.2	121.9	45.0
Queue Delay	0.0	0.6	2.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.7	14.3	96.4	22.8	119.2	121.9	45.0
Queue Length 50th (ft)	~460	300	~591	189	~481	~488	222
Queue Length 95th (ft)	#587	359	#722	#460	#697	#705	#367
Internal Link Dist (ft)		641	509			1327	
Turn Bay Length (ft)	245				700		270
Base Capacity (vph)	992	2438	1235	882	481	482	484
Starvation Cap Reductn	0	559	21	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	1.08	0.77	1.11	0.87	1.12	1.13	0.78

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.

APPENDIX 6.11: ETHANAC QUEUES

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Intersection: 22: I-215 SB Ramps & Ethanac Rd.

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	804	805	805	120	383	516	522	515	611	350
Average Queue (ft)	796	804	804	55	84	262	279	291	393	321
95th Queue (ft)	831	806	810	98	232	453	471	434	555	393
Link Distance (ft)	789	789	789			651	651		1348	
Upstream Blk Time (%)	25	55	54							
Queuing Penalty (veh)	0	0	0							
Storage Bay Dist (ft)				275	275			800		240
Storage Blk Time (%)					0	7			35	15
Queuing Penalty (veh)					0	12			264	155

Intersection: 23: I-215 NB Ramps & Ethanac Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	284	318	438	405	369	345	243	355	419	369
Average Queue (ft)	177	192	178	191	247	206	116	236	274	179
95th Queue (ft)	260	287	333	340	345	308	197	330	375	324
Link Distance (ft)			651	651	1003	1003	1003		1351	
Upstream Blk Time (%)			0	0						
Queuing Penalty (veh)			1	0						
Storage Bay Dist (ft)	245	245						700		270
Storage Blk Time (%)	1	2	2						9	1
Queuing Penalty (veh)	7	17	16						74	6

Network Summary

Network wide Queuing Penalty: 552

Intersection: 22: I-215 SB Ramps & Ethanac Rd.

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	774	774	774	174	385	669	684	910	1364	350
Average Queue (ft)	771	774	773	129	160	259	268	848	1160	350
95th Queue (ft)	789	776	785	182	273	454	461	1073	1576	351
Link Distance (ft)	759	759	759			651	651		1348	
Upstream Blk Time (%)	35	51	47			2	1		14	
Queuing Penalty (veh)	0	0	0			23	15		0	
Storage Bay Dist (ft)				275	275			800		240
Storage Blk Time (%)						9		0	64	64
Queuing Penalty (veh)						37		2	512	711

Intersection: 23: I-215 NB Ramps & Ethanac Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	287	330	415	336	682	1009	1005	800	1366	370
Average Queue (ft)	206	225	136	158	481	433	339	799	1350	370
95th Queue (ft)	284	304	288	288	665	701	609	801	1499	370
Link Distance (ft)			651	651	1008	1008	1008		1351	
Upstream Blk Time (%)						0	0		49	
Queuing Penalty (veh)						0	0		0	
Storage Bay Dist (ft)	245	245						700		270
Storage Blk Time (%)	1	4	1					48	78	5
Queuing Penalty (veh)	7	27	7					406	659	50

Network Summary

Network wide Queuing Penalty: 2455